

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**September 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 SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	TYROLEAN AIRWAYS	C	5	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>5</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>20</b>	<b>112</b>	<b>5</b>
SALZBURG	EXCEL AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	8	43	14	7
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	29	29	0	0	0	17	71	9	7
<b>TOTAL SALZBURG</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>13</b>	<b>82</b>	<b>6</b>	<b>74</b>
VIENNA	BRITISH AIRWAYS CITIEXPRESS L	S	51	0	0	90	4	6	0	0	4	86	7	51	
<b>TOTAL VIENNA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>51</b>	
<b>TOTAL AUSTRIA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>130</b>	
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	249	0	4	84	6	6	4	0	9	83	9	243	
<b>TOTAL BRUSSELS</b>			<b>249</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>243</b>	
<b>TOTAL BELGIUM</b>			<b>249</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>243</b>	
<b>BULGARIA</b>															
BURGAS	BH AIR	C	18	0	0	50	28	22	0	0	19	38	63	8	
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	11	0	0	13	0	0	0	
<b>TOTAL BURGAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>38</b>	<b>63</b>	<b>8</b>	
VARNA	BH AIR	C	8	0	0	63	13	0	0	25	63	100	4	8	
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>100</b>	<b>4</b>	<b>8</b>	
<b>TOTAL BULGARIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>0</b>	<b>6</b>	<b>28</b>	<b>69</b>	<b>33</b>	<b>16</b>	
<b>CANADA</b>															
TORONTO	AIR INDIA	S	26	0	0	77	8	8	8	0	16	0	0	0	
	AIR TRANSAT	S	16	0	0	75	0	13	13	0	22	75	10	16	
	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	2	94	5	16	
<b>TOTAL TORONTO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	<b>32</b>	
<b>TOTAL CANADA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	<b>32</b>	
<b>CROATIA</b>															
DUBROVNIK	FLYBE.BRITISH EUROPEAN	C	8	0	0	38	63	0	0	0	15	100	5	8	
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>5</b>	<b>8</b>	
SPLIT	CROATIA AIRLINES	C	2	0	0	50	50	0	0	0	14	50	59	2	
	FLYBE.BRITISH EUROPEAN	C	8	0	0	50	50	0	0	0	14	63	38	8	
<b>TOTAL SPLIT</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>14</b>	<b>60</b>	<b>42</b>	<b>10</b>	
<b>TOTAL CROATIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>26</b>	<b>18</b>	
<b>CYPRUS</b>															
LARNACA	AIR MALTA	C	9	0	0	67	11	0	22	0	23	90	6	10	
	CYPRUS AIRWAYS	S	18	0	0	67	11	22	0	0	17	89	9	18	
	EUROCYPRIA AIRLINES LTD	C	8	0	0	63	13	0	25	0	26	63	58	16	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	7	25	122	8	
	HELIOS AIRWAYS LTD	S	16	1	0	63	19	19	0	0	16	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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	8	0	0	25	13	13	50	0	0	66	20	60	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	12	0	0	0	5	80	21	10	
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	13	100	1	10	
<b>TOTAL LARNACA</b>			<b>92</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>36</b>	<b>82</b>
PAPHOS	AIR MALTA	C	5	3	0	60	0	20	20	0	0	42	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	38	13	38	13	0	0	31	70	14	10
	MONARCH AIRLINES	C	16	0	0	56	25	19	0	0	0	16	70	13	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	75	9	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	63	39	8
<b>TOTAL PAPHOS</b>			<b>61</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>20</b>	<b>54</b>
<b>TOTAL CYPRUS</b>			<b>153</b>	<b>4</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>30</b>	<b>136</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	60	0	0	68	5	12	15	0	0	25	0	0	0
	CSA	S	96	0	0	61	25	11	2	0	0	13	77	11	84
<b>TOTAL PRAGUE</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>11</b>	<b>84</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>11</b>	<b>84</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	46	0	6	35	24	26	11	4	0	36	0	0	0
<b>TOTAL BILLUND</b>			<b>46</b>	<b>0</b>	<b>6</b>	<b>35</b>	<b>24</b>	<b>26</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	SAS	S	112	0	0	83	8	5	4	0	0	13	85	7	163
<b>TOTAL COPENHAGEN</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>163</b>
<b>TOTAL DENMARK</b>			<b>158</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>7</b>	<b>163</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSONFLY LTD	C	8	0	0	63	0	13	25	0	0	39	100	3	9
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>85</b>	<b>9</b>	<b>13</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>85</b>	<b>9</b>	<b>13</b>
<b>EGYPT</b>															
LUXOR	THOMSONFLY LTD	C	8	0	0	38	25	13	25	0	0	44	0	0	0
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	13	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	CITY AIRLINE	S	48	0	0	63	29	8	0	0	0	14	85	8	47
<b>TOTAL HELSINKI</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>47</b>
<b>TOTAL FINLAND</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>47</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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>FRANCE</b>															
BASTIA	FLYBE.BRITISH EUROPEAN	C	8	0	0	100	0	0	0	0	0	7	100	3	8
<b>TOTAL BASTIA</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>7</b>	<b>100</b>	<b>3</b>	<b>8</b>
BERGERAC	FLYBE.BRITISH EUROPEAN	S	41	0	1	61	22	7	5	2	2	34	0	0	0
<b>TOTAL BERGERAC</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	BMIBABY LTD	S	60	0	0	65	15	8	8	3	0	27	0	0	0
<b>TOTAL BORDEAUX</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREST	FLYBE.BRITISH EUROPEAN	S	34	0	0	79	12	3	6	0	0	14	0	0	0
<b>TOTAL BREST</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROCHELLE	FLYBE.BRITISH EUROPEAN	S	42	0	0	50	14	17	19	0	0	30	0	0	0
<b>TOTAL LA ROCHELLE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>17</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	102	0	0	76	12	10	2	0	0	11	80	12	102
<b>TOTAL LYON</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>12</b>	<b>102</b>
NICE	BMIBABY LTD	S	60	0	0	28	18	15	28	10	0	71	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	8	0	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL NICE</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>13</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>63</b>	<b>100</b>	<b>2</b>	<b>8</b>
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	266	0	0	83	5	7	5	0	0	10	85	10	224
	CITY JET	S	334	0	0	87	9	2	2	0	0	7	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>600</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>559</b>
PERPIGNAN	FLYBE.BRITISH EUROPEAN	S	36	0	0	50	22	14	14	0	0	28	53	19	60
<b>TOTAL PERPIGNAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>53</b>	<b>19</b>	<b>60</b>
TOULOUSE (BLAGNAC)	FLYBE.BRITISH EUROPEAN	S	60	0	0	55	15	18	12	0	0	27	66	17	58
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>17</b>	<b>58</b>
<b>TOTAL FRANCE</b>			<b>1051</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>11</b>	<b>795</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	52	0	0	88	12	0	0	0	0	5	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</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>
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	206	0	0	81	9	4	4	1	0	12	90	5	207
	EUROWINGS LUFTVERKEHRS	S	146	0	0	86	9	5	0	0	0	7	82	7	148
<b>TOTAL DUSSELDORF</b>			<b>352</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>355</b>
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	246	0	0	87	6	3	4	0	0	8	85	9	252
	LUFTHANSA	S	214	0	2	88	9	1	1	0	0	7	85	9	180
<b>TOTAL FRANKFURT MAIN</b>			<b>460</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>432</b>
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	96	0	0	85	6	5	3	0	0	8	97	4	94
<b>TOTAL HAMBURG</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>4</b>	<b>94</b>
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	95	5	0	0	0	0	2	97	2	60
<b>TOTAL HANOVER</b>			<b>60</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>95</b>	<b>2</b>	<b>62</b>
MUNICH	LUFTHANSA CITY LINE	S	172	0	0	76	15	6	3	0	0	11	80	17	60

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>172</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>175</b>
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	10	0	0	20	20	40	20	0	0	41	100	1	8
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>1</b>	<b>8</b>
PADERBORN	EUROPEAN AIR CHARTER	C	8	0	0	25	0	0	75	0	0	70	100	0	8
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>100</b>	<b>0</b>	<b>8</b>
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	147	0	0	86	9	4	1	0	0	7	69	13	144
<b>TOTAL STUTTGART</b>			<b>147</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>13</b>	<b>144</b>
<b>TOTAL GERMANY</b>			<b>1357</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>1279</b>
<b>GREECE</b>															
CHANIA	AEGEAN AIRLINES	C	8	0	0	88	13	0	0	0	0	8	0	0	0
<b>TOTAL CHANIA</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>8</b>	<b>25</b>	<b>125</b>	<b>8</b>
<b>CORFU</b>															
	AIR MALTA	C	8	0	0	25	0	50	25	0	0	42	50	91	8
	EUROPEAN AIR CHARTER	C	8	0	0	13	38	13	25	13	0	73	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	55	9	36	0	0	0	19	100	2	4
	MONARCH AIRLINES	C	16	0	0	88	6	0	6	0	0	11	100	0	15
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	25	13	0	13	91	75	7	8
	THOMSONFLY LTD	C	10	0	0	50	10	30	10	0	0	27	94	4	16
<b>TOTAL CORFU</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>11</b>	<b>23</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>86</b>	<b>15</b>	<b>59</b>
<b>HERAKLION</b>															
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	33	56	11	0	0	0	16	88	5	8
	MONARCH AIRLINES	C	25	0	0	60	16	20	0	4	0	22	71	64	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	69	50	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	63	41	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	75	10	8
<b>TOTAL HERAKLION</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>40</b>	<b>72</b>
<b>KALAMATA</b>															
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	0	25	0	13	163	0	0	0
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>163</b>	<b>63</b>	<b>10</b>	<b>8</b>
<b>KAVALLA</b>															
	THOMSONFLY LTD	C	8	0	0	75	13	0	13	0	0	13	100	0	8
<b>TOTAL KAVALLA</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>13</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>KEFALLINIA</b>															
	BMI BRITISH MIDLAND	C	8	0	0	0	13	50	25	0	13	230	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	4	100	1	10
<b>TOTAL KEFALLINIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>4</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>97</b>	<b>1</b>	<b>34</b>
<b>KOS</b>															
	BMI BRITISH MIDLAND	C	8	0	0	63	13	13	13	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	7	100	0	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	10	10	0	0	18	78	9	9
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	29	75	9	8
<b>TOTAL KOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>3</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>12</b>	<b>37</b>
<b>RHODES</b>															
	AIR MALTA	C	8	0	0	38	13	38	13	0	0	28	100	1	10
	BMI BRITISH MIDLAND	C	8	0	0	75	13	13	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	9	0	0	22	67	11	0	0	0	24	70	15	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	11	33	0	0	42	18	52	11
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	8	80	17	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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)
RHODES	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	7	80	7	10
<b>TOTAL RHODES</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>43</b>	<b>70</b>
SALONIKA	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	2	90	10	10	
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	1	50	14	8	
<b>TOTAL SALONIKA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>12</b>	<b>18</b>	
SKIATHOS	AIR MALTA	C	9	0	0	67	11	0	0	22	0	64	33	40	6
<b>TOTAL SKIATHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>64</b>	<b>33</b>	<b>40</b>	<b>6</b>
THIRA (SANTORINI)	AEGEAN AIRLINES	C	8	0	0	38	13	0	50	0	0	57	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	AIR MALTA	C	8	0	0	50	0	25	13	13	0	52	50	14	8
	EUROPEAN AIR CHARTER	C	10	0	0	10	10	20	10	30	20	197	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	9	100	0	8
	MONARCH AIRLINES	C	10	0	0	50	10	40	0	0	0	21	67	10	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	80	5	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	10	78	10	9
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	8
<b>TOTAL ZAKINTHOS</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>6</b>	<b>16</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>44</b>	<b>79</b>	<b>7</b>	<b>52</b>
<b>TOTAL GREECE</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>75</b>	<b>25</b>	<b>374</b>
<b>INDIA</b>															
DELHI	AIR INDIA	S	26	0	0	81	4	8	4	4	0	18	0	0	0
<b>TOTAL DELHI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL INDIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRAN</b>															
TEHRAN	MAHAN AIR	S	18	0	10	50	22	17	11	0	0	26	31	29	16
<b>TOTAL TEHRAN</b>			<b>18</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>31</b>	<b>29</b>	<b>16</b>
<b>TOTAL IRAN</b>			<b>18</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>31</b>	<b>29</b>	<b>16</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	62	0	0	53	16	16	13	2	0	31	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>43</b>	<b>60</b>
CORK	AER ARRAN	S	111	1	1	92	2	4	3	0	0	6	71	23	112
	BMIBABY LTD	S	60	0	0	32	12	10	42	5	0	63	0	0	0
<b>TOTAL CORK</b>			<b>171</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>5</b>	<b>6</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>23</b>	<b>112</b>
DUBLIN	AER LINGUS	S	198	0	0	68	21	6	6	0	0	16	82	8	207
	RYANAIR	S	144	0	2	78	14	4	3	0	0	10	81	9	154
<b>TOTAL DUBLIN</b>			<b>343</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>491</b>
SHANNON	FLYBE.BRITISH EUROPEAN	S	8	0	0	38	25	38	0	0	0	28	83	7	60
<b>TOTAL SHANNON</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>28</b>	<b>83</b>	<b>7</b>	<b>60</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>584</b>	<b>1</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>15</b>	<b>775</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
ALGHERO/SASSARI	FLYBE.BRITISH EUROPEAN	C	8	0	0	75	25	0	0	0	0	10	88	4	8
<b>TOTAL ALGHERO/SASSARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	<b>8</b>
BERGAMO	EUROPEAN AIR CHARTER	C	8	0	0	38	13	13	13	25	0	69	88	16	8
<b>TOTAL BERGAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>69</b>	<b>83</b>	<b>20</b>	<b>12</b>
MILAN (MALPENSA)	ALITALIA	S	116	0	4	86	7	5	2	0	0	9	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	81	8	6	5	0	0	12	84	10	163
	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>274</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>163</b>
NAPLES	EUROPEAN AIR CHARTER	C	10	0	0	20	50	10	20	0	0	44	0	0	0
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	5	75	8	8
<b>TOTAL NAPLES</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>9</b>	<b>16</b>
PISA	BRITISH AIRWAYS CITIEXPRESS L	C	7	0	0	71	29	0	0	0	0	6	75	12	8
<b>TOTAL PISA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>8</b>
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	68	13	5	5	8	0	29	88	7	60
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>88</b>	<b>7</b>	<b>60</b>
VERONA VILLAFRANCA	THOMSONFLY LTD	C	14	0	0	71	7	0	14	0	7	49	76	9	17
<b>TOTAL VERONA VILLAFRANCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>49</b>	<b>76</b>	<b>9</b>	<b>17</b>
<b>TOTAL ITALY</b>			<b>391</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>11</b>	<b>295</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	26	0	0	69	19	12	0	0	0	11	38	22	26
	HELLO	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	75	41	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	0	29	0	0	33	78	23	9
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	100	1	8
<b>TOTAL MALTA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>22</b>	<b>51</b>
<b>TOTAL MALTA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>22</b>	<b>51</b>
<b>MEXICO</b>															
CANCUN	THOMSONFLY LTD	C	8	0	0	38	0	13	25	25	0	78	0	0	0
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>78</b>	<b>25</b>	<b>157</b>	<b>4</b>
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>78</b>	<b>25</b>	<b>157</b>	<b>4</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	112	0	0	62	12	12	10	5	0	34	0	0	0
	KLM	S	170	1	2	83	9	6	1	1	0	9	0	0	0
	KLM CITYHOPPER	S	122	0	0	67	20	9	2	2	0	18	68	18	330
<b>TOTAL AMSTERDAM</b>			<b>404</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>18</b>	<b>330</b>
EINDHOVEN	KLM CITYHOPPER	C	4	0	0	75	25	0	0	0	0	12	0	0	0
<b>TOTAL EINDHOVEN</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>408</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>18</b>	<b>332</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	42	0	0	76	10	7	5	2	0	17	71	13	34
<b>TOTAL ISLAMABAD</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>13</b>	<b>34</b>
<b>TOTAL PAKISTAN</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>44</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR MALTA	C	9	0	0	78	11	0	0	11	0	31	94	5	17
	EUROPEAN AIR CHARTER	C	6	0	0	0	0	0	100	0	0	111	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	76	18	6	0	0	0	9	72	17	18
	FLYBE.BRITISH EUROPEAN	S	42	0	0	38	33	24	2	0	2	34	0	0	0
	MONARCH AIRLINES	S	10	0	0	90	10	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	S	44	0	0	86	2	0	9	2	0	19	66	20	41
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	100	1	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	100	0	0	0	0	0	1	80	7	20
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	2	94	3	18
<b>TOTAL FARO</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>81</b>	<b>11</b>	<b>144</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>81</b>	<b>11</b>	<b>146</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	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>3</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>3</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AIR SLOVAKIA BWJ	S	9	2	15	44	33	0	22	0	0	37	36	44	14
<b>TOTAL BRATISLAVA</b>			<b>9</b>	<b>2</b>	<b>15</b>	<b>44</b>	<b>33</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>36</b>	<b>44</b>	<b>14</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>9</b>	<b>2</b>	<b>15</b>	<b>44</b>	<b>33</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>36</b>	<b>44</b>	<b>14</b>
<b>SPAIN</b>															
ALICANTE	AIR MALTA	C	8	0	0	38	13	13	38	0	0	58	0	0	0
	BMIBABY LTD	S	52	0	0	83	6	4	8	0	0	14	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	13	25	0	63	0	0	83	50	27	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	0	25	25	0	0	35	47	33	15
	FLYBE.BRITISH EUROPEAN	S	42	1	0	55	21	17	2	5	0	33	0	0	0
	MONARCH AIRLINES	S	16	0	0	50	25	19	6	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	73	17	15
	MY TRAVEL AIRWAYS UK	S	60	0	5	83	7	2	8	0	0	15	64	30	105
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	88	9	8
	THOMSONFLY LTD	C	8	0	0	25	13	38	25	0	0	39	75	12	16
<b>TOTAL ALICANTE</b>			<b>218</b>	<b>1</b>	<b>5</b>	<b>68</b>	<b>11</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>27</b>	<b>175</b>
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	90	3	10
	FLYBE.BRITISH EUROPEAN	S	26	0	0	27	35	31	8	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	S	34	0	0	85	6	3	6	0	0	12	54	28	26
<b>TOTAL ALMERIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>18</b>	<b>46</b>
BARCELONA	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	80	7	3	10	0	0	12	77	19	60



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>30</b>	120
<b>GERONA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	88	4	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	2	100	1	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	75	18	8
<b>TOTAL GERONA</b>			<b>25</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>88</b>	<b>7</b>	24
<b>IBIZA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	14	63	18	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	17	6	0	11	0	30	88	7	16
	MY TRAVEL AIRWAYS UK	S	25	0	0	84	12	0	4	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	100	0	7
	THOMSONFLY LTD	C	27	0	0	89	11	0	0	0	0	4	88	7	24
<b>TOTAL IBIZA</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	70
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	82	5	10	2	2	0	12	87	6	60
<b>TOTAL MADRID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	60
<b>MAHON</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	50	48	8
	MONARCH AIRLINES	C	20	0	0	35	50	0	15	0	0	38	69	14	16
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	14	0	0	0	0	4	65	8	17
	MY TRAVEL AIRWAYS UK	S	26	0	1	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	0	0	6	0	0	6	88	10	16
	THOMSONFLY LTD	C	16	0	0	88	0	6	0	0	6	54	100	0	16
<b>TOTAL MAHON</b>			<b>94</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>77</b>	<b>12</b>	73
<b>MALAGA</b>	BMI BRITISH MIDLAND	C	8	0	0	0	25	50	25	0	0	46	25	43	8
	BMIBABY LTD	S	68	0	0	46	10	25	13	4	1	44	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	0	0	100	0	0	0	53	0	0	0
	FLYBE.BRITISH EUROPEAN	S	58	0	0	67	17	2	3	5	5	47	0	0	0
	MONARCH AIRLINES	S	60	0	0	73	18	5	3	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	S	60	0	0	90	3	3	3	0	0	8	61	20	120
	SPANAIR	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	18	63	16	8
	THOMSONFLY LTD	C	18	0	0	89	6	6	0	0	0	7	94	18	18
<b>TOTAL MALAGA</b>			<b>286</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>67</b>	<b>19</b>	186
<b>MURCIA SAN JAVIER</b>	BMIBABY LTD	S	7	1	1	86	14	0	0	0	0	2	0	0	0
	FLYBE.BRITISH EUROPEAN	S	42	2	0	57	17	14	2	0	10	53	0	0	0
	MY TRAVEL AIRWAYS UK	S	60	0	0	88	2	3	7	0	0	9	47	32	60
<b>TOTAL MURCIA SAN JAVIER</b>			<b>109</b>	<b>3</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>51</b>	<b>28</b>	68
<b>PALMA DE MALLORCA</b>	AIR MALTA	C	16	0	0	63	6	19	13	0	0	23	63	17	8
	BMIBABY LTD	S	60	0	0	52	20	18	10	0	0	26	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	16	0	0	56	13	6	25	0	0	31	69	14	16
	EUROPEAN AIR CHARTER	C	8	0	0	25	25	0	50	0	0	64	100	1	3
	FIRST CHOICE AIRWAYS LTD	C	42	0	0	50	12	24	14	0	0	28	73	17	26
	FLYBE.BRITISH EUROPEAN	S	26	0	0	58	12	23	8	0	0	25	0	0	0
	MONARCH AIRLINES	C	8	0	0	0	50	25	25	0	0	38	13	54	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	6	0	0	0	0	2	48	71	44
	MY TRAVEL AIRWAYS UK	S	59	0	0	85	2	7	7	0	0	12	47	41	49
	THOMAS COOK AIRLINES LTD	C	25	0	0	68	16	12	4	0	0	15	69	23	32
	THOMSONFLY LTD	C	45	0	0	76	9	9	7	0	0	15	75	14	59

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PALMA DE MALLORCA</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>32</b>	<b>247</b>
<b>REUS</b>	EUROPEAN AIR CHARTER	C	7	0	0	43	0	14	43	0	0	58	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	56	11	28	6	0	0	23	100	0	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	50	58	16
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	6	75	13	8
<b>TOTAL REUS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>31</b>	<b>33</b>
<b>TOTAL SPAIN</b>			<b>1372</b>	<b>5</b>	<b>7</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>67</b>	<b>23</b>	<b>1102</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR EUROPA	C	10	0	0	80	20	0	0	0	0	9	0	0	0
	AIR MALTA	C	10	0	0	70	20	10	0	0	0	10	89	5	9
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	5	100	2	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	6	22	0	0	27	82	5	17
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	20	0	10	0	33	70	133	10
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	8	100	0	8
<b>TOTAL ARRECIFE</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>23</b>	<b>64</b>
<b>FUERTEVENTURA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	100	2	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	0	100	2	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	90	4	10
	THOMSONFLY LTD	C	8	0	0	88	0	0	0	0	13	134	100	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>32</b>	<b>97</b>	<b>2</b>	<b>38</b>
<b>LAS PALMAS</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	20	100	4	8
	MONARCH AIRLINES	C	8	0	0	38	25	13	25	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	13	19	0	0	0	12	56	15	25
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	13	6	13	0	0	16	100	0	9
	THOMSONFLY LTD	C	8	0	0	25	50	25	0	0	0	22	72	33	18
<b>TOTAL LAS PALMAS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>15</b>	<b>67</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	11	0	0	82	0	18	0	0	0	8	0	0	0
	AIR MALTA	C	9	0	0	33	11	0	11	44	0	108	63	18	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	0	17	11	0	0	18	89	7	18
	MONARCH AIRLINES	S	60	0	0	80	13	5	2	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	94	6	0	0	0	0	2	63	17	16
	THOMAS COOK AIRLINES LTD	C	19	0	0	100	0	0	0	0	0	0	75	8	16
	THOMSONFLY LTD	C	15	0	0	100	0	0	0	0	0	4	88	7	16
	VOLAR AIRLINES	C	20	0	0	70	0	10	20	0	0	30	76	33	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>13</b>	<b>109</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>325</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>14</b>	<b>278</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	48	0	0	52	35	13	0	0	0	16	65	11	49
<b>TOTAL GOTEBORG</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>35</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>11</b>	<b>49</b>
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	21	0	1	67	14	0	19	0	0	26	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>21</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>12</b>	<b>96</b>
<b>TOTAL SWEDEN</b>			<b>69</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>29</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>12</b>	<b>152</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>SWITZERLAND</b>															
ZURICH	SWISS AIRLINES	S	162	0	2	75	17	7	1	0	0	11	62	16	162
TOTAL ZURICH			<b>162</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>16</b>	<b>162</b>	
TOTAL SWITZERLAND			<b>162</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>12</b>	<b>256</b>	
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	88	66	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	2	63	52	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	4	100	0	8	
	THOMSONFLY LTD	C	8	0	0	88	0	0	0	13	38	50	14	10	
TOTAL MONASTIR			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>74</b>	<b>32</b>	<b>34</b>	
TOTAL TUNISIA			<b>32</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>74</b>	<b>32</b>	<b>34</b>	
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	16	0	0	63	25	0	13	0	0	19	100	3	8
TOTAL ANTALYA			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>3</b>	<b>8</b>	
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	9	63	70	8	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	88	11	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	25	13	0	22	13	26	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	25	0	13	0	45	100	4	7
	THOMSONFLY LTD	C	8	0	0	13	25	50	13	0	39	100	0	7	
TOTAL BODRUM (MILAS)			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>10</b>	<b>25</b>	<b>5</b>	<b>3</b>	<b>23</b>	<b>71</b>	<b>23</b>	<b>38</b>	
DALAMAN	BMI BRITISH MIDLAND	C	9	0	0	22	0	56	22	0	0	40	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	63	25	13	0	0	13	13	100	8	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	17	6	0	0	6	52	82	17	17
	MY TRAVEL AIRWAYS UK	C	28	0	0	71	0	7	18	4	0	30	84	11	25
	ONUR AIR	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	PEGASUS AIRLINES	C	8	0	0	50	25	13	0	0	13	109	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	0	3	75	13	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	63	18	8
TOTAL DALAMAN			<b>98</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>68</b>	<b>24</b>	<b>74</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	100	2	8
TOTAL IZMIR (ADNAM MENDERES)			<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>1</b>	<b>100</b>	<b>2</b>	<b>8</b>	
TOTAL TURKEY			<b>164</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>73</b>	<b>21</b>	<b>128</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	0	0	69	22	6	3	0	0	11	68	22	34
TOTAL ASHKHABAD			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>22</b>	<b>34</b>
TOTAL TURKMENISTAN			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>22</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	120	0	0	78	16	7	0	0	0	9	67	14	60
TOTAL DUBAI			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>14</b>	<b>60</b>
TOTAL UNITED ARAB EMIRATES			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>14</b>	<b>60</b>

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	89	6	3	2	0	0	6	85	7	156
<b>TOTAL ABERDEEN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>156</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	370	0	2	78	14	5	2	0	0	10	83	8	363
<b>TOTAL BELFAST CITY</b>			<b>370</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>363</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	154	0	8	51	21	15	14	0	0	27	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>154</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>21</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BMIBABY LTD	S	120	0	0	65	14	9	9	3	0	26	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	328	6	0	89	5	4	1	0	0	6	82	9	328
	FLYBE.BRITISH EUROPEAN	S	308	0	4	78	9	6	6	1	0	13	79	10	317
<b>TOTAL EDINBURGH</b>			<b>756</b>	<b>7</b>	<b>4</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>645</b>
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	274	0	0	91	3	3	3	0	0	5	84	8	316
	FLYBE.BRITISH EUROPEAN	S	293	2	11	73	11	10	6	0	0	15	77	13	320
<b>TOTAL GLASGOW</b>			<b>567</b>	<b>3</b>	<b>12</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>11</b>	<b>636</b>
GUERNSEY	FLYBE.BRITISH EUROPEAN	S	59	0	0	58	12	10	20	0	0	25	78	13	69
<b>TOTAL GUERNSEY</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>78</b>	<b>13</b>	<b>69</b>
INVERNESS	EASTERN AIRWAYS	S	139	0	1	73	17	5	5	0	0	13	84	9	138
<b>TOTAL INVERNESS</b>			<b>139</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>138</b>
ISLE OF MAN	EASTERN AIRWAYS	S	137	0	3	95	2	2	0	1	0	4	96	4	139
	FLYBE.BRITISH EUROPEAN	S	57	0	3	63	16	12	9	0	0	20	62	19	60
<b>TOTAL ISLE OF MAN</b>			<b>194</b>	<b>1</b>	<b>6</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>199</b>
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	100	0	0	0	0	0	5	0	0	0
	FLYBE.BRITISH EUROPEAN	S	77	0	0	47	30	21	3	0	0	21	63	19	75
<b>TOTAL JERSEY</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>19</b>	<b>89</b>
NEWCASTLE	EASTERN AIRWAYS	S	171	0	1	91	7	1	1	0	0	4	99	2	176
<b>TOTAL NEWCASTLE</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>99</b>	<b>2</b>	<b>176</b>
NEWQUAY	BMIBABY LTD	S	60	0	0	58	3	18	20	0	0	28	0	0	0
<b>TOTAL NEWQUAY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>3</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2711</b>	<b>14</b>	<b>34</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>2523</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	119	1	1	79	6	8	4	2	1	24	87	7	119
<b>TOTAL NEW YORK (NEWARK)</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>87</b>	<b>7</b>	<b>119</b>
SANFORD	THOMSONFLY LTD	C	19	0	0	58	21	16	5	0	0	19	50	19	6
<b>TOTAL SANFORD</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>36</b>	<b>66</b>	<b>22</b>
<b>TOTAL USA</b>			<b>138</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>79</b>	<b>16</b>	<b>141</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	28	0	8	79	7	4	11	0	0	15	62	20	26
<b>TOTAL TASHKENT</b>			<b>28</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>7</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>20</b>	<b>26</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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 UZBEKISTAN		28	0	8	79	7	4	11	0	0	15	62	20	26
TOTAL BIRMINGHAM		10608	31	100	75	11	7	5	1	0	16	78	13	9751

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	LAUDA-AIR	C	5	0	0	100	0	0	0	0	0	0	100	2	5
TOTAL INNSBRUCK			5	0	0	100	0	0	0	0	0	0	100	2	5
VIENNA	LAUDA-AIR	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL VIENNA			2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL AUSTRIA			8	0	0	88	0	13	0	0	0	8	100	2	5
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	146	0	0	82	13	3	2	0	0	8	78	8	155
	DANISH AIR TRANSPORT	C	2	0	0	50	0	50	0	0	0	17	0	0	0
TOTAL BRUSSELS			149	0	0	81	13	4	2	0	0	8	77	8	157
TOTAL BELGIUM			149	0	0	81	13	4	2	0	0	8	77	8	157
<b>BULGARIA</b>															
BURGAS	BH AIR	C	17	0	0	59	18	12	12	0	0	21	25	32	16
TOTAL BURGAS			17	0	0	59	18	12	12	0	0	21	25	32	16
TOTAL BULGARIA			17	0	0	59	18	12	12	0	0	21	25	32	16
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	60	10	30	0	0	0	17	63	21	8
	THOMAS COOK AIRLINES LTD	S	8	0	0	100	0	0	0	0	0	3	100	1	8
TOTAL TORONTO			18	0	0	78	6	17	0	0	0	11	81	11	16
TOTAL CANADA			18	0	0	78	6	17	0	0	0	11	81	11	16
<b>CROATIA</b>															
DUBROVNIK	AIR ADRIATIC	C	2	0	0	100	0	0	0	0	0	13	0	0	0
TOTAL DUBROVNIK			2	0	0	100	0	0	0	0	0	13	0	0	0
TOTAL CROATIA			2	0	0	100	0	0	0	0	0	13	0	0	0
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	53	88	8	8
TOTAL LARNACA			8	0	0	50	0	25	25	0	0	53	88	8	8
TOTAL CYPRUS			8	0	0	50	0	25	25	0	0	53	88	8	8
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	111	0	0	73	20	7	0	0	0	10	67	14	110
	FLYGLOBESPAN	S	34	0	0	82	12	6	0	0	0	7	0	0	0
TOTAL PRAGUE			145	0	0	75	18	7	0	0	0	10	67	14	110
TOTAL CZECH REPUBLIC			145	0	0	75	18	7	0	0	0	10	67	14	110
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	8	0	0	75	0	0	0	25	0	75	63	17	16
TOTAL BILLUND			8	0	0	75	0	0	0	25	0	75	63	17	16
COPENHAGEN	BMI REGIONAL	S	104	0	0	89	6	4	1	0	0	7	92	7	104

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	STERLING EUROPEAN AIRLINES	S	18	0	0	61	28	11	0	0	0	14	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>7</b>	<b>104</b>
<b>TOTAL DENMARK</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>8</b>	<b>120</b>
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	2	0	0	50	0	0	0	50	0	122	0	0	0
<b>TOTAL VAGAR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FAROE ISLANDS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>122</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
BASTIA	BRITISH AIRWAYS CITIEXPRESS L	C	4	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL BASTIA</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>5</b>	<b>75</b>	<b>6</b>	<b>8</b>
NICE	FLYGLOBESPAN	S	44	0	0	59	16	25	0	0	0	17	0	0	0
<b>TOTAL NICE</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>23</b>	<b>16</b>
<b>PARIS (CHARLES DE GAULLE)</b>															
	BLUE LINE	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	168	0	0	65	18	13	4	0	0	15	63	21	168
	CITY JET	S	128	0	0	74	14	6	5	0	0	13	64	15	128
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>19</b>	<b>296</b>
<b>PARIS (ORLY)</b>															
	CITY JET	S	9	0	0	56	22	11	11	0	0	19	88	6	8
<b>TOTAL PARIS (ORLY)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>6</b>	<b>8</b>
<b>TOTAL FRANCE</b>			<b>355</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>18</b>	<b>328</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	54	0	0	69	15	15	2	0	0	13	34	21	44
<b>TOTAL COLOGNE (BONN)</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>0</b>	<b>13</b>	<b>36</b>	<b>21</b>	<b>45</b>
FRANKFURT MAIN	LUFTHANSA	S	180	0	0	77	12	10	2	0	0	12	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>180</b>
HAMBURG	HAPAG LLOYD EXPRESS	S	25	0	1	72	20	8	0	0	0	10	0	0	0
<b>TOTAL HAMBURG</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>259</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>11</b>	<b>232</b>
<b>GREECE</b>															
ZAKINTHOS	MONARCH AIRLINES	C	10	0	0	70	10	10	10	0	0	15	60	19	10
<b>TOTAL ZAKINTHOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>19</b>	<b>10</b>
<b>TOTAL GREECE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>17</b>	<b>15</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	88	0	0	83	11	3	2	0	0	8	62	35	52
<b>TOTAL CORK</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>35</b>	<b>52</b>
DUBLIN	AER LINGUS	S	60	0	0	67	17	15	2	0	0	15	44	25	108
	RYANAIR	S	172	1	0	77	10	4	6	2	0	16	78	10	172
<b>TOTAL DUBLIN</b>			<b>232</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>16</b>	<b>280</b>
<b>GALWAY</b>															
	AER ARRAN	S	52	0	0	88	0	6	6	0	0	12	52	43	52

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GALWAY			53	0	0	89	0	6	6	0	0	11	52	43	52
TOTAL IRISH REPUBLIC			373	2	0	79	10	6	5	1	0	13	63	22	384
ITALY															
TOTAL BRESCIA/MONTICHIARI			2	0	0	100	0	0	0	0	0	2	100	0	1
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	87	7	4	2	0	0	7	92	4	25
TOTAL MILAN (MALPENSA)			47	0	0	85	6	4	4	0	0	10	88	14	26
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	21	0	0	90	5	5	0	0	0	10	87	8	23
	CHANNEL EXPRESS (INCORP: JET	S	26	0	0	50	19	23	0	8	0	40	30	59	10
TOTAL ROME (FIUMICINO)			47	0	0	68	13	15	0	4	0	27	70	24	33
TOTAL ITALY			97	0	0	77	9	9	2	2	0	18	78	18	68
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	30	12	2	0	0	16	58	27	120
	KLM CITYHOPPER	S	300	0	0	78	11	7	3	0	0	13	67	16	298
TOTAL AMSTERDAM			360	0	0	75	14	8	3	0	0	13	64	19	418
TOTAL NETHERLANDS			360	0	0	75	14	8	3	0	0	13	64	19	418
NORWAY															
OSLO (GARDERMOEN)	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL OSLO (GARDERMOEN)			2	0	0	100	0	0	0	0	0	2	100	12	2
TOTAL NORWAY			2	0	0	100	0	0	0	0	0	2	100	12	2
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BMI BRITISH MIDLAND	C	8	0	0	75	0	13	13	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	40	10	0	0	0	18	90	6	10
	FLYGLOBESPAN	S	16	0	0	94	6	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	9	83	6	18
TOTAL FARO			42	0	0	74	17	7	2	0	0	11	89	5	36
TOTAL PORTUGAL(EXCLUDING MADEIRA)			42	0	0	74	17	7	2	0	0	11	83	8	40
RUSSIA															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	2	0	0	0	0	50	50	0	0	59	60	21	10
TOTAL MOSCOW (DOMODEDOVO)			2	0	0	0	0	50	50	0	0	59	60	21	10
TOTAL RUSSIA			2	0	0	0	0	50	50	0	0	59	60	21	10
SPAIN															
ALICANTE	FLYGLOBESPAN	S	52	0	0	94	6	0	0	0	0	6	0	0	0
	GREECE AIRWAYS	S	8	0	0	63	25	13	0	0	0	13	63	93	24
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	3	88	10	17
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	8	0	0	0
TOTAL ALICANTE			76	8	0	88	9	3	0	0	0	6	72	52	57
BARCELONA	CHANNEL EXPRESS (INCORP: JET	S	10	0	26	30	30	40	0	0	0	25	67	11	18
	FLYGLOBESPAN	S	42	0	0	83	10	0	5	2	0	15	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>52</b>	<b>0</b>	<b>26</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>9</b>	22
IBIZA	THOMSONFLY LTD	C	8	0	0	50	0	0	25	25	0	95	0	0	0
<b>TOTAL IBIZA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>95</b>	<b>63</b>	<b>13</b>	8
MADRID	AIR EUROPA	C	4	0	0	100	0	0	0	0	0	7	50	19	4
	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	89	7	4	0	0	0	5	92	3	48
<b>TOTAL MADRID</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>5</b>	56
MAHON	FUTURA AIRLINES	C	10	0	0	50	10	30	10	0	0	22	50	28	8
	SPANAIR	C	9	0	0	78	0	11	11	0	0	25	0	0	0
<b>TOTAL MAHON</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>5</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>33</b>	16
MALAGA	CHANNEL EXPRESS (INCORP: JET	S	8	0	0	63	13	0	0	25	0	60	54	16	26
	FLYGLOBESPAN	S	60	0	0	68	18	10	3	0	0	13	0	0	0
	FUTURA AIRLINES	C	8	0	0	0	0	75	25	0	0	77	0	0	0
	GREECE AIRWAYS	S	16	0	2	50	19	19	13	0	0	27	38	47	16
<b>TOTAL MALAGA</b>			<b>92</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>16</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>21</b>	58
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	38	38	13	13	0	0	28	56	20	16
	BRITISH AIRWAYS CITIEXPRESS L	C	4	0	0	50	50	0	0	0	0	14	0	0	0
	CHANNEL EXPRESS (INCORP: JET	S	8	0	0	63	13	0	0	25	0	69	54	13	24
	FLYGLOBESPAN	S	60	0	0	73	10	8	5	3	0	21	0	0	0
	IBERWORLD	C	8	0	0	38	13	50	0	0	0	28	63	14	8
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	12	81	12	16
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	7	80	7	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>13</b>	82
<b>TOTAL SPAIN</b>			<b>404</b>	<b>8</b>	<b>28</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>21</b>	299
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	VOLAR AIRLINES	C	10	0	0	70	30	0	0	0	0	8	0	0	0
<b>TOTAL ARRECIFE</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>30</b>	<b>44</b>	10
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	10	88	4	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>4</b>	8
TENERIFE (SURREINA SOFIA)	IBERWORLD	C	10	0	0	70	20	0	10	0	0	12	75	10	8
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	11	88	7	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>25</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	16
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>18</b>	34
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	18	0	0	89	11	0	0	0	0	6	83	7	52
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	52
STOCKHOLM (BROMMA)	CITY AIRLINE	C	2	0	0	0	50	50	0	0	0	38	0	0	0
<b>TOTAL STOCKHOLM (BROMMA)</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SWEDEN</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>7</b>	52
<b>TURKEY</b>															
BODRUM (MILAS)	ONUR AIR	C	8	0	0	50	50	0	0	0	0	11	38	15	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BODRUM (MILAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>15</b>	<b>8</b>
<b>DALAMAN</b>	MONARCH AIRLINES	C	9	0	0	78	22	0	0	0	0	10	75	11	8
	PEGASUS AIRLINES	C	8	0	0	63	38	0	0	0	0	14	0	0	0
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>33</b>	<b>16</b>
<b>TOTAL TURKEY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>42</b>	<b>27</b>	<b>24</b>
<b>UKRAINE</b>															
<b>DNEPROPETROVSK</b>	AIR SLOVAKIA BWJ	C	2	0	0	0	0	0	100	0	0	123	0	0	0
	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	28	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	UKRAINE INTERNATIONAL AIRLIN	C	3	0	0	33	33	33	0	0	0	22	0	0	0
<b>TOTAL DNEPROPETROVSK</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
<b>BELFAST CITY</b>	FLYBE.BRITISH EUROPEAN	S	210	0	6	75	16	8	1	0	0	10	73	14	216
<b>TOTAL BELFAST CITY</b>			<b>210</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>216</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	208	0	0	77	12	8	3	0	0	12	75	16	224
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>208</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>16</b>	<b>224</b>
<b>BIRMINGHAM</b>	BMIBABY LTD	S	120	0	0	69	9	9	11	2	0	26	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	221	0	0	89	6	3	2	0	0	6	79	10	226
	FLYBE.BRITISH EUROPEAN	S	307	1	5	77	9	7	6	1	0	13	80	11	317
<b>TOTAL BIRMINGHAM</b>			<b>648</b>	<b>1</b>	<b>5</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>543</b>
<b>BRISTOL</b>	BRITISH AIRWAYS CITIEXPRESS L	S	258	0	0	75	13	8	4	0	0	13	68	18	214
	EASYJET AIRLINE COMPANY LTD	S	172	0	0	71	15	12	2	0	0	12	66	17	156
<b>TOTAL BRISTOL</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>18</b>	<b>370</b>
<b>CARDIFF WALES</b>	BMIBABY LTD	S	148	0	0	80	10	6	2	1	0	12	64	18	152
<b>TOTAL CARDIFF WALES</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>18</b>	<b>152</b>
<b>EXETER</b>	FLYBE.BRITISH EUROPEAN	S	112	0	0	57	19	22	2	0	0	18	60	17	60
<b>TOTAL EXETER</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>17</b>	<b>60</b>
<b>GATWICK</b>	BRITISH AIRWAYS PLC	S	348	0	0	53	19	18	9	1	0	25	61	18	352
	EASYJET AIRLINE COMPANY LTD	S	232	0	0	69	15	9	7	0	0	17	59	18	232
<b>TOTAL GATWICK</b>			<b>580</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>18</b>	<b>584</b>
<b>HEATHROW</b>	BMI BRITISH MIDLAND	S	464	0	0	78	17	4	1	0	0	10	51	25	462
	BRITISH AIRWAYS PLC	S	712	0	0	58	22	16	4	0	0	19	48	24	622
<b>TOTAL HEATHROW</b>			<b>1176</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>24</b>	<b>1084</b>
<b>INVERNESS</b>	LOGANAIR	S	69	0	0	72	10	7	10	0	0	19	77	11	73
<b>TOTAL INVERNESS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>11</b>	<b>73</b>
<b>JERSEY</b>	BMI REGIONAL	S	8	0	0	88	0	13	0	0	0	7	100	3	14
	FLYBE.BRITISH EUROPEAN	S	16	0	0	63	25	0	13	0	0	16	63	29	8
<b>TOTAL JERSEY</b>			<b>24</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>19</b>	<b>66</b>
<b>KIRKWALL</b>	LOGANAIR	S	74	0	0	70	15	7	7	1	0	20	81	11	78

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KIRKWALL			74	0	0	70	15	7	7	1	0	20	81	11	78
LEEDS BRADFORD	BMI REGIONAL	S	174	0	0	91	7	1	0	0	0	4	83	13	140
TOTAL LEEDS BRADFORD			174	0	0	91	7	1	0	0	0	4	83	13	140
LIVERPOOL	FLYBE.BRITISH EUROPEAN	S	58	0	2	81	3	9	7	0	0	15	0	0	0
TOTAL LIVERPOOL			58	0	2	81	3	9	7	0	0	15	0	0	0
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	241	0	0	76	10	7	6	1	0	17	78	11	139
	SCOT AIRWAYS	S	391	10	29	74	15	8	3	0	0	12	75	10	416
TOTAL LONDON CITY			632	10	29	75	13	8	4	0	0	14	75	10	555
LUTON	EASYJET AIRLINE COMPANY LTD	S	328	0	0	80	10	6	3	0	0	10	69	16	326
	TITAN AIRWAYS LTD	C	3	1	0	100	0	0	0	0	0	6	0	0	0
TOTAL LUTON			331	4	0	81	10	6	3	0	0	10	69	16	326
MANCHESTER	BMI REGIONAL	S	237	0	0	85	9	3	3	0	0	8	77	11	243
	BRITISH AIRWAYS CITIEXPRESS L	S	299	0	0	72	14	8	5	1	0	16	77	11	310
	CHANNEL EXPRESS (INCORP: JET	S	122	0	4	67	19	10	4	0	0	14	0	0	0
TOTAL MANCHESTER			658	0	4	76	13	7	4	0	0	12	77	11	553
NORWICH	EASTERN AIRWAYS	S	140	0	0	84	9	6	1	0	0	8	72	13	140
	FLYBE.BRITISH EUROPEAN	S	60	0	0	80	5	2	13	0	0	20	0	0	0
TOTAL NORWICH			200	0	0	83	8	5	5	0	0	11	72	13	140
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	127	0	1	91	3	3	2	0	0	7	65	22	156
	EASYJET AIRLINE COMPANY LTD	S	54	0	0	85	6	6	4	0	0	11	51	24	104
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			181	0	1	90	4	4	3	0	0	8	60	23	260
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	206	0	0	75	15	7	3	0	0	12	73	11	246
	FLYBE.BRITISH EUROPEAN	S	258	1	2	72	14	5	7	2	0	20	56	20	156
TOTAL SOUTHAMPTON			464	1	2	73	14	6	6	1	0	16	67	14	402
STANSTED	EASYJET AIRLINE COMPANY LTD	S	334	0	0	78	12	6	4	0	0	11	54	33	325
	FLYGLOBESPAN	S	104	0	0	69	13	16	2	0	0	13	0	0	0
TOTAL STANSTED			438	0	0	76	12	8	4	0	0	11	54	33	325
STORNOWAY	BMI REGIONAL	S	52	0	0	96	4	0	0	0	0	2	96	2	52
	LOGANAIR	S	68	4	0	56	19	15	7	3	0	27	66	15	61
TOTAL STORNOWAY			120	4	0	73	13	8	4	2	0	17	80	9	113
SUMBURGH	LOGANAIR	S	102	1	0	62	11	18	9	1	0	23	81	12	59
TOTAL SUMBURGH			102	1	0	62	11	18	9	1	0	23	81	12	59
TOTAL UNITED KINGDOM			7037	26	49	73	14	9	4	0	0	14	67	17	6389
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	84	0	0	73	17	6	4	0	1	15	83	10	60
TOTAL NEW YORK (NEWARK)			84	0	0	73	17	6	4	0	1	15	83	10	60
TOTAL USA			84	1	0	73	17	6	4	0	1	15	83	10	60
TOTAL EDINBURGH			9597	45	78	74	14	9	4	0	0	14	67	17	8790

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	40	0	0	65	15	15	5	0	0	19	45	23	42
<b>TOTAL ALGIERS</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>45</b>	<b>23</b>	<b>42</b>
HASSI MESSAOUD	AIR ALGERIE	C	18	0	0	50	33	0	17	0	0	31	56	18	18
	ASTRAEUS LTD	C	26	0	0	77	23	0	0	0	0	10	65	24	34
	BRITISH AIRWAYS PLC	S	18	0	0	56	28	0	11	6	0	35	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>22</b>	<b>52</b>
<b>TOTAL ALGERIA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>22</b>	<b>94</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	56	0	0	0	0	17	25	114	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	62	27	4	8	0	0	16	63	16	24
<b>TOTAL ANTIGUA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>34</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>40</b>	<b>32</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>34</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>40</b>	<b>32</b>
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	12	0	0	92	8	0	0	0	0	4	81	6	16
	LAUDA-AIR	S	24	0	0	96	4	0	0	0	0	2	97	3	36
<b>TOTAL INNSBRUCK</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>3</b>	<b>92</b>	<b>4</b>	<b>52</b>
SALZBURG	ASTRAEUS LTD	C	7	0	0	43	0	57	0	0	0	22	100	2	7
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	87	13	0	0	0	0	5	81	7	16
<b>TOTAL SALZBURG</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>5</b>	<b>23</b>
<b>TOTAL AUSTRIA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>75</b>
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	AZERBAIJAN AIRLINES ( AZAL )	S	26	0	0	69	15	15	0	0	0	16	69	12	26
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>12</b>	<b>26</b>
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>12</b>	<b>26</b>
<b>BAHAMAS</b>															
NASSAU	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL NASSAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	60	0	0	72	20	3	5	0	0	13	75	26	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	37	0	0	68	22	8	3	0	0	14	51	32	37
<b>TOTAL BRIDGETOWN</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>33</b>	<b>106</b>
<b>TOTAL BARBADOS</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>33</b>	<b>106</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	72	22	6	0	0	0	11	27	27	22
<b>TOTAL MINSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>27</b>	<b>27</b>	<b>22</b>
<b>TOTAL BELARUS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>27</b>	<b>27</b>	<b>22</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	97	0	0	74	15	7	3	0	0	12	68	13	96
TOTAL BRUSSELS			97	0	0	74	15	7	3	0	0	12	68	13	96
TOTAL BELGIUM			97	0	0	74	15	7	3	0	0	12	68	13	96
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	42	0	0	83	14	2	0	0	0	8	86	9	42
TOTAL BERMUDA			42	0	0	83	14	2	0	0	0	8	86	9	42
TOTAL BERMUDA			42	0	0	83	14	2	0	0	0	8	86	9	42
<b>BULGARIA</b>															
BURGAS	BH AIR	C	16	0	0	94	6	0	0	0	0	3	100	3	9
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	60	20	20	0	0	0	15	44	23	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	25	25	25	0	118	25	16	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	75	30	8
TOTAL BURGAS			59	0	0	71	10	12	3	3	0	23	59	19	41
SOFIA	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	2	0	0	0
	BULGARIA AIR	S	64	0	0	64	14	13	5	5	0	26	81	10	58
TOTAL SOFIA			90	0	0	73	11	9	3	3	0	19	81	10	58
VARNA	BH AIR	C	11	0	0	73	9	18	0	0	0	14	100	2	8
	BULGARIA AIR	S	26	0	0	81	4	12	4	0	0	11	94	4	16
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	50	33	11	6	0	0	20	44	20	9
	THOMSONFLY LTD	C	9	0	0	44	22	33	0	0	0	23	56	13	9
TOTAL VARNA			64	0	0	66	16	16	3	0	0	16	76	9	42
TOTAL BULGARIA			213	0	0	70	12	12	3	2	0	19	73	12	141
<b>CANADA</b>															
DEER LAKE (NEWFOUNDLAND)	ASTRAEUS LTD	C	5	0	0	80	0	20	0	0	0	6	0	0	0
TOTAL DEER LAKE (NEWFOUNDLAND)			5	0	0	80	0	20	0	0	0	6	0	0	0
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	10	0	0	60	10	10	0	20	0	65	100	0	4
TOTAL HALIFAX INT			10	0	0	60	10	10	0	20	0	65	100	0	4
MONTREAL (DORVAL)	AIR TRANSAT	S	2	0	0	100	0	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	S	12	0	0	75	17	0	0	8	0	25	38	23	8
TOTAL MONTREAL (DORVAL)			14	0	0	79	14	0	0	7	0	22	38	23	8
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	8	0	0	75	13	0	13	0	0	11	100	2	8
	ZOOM AIRLINES	S	9	0	0	78	0	11	0	0	11	118	0	0	0
TOTAL OTTAWA INTERNATIONAL			17	0	0	76	6	6	6	0	6	68	100	2	8
QUEBEC	THOMAS COOK AIRLINES LTD	S	3	0	0	67	0	33	0	0	0	21	0	0	0
TOTAL QUEBEC			3	0	0	67	0	33	0	0	0	21	0	0	0
TORONTO	AIR TRANSAT	S	60	0	0	78	15	7	0	0	0	9	62	21	60
	MY TRAVEL AIRWAYS UK	C	25	0	0	52	20	12	16	0	0	26	42	75	24
	SKYSERVICE F B O Inc	C	22	0	0	59	14	14	9	0	5	70	65	14	20
	THOMAS COOK AIRLINES LTD	S	22	4	0	82	14	5	0	0	0	7	81	7	31

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	28	0	3	54	14	18	11	0	4	62	81	13	16
<b>TOTAL TORONTO</b>			<b>157</b>	<b>4</b>	<b>3</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>65</b>	<b>25</b>	151
VANCOUVER	AIR TRANSAT	S	30	0	0	70	13	10	0	7	0	21	59	20	22
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	19	31	0	0	0	21	38	47	8
	THOMAS COOK AIRLINES LTD	S	19	0	0	42	32	0	21	5	0	41	52	21	21
	ZOOM AIRLINES	S	22	0	8	59	27	0	9	5	0	27	100	6	8
<b>TOTAL VANCOUVER</b>			<b>87</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>22</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>22</b>	59
<b>TOTAL CANADA</b>			<b>293</b>	<b>4</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>64</b>	<b>24</b>	233
CROATIA															
DUBROVNIK	ASTRAEUS LTD	C	8	0	0	63	25	13	0	0	0	14	63	25	8
	BRITISH AIRWAYS PLC	S	60	0	0	32	28	28	12	0	0	31	94	3	32
	CROATIA AIRLINES	S	36	0	0	44	22	22	6	6	0	33	44	53	34
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	17	50	22	4
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	24	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>24</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>28</b>	78
PULA	CROATIA AIRLINES	S	8	0	0	88	13	0	0	0	0	9	13	50	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	16	0	0	0
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	18	88	7	8
<b>TOTAL PULA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>28</b>	16
SPLIT	ASTRAEUS LTD	C	4	0	0	25	75	0	0	0	0	17	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	62	15	15	8	0	0	20	0	0	0
	CROATIA AIRLINES	S	28	0	0	25	43	7	25	0	0	36	46	28	26
	EXCEL AIRWAYS LTD	C	3	2	0	33	67	0	0	0	0	17	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	13	38	0	0	49	0	0	0
<b>TOTAL SPLIT</b>			<b>69</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>59</b>	<b>22</b>	34
ZADAR	ASTRAEUS LTD	C	4	0	0	50	25	25	0	0	0	21	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	17	50	11	4
<b>TOTAL ZADAR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>11</b>	4
<b>TOTAL CROATIA</b>			<b>217</b>	<b>2</b>	<b>0</b>	<b>44</b>	<b>26</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>26</b>	132
CUBA															
CUNAGUA ( CAYO COCO)	EXCEL AIRWAYS LTD	C	3	1	0	33	67	0	0	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	1	0	63	25	13	0	0	0	15	56	35	9
<b>TOTAL CUNAGUA ( CAYO COCO)</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>36</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>62</b>	18
HAVANA	CUBANA	S	14	0	2	14	21	7	29	0	29	337	31	41	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	28	17	22	33	0	0	40	0	0	0
<b>TOTAL HAVANA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>19</b>	<b>16</b>	<b>31</b>	<b>0</b>	<b>13</b>	<b>170</b>	<b>31</b>	<b>41</b>	16
HOLGUIN (FRANK PAIS)	EXCEL AIRWAYS LTD	C	9	0	0	11	33	33	22	0	0	45	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	8	50	58	10
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>13</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>34</b>	<b>38</b>	<b>81</b>	13
SANTA CLARA	EXCEL AIRWAYS LTD	C	4	0	0	0	25	25	0	50	0	121	0	0	0
<b>TOTAL SANTA CLARA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>0</b>	0
VARADERO	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	20	20	0	0	0	15	0	0	0

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				Actual (7)	Plan (8)										
VARADERO	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	4	100	2	10
<b>TOTAL VARADERO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>40</b>	<b>13</b>
<b>TOTAL CUBA</b>			<b>74</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>23</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>5</b>	<b>90</b>	<b>47</b>	<b>56</b>	<b>60</b>
<b>CYPRUS</b>															
LARNACA	EUROCPRIA AIRLINES LTD	C	25	0	0	60	20	12	8	0	0	18	25	54	24
	EXCEL AIRWAYS LTD	C	33	1	0	21	27	21	21	9	0	63	77	10	26
	FIRST CHOICE AIRWAYS LTD	S	24	0	0	54	29	8	0	8	0	32	39	23	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	13	0	0	0
	FLYJET LTD	C	8	1	0	25	38	25	13	0	0	32	0	120	8
	HELIOS AIRWAYS LTD	S	7	0	1	14	57	29	0	0	0	30	25	50	4
	MONARCH AIRLINES	C	9	0	0	89	0	11	0	0	0	9	70	10	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	22	0	0	0	14	78	10	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	76	8	12	4	0	0	13	72	11	29
	THOMSONFLY LTD	C	16	1	0	63	6	6	13	13	0	54	44	24	18
<b>TOTAL LARNACA</b>			<b>166</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>22</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>27</b>	<b>157</b>
PAPHOS	AIR ATLANTA EUROPE LTD	C	4	0	0	75	25	0	0	0	0	8	0	0	0
	ASTRAEUS LTD	C	8	0	0	0	13	38	0	50	0	149	0	24	2
	EXCEL AIRWAYS LTD	C	33	0	0	58	27	9	0	6	0	26	27	105	44
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	63	59	8
	FIRST CHOICE AIRWAYS LTD	S	25	0	0	52	16	4	20	8	0	46	75	10	28
	FLYJET LTD	C	16	0	0	19	38	13	31	0	0	39	76	14	17
	GB AIRWAYS LTD	S	60	0	0	57	23	13	7	0	0	19	62	22	26
	HELIOS AIRWAYS LTD	S	8	0	0	88	0	13	0	0	0	13	50	17	4
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	21	30	30	10
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	12	0	0	0	0	4	33	64	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	6	6	0	0	0	6	68	29	25
	THOMSONFLY LTD	C	32	0	0	69	19	6	6	0	0	19	61	18	28
<b>TOTAL PAPHOS</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>43</b>	<b>211</b>
<b>TOTAL CYPRUS</b>			<b>401</b>	<b>3</b>	<b>1</b>	<b>57</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>54</b>	<b>36</b>	<b>368</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	60	0	0	52	30	10	7	2	0	25	69	15	54
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	54	17	15	14	0	0	26	79	8	120
<b>TOTAL PRAGUE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>17</b>	<b>234</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>17</b>	<b>234</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	156	0	0	75	17	3	5	0	0	12	83	8	156
<b>TOTAL BILLUND</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>156</b>
COPENHAGEN	MAERSK AIR	S	164	0	0	67	18	11	4	0	0	14	94	4	156
<b>TOTAL COPENHAGEN</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>4</b>	<b>156</b>
<b>TOTAL DENMARK</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>312</b>
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	13	0	0	31	31	23	15	0	0	37	43	57	14

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				Actual (7)	Plan (8)										
TOTAL DJIBOUTI			13	0	0	31	31	23	15	0	0	37	43	57	14
TOTAL DJIBOUTI REPUBLIC			13	0	0	31	31	23	15	0	0	37	43	57	14
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	24	14	48	7
TOTAL LA ROMANA			8	0	0	75	0	13	13	0	0	24	14	48	7
PUERTO PLATA	EXCEL AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	40	75	13	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	67	28	9
	MONARCH AIRLINES	C	9	0	0	22	44	22	11	0	0	28	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	2	42	50	12
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	0	25	322	50	67	8
	THOMSONFLY LTD	C	17	0	0	71	24	6	0	0	0	11	72	29	18
TOTAL PUERTO PLATA			55	0	0	69	16	7	4	0	4	59	62	37	55
PUNTA CANA	EXCEL AIRWAYS LTD	C	4	0	0	0	25	25	0	0	50	646	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	0	75	0	0	0	32	30	135	10
	THOMSONFLY LTD	C	10	0	0	80	10	10	0	0	0	10	71	28	7
TOTAL PUNTA CANA			18	0	0	50	11	28	0	0	11	156	47	91	17
TOTAL DOMINICAN REPUBLIC			81	0	0	65	14	12	4	0	5	77	54	50	80
<b>EGYPT</b>															
ALEXANDRIA (BORG EL ARAB)	ASTRAEUS LTD	C	2	0	0	0	0	50	50	0	0	58	0	0	0
TOTAL ALEXANDRIA (BORG EL ARAB)			2	0	0	0	0	50	50	0	0	58	0	0	0
EL ALAMEIN	ASTRAEUS LTD	C	5	1	0	60	0	40	0	0	0	26	0	0	0
TOTAL EL ALAMEIN			5	1	0	60	0	40	0	0	0	26	0	0	0
HURGHADA	ASTRAEUS LTD	C	10	0	0	20	70	10	0	0	0	19	0	0	0
	EXCEL AIRWAYS LTD	C	30	0	0	67	20	10	3	0	0	16	94	4	16
TOTAL HURGHADA			40	0	0	55	33	10	3	0	0	17	94	4	16
LUXOR	EXCEL AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	21	0	0	0
	FLYJET LTD	C	8	0	0	25	38	25	13	0	0	37	0	0	0
	MONARCH AIRLINES	C	16	0	0	25	19	31	13	13	0	77	56	13	16
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	5	100	3	10
TOTAL LUXOR			35	0	0	40	23	23	9	6	0	47	73	9	26
MARSA ALAM	EXCEL AIRWAYS LTD	C	10	0	0	30	10	40	20	0	0	49	100	3	9
TOTAL MARSA ALAM			10	0	0	30	10	40	20	0	0	49	100	3	9
SHARM EL SHEIKH (OPHIRA)	AIR ATLANTA EUROPE LTD	C	8	0	0	0	0	50	50	0	0	82	0	97	8
	ASTRAEUS LTD	S	20	0	0	35	20	20	5	20	0	71	0	0	0
	EXCEL AIRWAYS LTD	C	32	0	0	47	28	19	0	3	3	68	50	27	18
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	30	30	35	5	0	0	29	0	0	0
	MONARCH AIRLINES	C	18	0	0	44	11	17	11	6	11	81	44	47	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	40	0	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	20	10	0	0	22	95	23	20
	THOMSONFLY LTD	C	25	0	0	92	8	0	0	0	0	3	100	3	8
TOTAL SHARM EL SHEIKH (OPHIRA)			143	0	0	50	19	18	6	4	2	47	61	36	72
TABA	ASTRAEUS LTD	C	26	0	0	54	12	8	23	4	0	41	61	24	33



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TABA	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	26	81	16	16
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	9	0	0	0	
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL TABA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>6</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>21</b>	<b>49</b>
<b>TOTAL EGYPT</b>			<b>287</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>70</b>	<b>23</b>	<b>172</b>
<b>EQUATORIAL GUINEA</b>															
MALABO	ASTRAEUS LTD	S	9	0	0	89	11	0	0	0	3	89	4	9	
<b>TOTAL MALABO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>9</b>	
<b>TOTAL EQUATORIAL GUINEA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>9</b>	
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	72	0	0	68	17	10	6	0	17	79	11	78	
<b>TOTAL TALLIN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>11</b>	<b>78</b>	
<b>TOTAL ESTONIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>11</b>	<b>78</b>	
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	16	0	0	44	13	19	19	0	6	65	0	0	0
<b>TOTAL ADDIS ABABA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ETHIOPIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>13</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	34	0	0	59	32	6	3	0	14	60	20	35	
<b>TOTAL PRISTINA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>32</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>20</b>	<b>35</b>	
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>32</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>20</b>	<b>35</b>	
<b>FINLAND</b>															
HELSINKI	FINNAIR	C	2	0	0	50	50	0	0	0	11	0	0	0	
<b>TOTAL HELSINKI</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL FINLAND</b>			<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>FRANCE</b>															
BASTIA	ASTRAEUS LTD	C	8	0	0	38	13	13	38	0	45	0	0	0	
	EXCEL AIRWAYS LTD	C	8	0	0	50	25	25	0	0	17	65	20	17	
	GB AIRWAYS LTD	S	18	0	0	44	28	6	11	11	0	44	50	16	8
<b>TOTAL BASTIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>24</b>	<b>12</b>	<b>15</b>	<b>6</b>	<b>37</b>	<b>60</b>	<b>19</b>	<b>25</b>	
BORDEAUX	BRITISH AIRWAYS PLC	S	128	0	0	48	30	19	4	0	23	69	14	136	
<b>TOTAL BORDEAUX</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>13</b>	<b>182</b>	
CALVI	ASTRAEUS LTD	C	8	0	0	88	0	13	0	0	4	0	0	0	
<b>TOTAL CALVI</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>4</b>	<b>88</b>	<b>6</b>	<b>8</b>	
FIGARI	MONARCH AIRLINES	C	8	0	0	13	50	38	0	0	27	25	36	8	
<b>TOTAL FIGARI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>36</b>	<b>8</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	178	0	0	68	13	13	4	0	17	87	7	180	
	EASYJET AIRLINE COMPANY LTD	S	68	0	0	50	26	12	12	0	23	85	7	120	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL MARSEILLE			246	0	0	63	17	13	7	0	0	19	86	7	300
MONTPELLIER	GB AIRWAYS LTD	S	60	0	0	48	27	13	5	7	0	32	66	17	64
TOTAL MONTPELLIER			60	0	0	48	27	13	5	7	0	32	66	17	64
NANTES	GB AIRWAYS LTD	S	56	0	0	52	16	21	11	0	0	25	79	12	56
	REGIONAL COMPAGNIE AERIENN	S	133	0	0	77	15	6	2	0	0	10	86	7	156
TOTAL NANTES			189	0	0	69	15	11	5	0	0	14	84	8	212
NICE	BRITISH AIRWAYS PLC	S	120	0	0	42	31	18	9	0	1	34	66	15	128
	EASYJET AIRLINE COMPANY LTD	S	170	0	0	61	17	14	6	1	1	22	79	9	172
TOTAL NICE			290	0	0	53	23	16	8	0	1	27	73	12	302
STRASBOURG	BRIT AIR	S	138	0	0	80	14	1	4	0	0	10	84	9	146
TOTAL STRASBOURG			138	0	0	80	14	1	4	0	0	10	84	9	146
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	180	0	0	62	16	13	8	1	0	20	77	14	172
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	57	28	10	5	0	0	17	59	16	120
TOTAL TOULOUSE (BLAGNAC)			300	0	0	60	21	12	7	0	0	19	70	14	292
TOTAL FRANCE			1401	1	0	60	20	12	6	1	0	20	74	12	1861
GAMBIA															
BANJUL	MONARCH AIRLINES	C	18	0	0	11	44	22	22	0	0	40	6	29	16
TOTAL BANJUL			18	0	0	11	44	22	22	0	0	40	4	48	25
TOTAL GAMBIA			18	0	0	11	44	22	22	0	0	40	4	48	25
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	19	1	1	79	21	0	0	0	0	7	0	0	0
TOTAL BERLIN (SCHONEFELD)			19	1	1	79	21	0	0	0	0	7	0	0	0
COLOGNE (BONN)	EASYJET AIRLINE COMPANY LTD	S	104	0	0	53	24	15	8	0	0	23	63	10	8
	EUROWINGS LUFTVERKEHRS	S	100	0	12	73	14	10	3	0	0	13	80	10	120
TOTAL COLOGNE (BONN)			204	0	12	63	19	13	5	0	0	18	79	10	128
HANOVER	BRITISH AIRWAYS PLC	S	156	0	0	65	17	12	6	0	0	18	73	11	146
TOTAL HANOVER			156	0	0	65	17	12	6	0	0	18	73	11	146
MUNICH	BRITISH AIRWAYS PLC	S	164	0	0	65	18	14	3	0	0	15	71	15	164
TOTAL MUNICH			164	0	0	65	18	14	3	0	0	15	71	15	164
TOTAL GERMANY			543	2	13	65	18	13	5	0	0	17	74	12	524
GHANA															
ACCRA	ASTRAEUS LTD	S	25	0	0	4	12	24	60	0	0	69	0	0	0
	FLYJET LTD	C	8	0	0	13	38	25	25	0	0	48	33	77	15
	MONARCH AIRLINES	C	4	0	0	0	25	25	50	0	0	80	33	59	9
TOTAL ACCRA			37	0	0	5	19	24	51	0	0	66	31	73	36
TOTAL GHANA			37	0	0	5	19	24	51	0	0	66	31	73	36
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	86	0	0	37	27	24	9	2	0	34	59	21	116

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL GIBRALTAR</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>21</b>	<b>116</b>
<b>TOTAL GIBRALTAR</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>27</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>21</b>	<b>116</b>
<b>GREECE</b>															
<b>ATHENS</b>	EASYJET AIRLINE COMPANY LTD	S	66	0	0	80	15	5	0	0	0	9	88	6	60
	OLYMPIC AIRLINES	S	44	0	8	36	20	30	14	0	0	31	0	0	0
<b>TOTAL ATHENS</b>			<b>110</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>84</b>	<b>10</b>	<b>189</b>
<b>CHANIA</b>	EXCEL AIRWAYS LTD	C	16	0	0	44	6	25	25	0	0	40	25	63	8
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	100	0	0	0	0	0	4	73	11	15
	MONARCH AIRLINES	C	18	0	0	61	11	11	6	11	0	38	56	15	18
	THOMSONFLY LTD	C	8	0	0	50	38	13	0	0	0	20	13	30	8
<b>TOTAL CHANIA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>21</b>	<b>57</b>
<b>CORFU</b>	EXCEL AIRWAYS LTD	C	43	2	0	44	12	28	14	2	0	41	62	31	42
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	72	13	15	0	0	0	12	95	4	42
	FLYJET LTD	C	8	0	0	0	0	13	88	0	0	112	63	31	8
	MONARCH AIRLINES	C	49	0	0	63	12	10	14	0	0	24	71	14	38
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	25	0	38	13	0	60	56	47	16
	THOMAS COOK AIRLINES LTD	C	29	0	0	79	14	7	0	0	0	9	76	12	33
	THOMSONFLY LTD	C	45	0	0	76	11	2	7	2	2	28	70	19	40
<b>TOTAL CORFU</b>			<b>228</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>73</b>	<b>19</b>	<b>219</b>
<b>HERAKLION</b>	ALEXANDAIR	C	5	0	0	80	0	0	20	0	0	16	0	0	0
	ASTRAEUS LTD	C	8	0	0	63	13	0	25	0	0	36	50	18	8
	EXCEL AIRWAYS LTD	C	42	0	0	71	7	7	10	0	5	38	61	36	18
	FIRST CHOICE AIRWAYS LTD	C	35	0	0	77	11	9	3	0	0	11	54	16	26
	FLYJET LTD	C	7	1	0	71	0	29	0	0	0	13	0	0	0
	GB AIRWAYS LTD	S	18	0	0	28	44	17	11	0	0	36	0	0	0
	MONARCH AIRLINES	C	43	2	0	42	14	19	26	0	0	39	58	41	40
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	16	38	63	16
	THOMAS COOK AIRLINES LTD	C	25	0	0	72	0	8	16	0	4	62	75	10	16
	THOMSONFLY LTD	C	18	0	0	72	17	11	0	0	0	10	100	3	18
<b>TOTAL HERAKLION</b>			<b>209</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>32</b>	<b>61</b>	<b>28</b>	<b>150</b>
<b>KALAMATA</b>	ASTRAEUS LTD	C	8	0	0	63	13	0	25	0	0	26	63	11	8
	EXCEL AIRWAYS LTD	C	16	0	0	44	38	6	13	0	0	23	38	44	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	88	6	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	16	50	34	8
<b>TOTAL KALAMATA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>28</b>	<b>40</b>
<b>KAVALLA</b>	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	90	6	10
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	8	100	1	8
<b>TOTAL KAVALLA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>11</b>	<b>28</b>
<b>KEFALLINIA</b>	ASTRAEUS LTD	C	8	0	0	63	13	0	25	0	0	21	60	20	10
	EXCEL AIRWAYS LTD	C	32	0	0	91	6	0	3	0	0	6	54	22	24
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	83	13	4	0	0	0	6	75	9	24
	MY TRAVEL AIRWAYS UK	C	6	2	0	100	0	0	0	0	0	2	63	15	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	0	25	25	0	112	75	8	8
	THOMSONFLY LTD	C	10	0	0	20	20	20	30	0	10	80	90	5	10

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			Actual (7)	Plan (8)											
<b>TOTAL KEFALLINIA</b>			<b>88</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>70</b>	<b>13</b>	<b>90</b>
<b>KOS</b>	ALEXANDAIR	C	13	0	0	23	23	0	46	8	0	78	0	0	0
	EXCEL AIRWAYS LTD	C	33	0	0	67	15	3	15	0	0	23	77	26	48
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	76	12	12	0	0	0	13	90	8	20
	MONARCH AIRLINES	C	24	0	0	58	25	0	17	0	0	28	61	71	36
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	10	0	0	0	13	56	25	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	63	6	19	13	0	0	22	71	17	21
	THOMSONFLY LTD	C	18	0	0	39	28	17	17	0	0	27	82	9	17
<b>TOTAL KOS</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>8</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>73</b>	<b>31</b>	<b>160</b>
<b>LEMNOS</b>	EXCEL AIRWAYS LTD	C	15	0	0	53	13	7	27	0	0	27	76	13	17
<b>TOTAL LEMNOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>76</b>	<b>13</b>	<b>17</b>
<b>MIKONOS</b>	ASTRAEUS LTD	C	10	0	0	80	10	10	0	0	0	10	69	17	16
	EXCEL AIRWAYS LTD	C	10	0	0	0	30	50	20	0	0	44	0	0	0
<b>TOTAL MIKONOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>17</b>	<b>16</b>
<b>MITILINI</b>	EXCEL AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	24	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	21	60	23	10
<b>TOTAL MITILINI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>13</b>	<b>20</b>
<b>PREVEZA</b>	ASTRAEUS LTD	C	8	0	0	25	0	25	50	0	0	71	38	52	8
	EXCEL AIRWAYS LTD	C	24	0	0	50	8	17	17	0	8	63	65	29	34
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	44	19	25	13	0	0	31	83	7	18
	MONARCH AIRLINES	C	16	0	0	44	19	25	13	0	0	33	67	26	15
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	38	0	0	0	19	88	6	8
<b>TOTAL PREVEZA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>12</b>	<b>25</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>69</b>	<b>24</b>	<b>83</b>
<b>RHODES</b>	EXCEL AIRWAYS LTD	C	32	0	0	63	16	6	9	6	0	39	57	103	42
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	0	0	0	6	0	13	55	15	11
	MONARCH AIRLINES	C	34	0	0	68	18	9	6	0	0	14	71	31	38
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	30	24	10
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	13	0	6	6	0	32	83	7	23
	THOMSONFLY LTD	C	16	0	0	69	19	6	6	0	0	16	67	12	18
<b>TOTAL RHODES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>43</b>	<b>144</b>
<b>SALONIKA</b>	BRITISH AIRWAYS PLC	S	32	0	0	59	25	3	13	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	60	10	0	30	0	0	27	60	85	10
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	57	13	30	0	0	0	16	85	11	27
	OLYMPIC AIRLINES	S	42	0	0	69	12	10	10	0	0	17	52	24	42
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	6	17	28	0	0	36	90	8	10
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	100	6	8
<b>TOTAL SALONIKA</b>			<b>133</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>22</b>	<b>107</b>
<b>SAMOS</b>	ASTRAEUS LTD	C	10	1	0	50	40	0	10	0	0	17	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	40	20	20	0	20	0	59	85	7	20
	THOMSONFLY LTD	C	8	0	0	25	50	0	25	0	0	32	80	17	10
<b>TOTAL SAMOS</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>36</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>36</b>	<b>83</b>	<b>10</b>	<b>30</b>
<b>SKIATHOS</b>	EXCEL AIRWAYS LTD	C	35	0	0	29	26	40	6	0	0	30	52	25	27
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	48	22	13	17	0	0	25	71	13	17
	MONARCH AIRLINES	C	10	0	0	0	10	40	40	0	10	154	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	THOMAS COOK AIRLINES LTD	C	9	1	0	33	0	22	22	22	0	86	71	58	14
<b>TOTAL SKIATHOS</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>30</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>51</b>	<b>62</b>	<b>29</b>	<b>58</b>
THIRA (SANTORINI)	ASTRAEUS LTD	C	8	0	0	75	0	13	13	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	30	44	44	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	38	0	0	0	19	88	8	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>4</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>32</b>	<b>24</b>
VOLOS	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	80	143	10
<b>TOTAL VOLOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>61</b>	<b>96</b>	<b>18</b>
ZAKINTHOS	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	0	9	94	7	16
	EXCEL AIRWAYS LTD	C	18	0	0	83	6	0	0	11	0	31	38	18	16
	FIRST CHOICE AIRWAYS LTD	C	29	0	0	86	7	7	0	0	0	8	67	15	33
	MONARCH AIRLINES	C	28	0	0	71	0	4	18	7	0	37	65	26	26
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	61	13	18
	THOMAS COOK AIRLINES LTD	C	41	0	0	56	20	15	7	0	2	30	59	16	39
	THOMSONFLY LTD	C	18	0	0	78	17	6	0	0	0	9	75	8	16
<b>TOTAL ZAKINTHOS</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>22</b>	<b>65</b>	<b>15</b>	<b>164</b>
<b>TOTAL GREECE</b>			<b>1559</b>	<b>9</b>	<b>8</b>	<b>62</b>	<b>14</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>69</b>	<b>23</b>	<b>1614</b>
GRENADA															
GRENADA	BRITISH AIRWAYS PLC	S	8	0	0	63	13	13	13	0	0	22	67	18	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	30	40	20	10	0	0	29	50	18	4
<b>TOTAL GRENADA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>25</b>	<b>17</b>
<b>TOTAL GRENADA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>25</b>	<b>17</b>
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	42	0	0	24	38	26	12	0	0	35	52	30	44
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	38	32	18	12	0	0	29	50	22	2
<b>TOTAL BUDAPEST</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>29</b>	<b>48</b>
<b>TOTAL HUNGARY</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>35</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>29</b>	<b>48</b>
IRISH REPUBLIC															
CONNAUGHT	EASYJET AIRLINE COMPANY LTD	S	59	0	0	68	17	7	8	0	0	15	0	0	0
	RYANAIR	S	60	0	0	85	2	3	10	0	0	12	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORK	EASYJET AIRLINE COMPANY LTD	S	120	0	0	60	14	18	8	0	0	20	0	0	0
<b>TOTAL CORK</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>22</b>	<b>56</b>	<b>60</b>
DUBLIN	BRITISH AIRWAYS PLC	S	220	0	0	72	10	14	5	0	0	15	71	15	224
	RYANAIR	S	300	0	0	67	14	9	9	1	0	20	78	12	358
<b>TOTAL DUBLIN</b>			<b>520</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>13</b>	<b>582</b>
SHANNON	EASYJET AIRLINE COMPANY LTD	S	98	0	2	40	23	27	10	0	0	29	0	0	0
	RYANAIR	S	60	0	0	80	15	5	0	0	0	7	0	0	0
<b>TOTAL SHANNON</b>			<b>158</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>20</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>917</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>13</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>17</b>	<b>642</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>ISLE OF CURACAO NETH.ANTILLES</b>																
ARUBA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	28	25	149	4	
TOTAL ARUBA			4	0	0	50	25	0	25	0	0	28	25	149	4	
TOTAL ISLE OF CURACAO NETH.ANTILLES			4	0	0	50	25	0	25	0	0	28	25	149	4	
<b>ISRAEL</b>																
TEL AVIV	EXCEL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	39	50	17	2	
TOTAL TEL AVIV			2	0	0	0	50	50	0	0	0	39	53	18	36	
TOTAL ISRAEL			2	0	0	0	50	50	0	0	0	39	53	18	36	
<b>ITALY</b>																
ALGHERO/SASSARI	ASTRAEUS LTD	C	9	0	0	0	22	56	22	0	0	49	0	0	0	
TOTAL ALGHERO/SASSARI			9	0	0	0	22	56	22	0	0	49	100	3	8	
BARI (PALESE)	BRITISH AIRWAYS PLC	S	18	0	0	39	39	11	11	0	0	26	69	11	26	
TOTAL BARI (PALESE)			18	0	0	39	39	11	11	0	0	26	69	11	26	
BOLOGNA	BRITISH AIRWAYS PLC	S	174	0	0	51	26	16	7	0	0	20	52	18	172	
TOTAL BOLOGNA			174	0	0	51	26	16	7	0	0	20	52	18	172	
BRESCIA/MONTICHIARI	ASTRAEUS LTD	C	15	0	0	47	7	33	13	0	0	29	47	50	15	
	EXCEL AIRWAYS LTD	C	3	2	0	100	0	0	0	0	0	8	100	4	8	
TOTAL BRESCIA/MONTICHIARI			18	2	0	56	6	28	11	0	0	26	65	34	23	
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	26	0	0	46	27	27	0	0	0	22	42	22	24	
	EXCEL AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	9	0	0	0	
	MERIDIANA AIR	S	57	0	1	37	21	28	14	0	0	31	53	27	60	
TOTAL CAGLIARI (ELMAS)			90	0	1	42	23	26	9	0	0	26	50	25	86	
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	46	0	0	65	20	15	0	0	0	15	32	30	34	
	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	9	75	10	8	
	THOMSONFLY LTD	C	8	0	0	50	25	13	13	0	0	21	50	22	8	
TOTAL CATANIA (FONTANAROSSA)			62	0	0	65	19	15	2	0	0	15	41	25	58	
FLORENCE	MERIDIANA AIR	S	83	0	1	45	24	20	11	0	0	24	53	28	92	
TOTAL FLORENCE			83	0	1	45	24	20	11	0	0	24	53	28	92	
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	13	7	8	2	0	21	72	10	60	
TOTAL MILAN (LINATE)			60	0	0	70	13	7	8	2	0	21	72	10	60	
NAPLES	BRITISH AIRWAYS PLC	S	177	1	3	39	29	23	7	1	1	33	66	16	196	
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	44	30	16	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	14	63	15	8	
	MONARCH AIRLINES	C	10	0	0	60	30	10	0	0	0	17	38	47	8	
	THOMSONFLY LTD	C	18	0	0	72	17	6	6	0	0	14	88	8	16	
TOTAL NAPLES			223	1	3	46	26	20	6	0	0	29	69	15	314	
OLBIA	ASTRAEUS LTD	C	8	0	0	38	0	13	25	25	0	89	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	63	12	20	5	0	0	19	0	0	0	
	MERIDIANA AIR	S	16	0	0	50	25	19	6	0	0	21	63	15	16	
TOTAL OLBIA			84	0	0	58	13	19	7	2	0	26	52	21	23	

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)										
PISA	BRITISH AIRWAYS PLC	S	186	0	0	47	23	17	14	0	0	26	68	19	195
	THOMSONFLY LTD	C	8	0	0	50	38	13	0	0	0	16	63	20	8
<b>TOTAL PISA</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>23</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>19</b>	211
RIMINI	EUROPEAN AIR CHARTER	C	7	0	0	86	0	14	0	0	0	10	0	0	0
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	7
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	118	2	2	58	24	17	1	0	1	20	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>118</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>24</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>33</b>	<b>23</b>	3
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	119	0	1	43	33	13	11	0	0	25	52	18	60
<b>TOTAL ROME (FIUMICINO)</b>			<b>119</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>33</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>52</b>	<b>18</b>	60
TURIN	BRITISH AIRWAYS PLC	S	60	0	0	57	13	18	12	0	0	22	62	18	60
	CIRRUS LUFTFAHRT	C	2	0	0	0	50	50	0	0	0	42	0	0	0
	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL TURIN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>18</b>	60
VENICE	BRITISH AIRWAYS PLC	S	180	1	0	47	18	26	8	1	0	30	59	17	188
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	65	19	7	9	0	0	19	0	0	0
	MONARCH AIRLINES	C	8	0	0	38	25	25	13	0	0	26	88	18	8
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	6	100	1	7
<b>TOTAL VENICE</b>			<b>316</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>16</b>	210
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	120	0	0	62	18	15	6	0	0	17	53	20	120
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	67	33	0	0	0	0	10	65	65	17
	THOMSONFLY LTD	C	16	0	0	56	13	19	0	13	0	50	83	12	18
<b>TOTAL VERONA VILLAFRANCA</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>24</b>	155
<b>TOTAL ITALY</b>			<b>1791</b>	<b>7</b>	<b>8</b>	<b>52</b>	<b>22</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>19</b>	1649
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	26	0	0	35	31	35	0	0	0	21	61	17	23
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>31</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>17</b>	23
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	16	33	28	6
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	10	57	20	7
<b>TOTAL MONTEGO BAY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>29</b>	14
<b>TOTAL JAMAICA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>26</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>21</b>	37
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	10	0	0	40	50	10	0	0	0	18	57	14	14
	MONARCH AIRLINES	C	8	0	0	38	25	25	13	0	0	28	0	0	0
<b>TOTAL MOMBASA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>14</b>	14
<b>TOTAL KENYA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>14</b>	14
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	34	0	0	26	15	29	29	0	0	51	56	17	16
<b>TOTAL TRIPOLI</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>56</b>	<b>17</b>	16
<b>TOTAL LIBYA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>15</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>56</b>	<b>17</b>	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2004			
			MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>LITHUANIA</b>															
VILNIUS	AIR BALTIC CORPORATION SIA	S	60	0	0	95	3	2	0	0	0	4	0	0	0
	BRITISH AIRWAYS PLC	S	42	0	0	74	21	5	0	0	0	9	0	0	0
	LITHUANIAN AIRLINES	S	102	0	0	86	12	2	0	0	0	6	81	9	104
<b>TOTAL VILNIUS</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>104</b>
<b>TOTAL LITHUANIA</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>104</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	94	0	0	71	18	6	4	0	0	12	71	11	96
<b>TOTAL LUXEMBOURG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>11</b>	<b>96</b>
<b>TOTAL LUXEMBOURG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>11</b>	<b>96</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	24	0	0	38	38	25	0	0	0	22	38	77	24
<b>TOTAL MALE INTERNATIONAL</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>77</b>	<b>24</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>38</b>	<b>77</b>	<b>24</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	0	0	0	0	100	0	0	106	0	0	0
	AIR MALTA	S	112	0	0	57	17	16	8	2	0	23	73	13	98
	EXCEL AIRWAYS LTD	C	16	0	0	75	0	6	0	0	19	96	50	15	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	25	13	0	0	23	74	10	19
	GB AIRWAYS LTD	S	98	0	2	46	22	17	12	2	0	36	62	30	82
	HELLO	C	52	0	0	67	25	4	4	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	6	13	25	0	0	40	100	3	10
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	7	13	38	8
<b>TOTAL MALTA</b>			<b>312</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>66</b>	<b>20</b>	<b>286</b>
<b>TOTAL MALTA</b>			<b>312</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>66</b>	<b>20</b>	<b>286</b>
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	33	84	9
	MONARCH AIRLINES	C	8	0	0	38	25	0	25	13	0	58	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	1	0	44	31	13	13	0	0	31	18	237	17
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	0	0	13	170	88	6	8
	THOMSONFLY LTD	C	17	0	0	76	12	12	0	0	0	11	67	17	15
<b>TOTAL CANCUN</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>47</b>	<b>104</b>	<b>49</b>
<b>TOTAL MEXICO</b>			<b>57</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>47</b>	<b>104</b>	<b>49</b>
<b>MOROCCO</b>															
AGADIR	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	0	40	0	0	44	0	0	0
<b>TOTAL AGADIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>38</b>	<b>79</b>	<b>16</b>
FEZ	GB AIRWAYS LTD	S	8	1	0	63	25	0	13	0	0	13	0	0	0
<b>TOTAL FEZ</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH	GB AIRWAYS LTD	S	9	0	0	89	0	0	11	0	0	16	81	23	16



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MARRAKESH	ROYAL AIR MAROC	S	32	1	0	50	19	28	3	0	0	21	50	29	14
<b>TOTAL MARRAKESH</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>22</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>28</b>	<b>32</b>
<b>TOTAL MOROCCO</b>			<b>67</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>45</b>	<b>48</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	58	4	31	8	0	0	23	0	0	0
<b>TOTAL WINDHOEK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NAMIBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	312	0	0	75	12	8	5	0	0	13	76	11	314
	EASYJET AIRLINE COMPANY LTD	S	214	0	0	64	20	8	9	0	0	19	70	16	216
<b>TOTAL AMSTERDAM</b>			<b>526</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>532</b>
<b>TOTAL NETHERLANDS</b>			<b>526</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>532</b>
<b>NIGERIA</b>															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	23	0	0	70	13	9	9	0	0	17	39	24	18
<b>TOTAL PORT HARCOURT</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>39</b>	<b>24</b>	<b>18</b>
<b>TOTAL NIGERIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>39</b>	<b>24</b>	<b>18</b>
<b>NORWAY</b>															
BERGEN	ASTRAEUS LTD	C	2	0	0	0	100	0	0	0	0	26	17	43	6
	BRAATHENS ASA	S	60	0	0	68	10	12	10	0	0	17	80	13	60
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>16</b>	<b>66</b>
<b>TOTAL NORWAY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>14</b>	<b>98</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS PLC	S	60	0	0	40	27	25	8	0	0	28	71	13	42
	LOT-POLISH AIRLINES	S	52	0	0	38	25	21	15	0	0	32	73	10	60
<b>TOTAL KRAKOW</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>12</b>	<b>102</b>
WARSAW	LOT-POLISH AIRLINES	S	52	0	0	52	12	25	12	0	0	27	0	0	0
<b>TOTAL WARSAW</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>12</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>21</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>12</b>	<b>106</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES PONTA DELGADA	SATA	S	8	0	0	25	13	50	13	0	0	32	0	0	0
<b>TOTAL AZORES PONTA DELGADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>20</b>	<b>2</b>
FARO	EASYJET AIRLINE COMPANY LTD	S	76	0	0	63	20	14	3	0	0	17	69	30	68
	EXCEL AIRWAYS LTD	C	27	0	0	56	19	15	11	0	0	24	60	43	25
	FIRST CHOICE AIRWAYS LTD	C	45	0	0	47	33	11	0	9	0	34	67	11	48
	FLYJET LTD	C	6	0	0	33	33	17	17	0	0	29	25	23	4
	GB AIRWAYS LTD	S	180	0	0	41	22	17	17	4	0	39	66	14	182
	MONARCH AIRLINES	S	70	0	0	50	19	14	14	3	0	34	68	17	60
	MONARCH AIRLINES	C	16	0	0	50	25	13	13	0	0	30	31	75	26
	THOMAS COOK AIRLINES LTD	C	27	0	0	41	15	11	26	7	0	51	65	14	40

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				Actual (7)	Plan (8)										
FARO	THOMSONFLY LTD	C	18	0	0	50	22	11	17	0	0	23	67	13	18
<b>TOTAL FARO</b>			<b>466</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>23</b>	<b>522</b>
LISBON	AIR PORTUGAL	S	120	0	0	57	29	12	3	0	0	16	69	14	120
	MONARCH AIRLINES	S	60	0	0	78	13	3	3	2	0	16	0	0	0
<b>TOTAL LISBON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>18</b>	<b>150</b>
OPORTO (PORTUGAL)	GB AIRWAYS LTD	S	60	0	0	35	40	5	13	7	0	43	75	12	60
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>39</b>	<b>7</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>43</b>	<b>74</b>	<b>12</b>	<b>61</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>715</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>64</b>	<b>21</b>	<b>735</b>
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	38	0	0	61	21	18	0	0	0	15	46	27	24
	EXCEL AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	14	63	39	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	38	22	8
	GB AIRWAYS LTD	S	24	0	0	42	33	17	8	0	0	23	46	20	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	0	13	38	13	0	77	0	31	8
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	9	63	42	8
<b>TOTAL FUNCHAL</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>27</b>	<b>82</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>44</b>	<b>27</b>	<b>82</b>
QATAR															
DOHA	QATAR AIRWAYS	S	60	0	0	73	18	7	0	2	0	13	0	0	0
<b>TOTAL DOHA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL QATAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
REPUBLIC OF SOUTH AFRICA															
JOHANNESBURG	NATIONWIDE AIR	S	26	0	0	81	8	12	0	0	0	9	81	9	26
<b>TOTAL JOHANNESBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>26</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>26</b>
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	26	0	0	96	4	0	0	0	0	2	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUMANIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
RUSSIA															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	44	0	0	75	9	9	7	0	0	16	48	29	60
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>29</b>	<b>60</b>
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	15	0	1	40	47	13	0	0	0	20	32	24	34
<b>TOTAL ST PETERSBURG</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>47</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>32</b>	<b>24</b>	<b>34</b>
<b>TOTAL RUSSIA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>27</b>	<b>94</b>
SAINT KITTS AND NEVIS															
ST KITTS	EXCEL AIRWAYS LTD	C	4	0	0	0	25	75	0	0	0	39	25	51	4
<b>TOTAL ST KITTS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>51</b>	<b>4</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SAINT KITTS AND NEVIS			4	0	0	0	25	75	0	0	0	39	25	51	4
SIERRA LEONE															
FREETOWN	ASTRAEUS LTD	S	17	0	0	18	18	18	47	0	0	53	19	53	16
TOTAL FREETOWN			17	0	0	18	18	18	47	0	0	53	19	53	16
TOTAL SIERRA LEONE			17	0	0	18	18	18	47	0	0	53	19	53	16
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	60	0	0	65	22	10	3	0	0	14	63	17	60
TOTAL LJUBLJANA			60	0	0	65	22	10	3	0	0	14	63	17	60
TOTAL SLOVENIA			60	0	0	65	22	10	3	0	0	14	63	17	60
SPAIN															
ALICANTE	BRITISH AIRWAYS PLC	C	4	0	0	25	50	25	0	0	0	21	75	11	4
	EASYJET AIRLINE COMPANY LTD	S	154	0	0	71	12	10	7	0	0	14	84	7	128
	EXCEL AIRWAYS LTD	C	36	0	0	78	11	3	6	0	3	30	70	42	40
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	69	23	8	0	0	0	11	65	13	17
	GB AIRWAYS LTD	S	144	0	0	44	31	15	9	1	0	28	58	21	120
	MONARCH AIRLINES	S	120	0	1	56	18	18	6	2	2	29	80	9	119
	MONARCH AIRLINES	C	26	1	0	50	19	12	8	8	4	49	60	34	25
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	13	38	0	0	38	80	14	20
	THOMSONFLY LTD	C	16	0	0	94	6	0	0	0	0	4	76	12	42
TOTAL ALICANTE			535	1	1	60	19	12	7	1	1	24	72	16	531
ALMERIA															
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	20	8	0	2	0	13	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	30	20	20	0	0	46	90	5	10
	GB AIRWAYS LTD	S	34	0	0	50	24	21	6	0	0	25	50	61	34
	MONARCH AIRLINES	C	10	0	0	40	40	0	20	0	0	27	60	14	10
	THOMAS COOK AIRLINES LTD	C	5	4	0	0	20	40	40	0	0	53	0	0	0
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	6	80	9	10
TOTAL ALMERIA			129	4	0	57	23	12	6	1	0	21	68	27	92
BARCELONA															
	BRITISH AIRWAYS PLC	S	180	0	0	49	17	22	12	0	0	27	66	18	179
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	56	22	14	8	0	0	21	69	19	232
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL BARCELONA			422	0	0	53	20	18	9	0	0	23	67	19	411
GERONA															
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	3	100	0	10
	THOMSONFLY LTD	C	16	0	0	81	6	0	13	0	0	23	88	10	16
TOTAL GERONA			23	0	0	83	9	0	9	0	0	17	93	5	42
GRANADA															
	MONARCH AIRLINES	S	59	1	1	92	5	3	0	0	0	4	0	0	0
TOTAL GRANADA			59	1	1	92	5	3	0	0	0	4	0	0	0
IBIZA															
	EASYJET AIRLINE COMPANY LTD	S	39	0	0	69	13	13	5	0	0	16	60	28	25
	FIRST CHOICE AIRWAYS LTD	C	26	1	0	81	12	0	0	0	8	49	72	10	29
	GB AIRWAYS LTD	S	32	0	0	44	22	19	16	0	0	35	52	29	44
	MONARCH AIRLINES	C	10	0	0	60	0	0	20	20	0	58	100	3	6
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	0	6	0	0	0	4	67	38	24
	THOMAS COOK AIRLINES LTD	C	34	0	0	62	6	18	6	6	3	50	81	15	42
	THOMSONFLY LTD	C	42	1	0	67	12	7	10	0	5	45	88	11	51

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 IBIZA</b>			<b>200</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>36</b>	<b>72</b>	<b>20</b>	229
<b>MADRID</b>	AEROLINEAS ARGENTINAS	S	34	0	0	56	21	9	15	0	0	23	31	58	26
	BRITISH AIRWAYS PLC	S	175	0	1	39	22	25	13	2	0	33	66	16	180
	EASYJET AIRLINE COMPANY LTD	S	112	0	0	56	22	11	11	0	0	21	61	16	62
<b>TOTAL MADRID</b>			<b>321</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>22</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>20</b>	268
<b>MAHON</b>	AIR NOSTRUM	S	26	0	0	46	35	4	15	0	0	28	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	4	0	0	75	0	25	0	0	0	10	0	0	0
	EXCEL AIRWAYS LTD	C	28	0	0	89	7	0	4	0	0	8	84	9	32
	FIRST CHOICE AIRWAYS LTD	C	60	0	0	82	8	5	5	0	0	10	76	19	50
	FLYJET LTD	C	10	0	0	20	0	0	80	0	0	87	0	0	0
	FUTURA AIRLINES	C	4	0	0	75	0	25	0	0	0	16	100	0	1
	GB AIRWAYS LTD	S	26	0	0	50	27	15	4	4	0	30	85	6	26
	MONARCH AIRLINES	C	20	0	0	80	10	10	0	0	0	7	72	26	32
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	0	6	11	0	0	18	56	63	18
	THOMAS COOK AIRLINES LTD	C	28	0	0	79	4	14	4	0	0	12	82	19	33
	THOMSONFLY LTD	C	34	0	0	91	6	3	0	0	0	8	88	7	42
<b>TOTAL MAHON</b>			<b>258</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>18</b>	236
<b>MALAGA</b>	ASTRAEUS LTD	C	8	0	0	50	13	13	0	25	0	61	50	40	10
	EASYJET AIRLINE COMPANY LTD	S	144	0	0	57	24	14	5	0	0	19	68	18	144
	EXCEL AIRWAYS LTD	C	58	0	0	59	14	12	12	3	0	37	56	33	43
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	86	7	7	0	0	0	9	38	31	24
	FLYJET LTD	C	2	0	0	100	0	0	0	0	0	0	0	288	2
	FUTURA AIRLINES	C	3	0	0	67	33	0	0	0	0	10	35	60	17
	GB AIRWAYS LTD	S	240	0	0	58	26	9	4	2	0	23	70	14	240
	MONARCH AIRLINES	S	120	0	2	50	20	13	17	1	0	34	54	26	120
	MONARCH AIRLINES	C	11	0	0	36	9	0	55	0	0	66	38	40	37
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	25	13	0	0	24	86	5	28
	THOMSONFLY LTD	C	34	0	0	65	15	6	3	12	0	39	76	18	68
<b>TOTAL MALAGA</b>			<b>656</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>21</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>22</b>	741
<b>MURCIA SAN JAVIER</b>	ASTRAEUS LTD	C	8	0	0	38	13	13	38	0	0	39	38	42	8
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	81	13	6	0	0	0	7	0	0	0
	GB AIRWAYS LTD	S	60	0	0	40	28	18	10	3	0	32	78	23	50
<b>TOTAL MURCIA SAN JAVIER</b>			<b>85</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>25</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>25</b>	58
<b>PALMA DE MALLORCA</b>	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	110	0	0	63	13	14	11	0	0	22	70	17	120
	EXCEL AIRWAYS LTD	C	21	0	0	67	5	5	14	10	0	34	69	33	26
	FIRST CHOICE AIRWAYS LTD	C	98	0	0	79	14	6	1	0	0	10	68	19	99
	FUTURA AIRLINES	C	7	0	0	14	0	29	57	0	0	90	50	62	6
	GB AIRWAYS LTD	S	68	0	0	63	22	12	3	0	0	15	69	13	68
	MONARCH AIRLINES	C	31	0	0	45	23	10	23	0	0	31	67	14	30
	MY TRAVEL AIRWAYS UK	C	31	0	0	81	6	0	6	6	0	24	53	50	47
	SPANAIR	C	3	0	0	0	0	33	67	0	0	120	0	0	0
	THOMAS COOK AIRLINES LTD	C	53	0	0	53	9	15	19	4	0	39	83	14	53
	THOMSONFLY LTD	C	100	1	0	60	17	14	7	2	0	24	79	10	122
	VOLAR AIRLINES	C	8	0	0	50	25	0	25	0	0	33	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>533</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>19</b>	617

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)										
REUS	ASTRAEUS LTD	C	6	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	28	1	0	82	11	7	0	0	0	7	71	13	17
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	100	0	1
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	3	38	81	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	25	0	0	25	125	78	40	9
	THOMSONFLY LTD	C	16	0	0	94	0	6	0	0	0	8	88	5	16
	<b>TOTAL REUS</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>20</b>	<b>73</b>	<b>26</b>
SEVILLE	GB AIRWAYS LTD	S	56	0	0	61	16	9	11	4	0	28	80	15	56
<b>TOTAL SEVILLE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>80</b>	<b>15</b>	<b>56</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	65	12	17	7	0	0	20	0	0	0
	GB AIRWAYS LTD	S	60	0	0	48	18	12	15	7	0	46	68	19	60
<b>TOTAL VALENCIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>68</b>	<b>19</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>3465</b>	<b>13</b>	<b>5</b>	<b>60</b>	<b>18</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>19</b>	<b>3495</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EXCEL AIRWAYS LTD	C	23	1	0	48	26	22	0	4	0	29	40	111	20
	FIRST CHOICE AIRWAYS LTD	C	48	0	0	50	19	25	6	0	0	25	62	16	39
	FLYJET LTD	C	10	0	0	30	20	30	20	0	0	50	0	0	0
	GB AIRWAYS LTD	S	18	0	0	44	28	22	6	0	0	24	47	33	17
	MONARCH AIRLINES	C	21	0	0	62	29	10	0	0	0	14	70	16	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	33	32	9
	THOMAS COOK AIRLINES LTD	C	28	0	0	25	14	32	21	7	0	56	59	31	29
	THOMSONFLY LTD	C	25	1	0	80	12	0	0	8	0	28	74	9	27
	<b>TOTAL ARRECIFE</b>			<b>184</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>59</b>	<b>32</b>
FUERTEVENTURA	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	60	74	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	81	6	6	6	0	0	14	80	7	20
	FUTURA AIRLINES	C	3	0	0	33	0	33	33	0	0	36	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	10	20	0	0	0	11	90	6	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	25	13	13	0	0	21	33	23	18
	THOMAS COOK AIRLINES LTD	C	22	0	0	64	18	0	0	9	9	70	83	5	23
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	5	75	11	8
<b>TOTAL FUERTEVENTURA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>30</b>	<b>72</b>	<b>16</b>	<b>99</b>
LAS PALMAS	AIR EUROPA	C	2	0	0	0	50	0	50	0	0	54	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	10	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	25	13	0	0	0	11	50	25	16
	GB AIRWAYS LTD	S	25	0	0	44	44	4	8	0	0	20	50	32	16
	MONARCH AIRLINES	C	14	0	0	64	7	14	0	14	0	37	100	5	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	38	53	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	0	25	0	0	22	47	20	17
	THOMSONFLY LTD	C	25	0	0	88	4	0	8	0	0	11	79	13	34
<b>TOTAL LAS PALMAS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>27</b>	<b>132</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	19	0	0	37	26	21	16	0	0	33	40	23	10
	EXCEL AIRWAYS LTD	C	36	0	0	39	17	17	6	17	6	99	56	30	36
	FIRST CHOICE AIRWAYS LTD	C	37	0	0	51	27	8	3	5	5	60	80	9	44
	FLYJET LTD	C	24	0	0	50	0	13	33	4	0	57	50	61	12
	FUTURA AIRLINES	C	8	1	0	63	25	0	13	0	0	31	50	12	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	GB AIRWAYS LTD	S	52	1	0	40	23	25	6	6	0	42	29	56	24
	MONARCH AIRLINES	C	21	0	0	33	29	19	10	0	10	58	50	49	18
	MY TRAVEL AIRWAYS UK	C	17	0	0	100	0	0	0	0	0	3	88	53	17
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	12	4	12	8	4	64	76	26	34
	THOMSONFLY LTD	C	34	0	0	76	15	6	3	0	0	12	75	13	32
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>276</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>50</b>	<b>65</b>	<b>30</b>	<b>237</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>650</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>64</b>	<b>28</b>	<b>632</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	17	0	0	76	6	12	6	0	0	18	78	10	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	64	24	8	4	0	0	14	61	80	23
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>49</b>	<b>41</b>
<b>TOTAL ST LUCIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>49</b>	<b>41</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	S	154	0	0	68	15	14	3	0	0	14	80	9	152
	EASYJET SWITZERLAND	S	180	0	0	86	8	3	2	1	1	11	83	7	180
<b>TOTAL GENEVA</b>			<b>334</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>13</b>	<b>81</b>	<b>8</b>	<b>332</b>
ZURICH	BRITISH AIRWAYS PLC	S	118	0	0	60	18	15	7	0	0	19	0	0	0
<b>TOTAL ZURICH</b>			<b>118</b>	<b>0</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>100</b>	<b>7</b>	<b>2</b>
<b>TOTAL SWITZERLAND</b>			<b>452</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>334</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	18	0	0	72	11	6	11	0	0	23	82	17	17
	EXCEL AIRWAYS LTD	C	15	0	0	40	13	47	0	0	0	25	15	59	13
<b>TOTAL TOBAGO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>35</b>	<b>34</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>35</b>	<b>34</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	38	13	0	25	0	93	50	20	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	6	0	0	0	0	4	38	80	8
	NOUVELAIR TUNISIE	S	8	0	0	50	38	13	0	0	0	15	25	23	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	44	13	19	13	13	0	56	61	32	18
	THOMSONFLY LTD	C	17	0	0	47	24	18	0	12	0	46	83	8	18
<b>TOTAL MONASTIR</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>39</b>	<b>54</b>	<b>35</b>	<b>76</b>
TUNIS	GB AIRWAYS LTD	S	34	0	0	32	41	21	6	0	0	24	48	17	33
<b>TOTAL TUNIS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>40</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>17</b>	<b>33</b>
<b>TOTAL TUNISIA</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>27</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>52</b>	<b>30</b>	<b>119</b>
<b>TURKEY</b>															
ANTALYA	EXCEL AIRWAYS LTD	C	8	0	0	50	0	13	38	0	0	43	33	28	9
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	65	15	15	5	0	0	17	69	19	16
	KIBRIS TURKISH AIRLINES - KTHY	S	16	0	0	63	13	25	0	0	0	17	38	25	16
	MNG AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	13	13	93	0	60	6
	THOMAS COOK AIRLINES LTD	C	26	0	0	69	0	8	8	15	0	55	50	38	26

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ANTALYA	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	13	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL ANTALYA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>36</b>	<b>43</b>	<b>35</b>	<b>81</b>
<b>BODRUM (MILAS)</b>	ASTRAEUS LTD	C	8	0	0	25	13	13	50	0	0	62	0	0	0
	EXCEL AIRWAYS LTD	C	26	0	0	42	15	27	4	12	0	44	38	50	8
	FIRST CHOICE AIRWAYS LTD	C	39	0	0	79	3	10	5	3	0	18	90	4	31
	MONARCH AIRLINES	C	8	0	0	75	0	0	13	13	0	43	75	13	16
	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	1	63	12	8
	ONUR AIR	C	10	0	0	60	0	10	30	0	0	44	75	8	8
	THOMAS COOK AIRLINES LTD	C	25	0	0	56	8	8	24	4	0	49	75	16	24
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	100	1	8
<b>TOTAL BODRUM (MILAS)</b>			<b>131</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>78</b>	<b>13</b>	<b>103</b>
<b>DALAMAN</b>	AIR ATLANTA EUROPE LTD	C	9	1	0	22	33	11	11	22	0	82	38	37	8
	EXCEL AIRWAYS LTD	C	65	0	0	52	23	17	5	0	3	49	49	73	67
	FIRST CHOICE AIRWAYS LTD	C	71	0	0	79	11	6	4	0	0	12	72	19	46
	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	70	10	20	0	0	0	14	63	34	8
	MONARCH AIRLINES	C	52	0	0	46	17	12	25	0	0	39	65	20	34
	MY TRAVEL AIRWAYS UK	C	18	0	0	50	6	17	17	11	0	45	56	108	25
	ONUR AIR	C	18	0	0	44	11	11	17	17	0	65	13	61	8
	PEGASUS AIRLINES	C	13	0	0	69	23	8	0	0	0	9	75	11	8
	THOMAS COOK AIRLINES LTD	C	52	0	0	67	15	10	8	0	0	17	70	18	53
	THOMSONFLY LTD	C	27	1	0	74	19	0	7	0	0	15	88	20	17
<b>TOTAL DALAMAN</b>			<b>335</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>62</b>	<b>42</b>	<b>282</b>
<b>ISTANBUL</b>	MNG AIRLINES	C	2	0	0	50	0	50	0	0	0	25	0	0	0
<b>TOTAL ISTANBUL</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>25</b>	<b>25</b>	<b>87</b>	<b>4</b>
<b>IZMIR (ADNAM MENDERES)</b>	MONARCH AIRLINES	C	2	0	0	0	0	50	0	50	0	126	0	0	0
	THOMAS COOK AIRLINES LTD	C	20	0	0	40	0	25	35	0	0	52	53	15	19
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>53</b>	<b>15</b>	<b>19</b>
<b>TOTAL TURKEY</b>			<b>581</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>62</b>	<b>34</b>	<b>489</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	78	15	3	0	3	0	18	63	22	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>60</b>
<b>SIMFEROPOL</b>	ASTRAEUS LTD	C	4	1	0	50	25	25	0	0	0	25	20	41	5
<b>TOTAL SIMFEROPOL</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>20</b>	<b>41</b>	<b>5</b>
<b>TOTAL UKRAINE</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>23</b>	<b>65</b>
<b>UNITED ARAB EMIRATES</b>															
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	58	0	2	78	16	2	5	0	0	11	79	9	24
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>24</b>
<b>DUBAI</b>	EMIRATES	S	177	1	3	79	15	5	1	0	0	8	71	10	182
<b>TOTAL DUBAI</b>			<b>177</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>10</b>	<b>182</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>235</b>	<b>1</b>	<b>5</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>10</b>	<b>206</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	222	0	0	58	20	12	9	0	0	22	68	14	224
<b>TOTAL ABERDEEN</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>14</b>	<b>224</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	214	0	2	72	15	9	4	0	0	14	79	10	216
<b>TOTAL BELFAST CITY</b>			<b>214</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	<b>216</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	232	0	0	65	18	9	7	1	1	22	74	14	232
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>74</b>	<b>14</b>	<b>232</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	348	0	0	50	20	19	10	1	0	27	60	18	352
	EASYJET AIRLINE COMPANY LTD	S	232	0	0	63	20	9	7	0	0	19	61	18	232
<b>TOTAL EDINBURGH</b>			<b>581</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>18</b>	<b>584</b>
GLASGOW	BRITISH AIRWAYS PLC	S	338	0	0	61	16	14	7	1	0	23	70	14	337
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL GLASGOW</b>			<b>341</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>14</b>	<b>337</b>
GUERNSEY	AURIGNY AIR SERVICES	S	233	0	7	74	17	9	0	0	0	11	79	10	238
	FLYBE.BRITISH EUROPEAN	S	267	0	15	86	7	1	5	1	0	12	93	5	240
<b>TOTAL GUERNSEY</b>			<b>500</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>478</b>
INVERNESS	BRITISH AIRWAYS CITIEXPRESS L	S	180	0	0	68	19	7	4	2	0	18	83	8	178
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	42	25	22	8	3	0	32	58	31	60
<b>TOTAL INVERNESS</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>14</b>	<b>238</b>
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	160	0	0	63	15	17	5	0	0	18	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>14</b>	<b>164</b>
JERSEY	BRITISH AIRWAYS PLC	S	312	0	0	57	16	14	9	4	0	28	69	16	316
	FLYBE.BRITISH EUROPEAN	S	234	0	6	76	10	8	5	1	0	16	85	9	248
<b>TOTAL JERSEY</b>			<b>546</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>13</b>	<b>564</b>
MANCHESTER	ASTRAEUS LTD	C	6	1	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	374	0	0	59	22	13	6	1	0	20	65	16	380
	CHANNEL EXPRESS (INCORP: JET	S	147	0	1	68	15	12	5	0	0	16	0	0	0
	TRANSAVIA	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL MANCHESTER</b>			<b>530</b>	<b>19</b>	<b>1</b>	<b>62</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>16</b>	<b>383</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	228	0	0	65	21	10	4	0	0	15	75	12	232
<b>TOTAL NEWCASTLE</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>12</b>	<b>232</b>
NEWQUAY	AIR SOUTHWEST	S	89	0	0	78	10	2	8	2	0	19	81	12	89
<b>TOTAL NEWQUAY</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>12</b>	<b>89</b>
PLYMOUTH	AIR SOUTHWEST	S	148	0	1	74	14	3	9	0	0	17	80	12	148
<b>TOTAL PLYMOUTH</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>12</b>	<b>148</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4031</b>	<b>24</b>	<b>32</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	<b>3889</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	60	0	0	67	25	8	0	0	0	13	73	16	60
	DELTA AIRLINES	S	234	0	6	76	11	4	9	1	0	15	76	17	209
<b>TOTAL ATLANTA</b>			<b>294</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>16</b>	<b>269</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CHARLOTTE	US AIRWAYS	S	60	0	0	70	17	8	5	0	0	15	63	18	60
<b>TOTAL CHARLOTTE</b>			<b>60</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>15</b>	<b>63</b>	<b>18</b>	<b>60</b>
CINCINNATI	DELTA AIRLINES	S	60	1	0	82	12	5	2	0	0	9	61	12	59
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>12</b>	<b>59</b>
CLEVELAND	CONTINENTAL AIRLINES	S	60	0	0	82	12	7	0	0	0	8	85	8	60
<b>TOTAL CLEVELAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>60</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	154	0	0	76	14	5	5	1	0	15	82	9	144
	BRITISH AIRWAYS PLC	S	60	0	0	60	22	12	7	0	0	17	80	11	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>204</b>
DETROIT	NORTHWEST AIRLINES	S	60	0	0	73	13	7	7	0	0	15	95	8	59
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>8</b>	<b>59</b>
HOUSTON	BRITISH AIRWAYS PLC	S	100	0	0	81	10	8	1	0	0	9	81	11	86
	CONTINENTAL AIRLINES	S	111	1	1	75	13	8	4	0	1	26	83	9	120
<b>TOTAL HOUSTON</b>			<b>211</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>206</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	50	0	0	62	24	10	4	0	0	15	44	27	36
<b>TOTAL LAS VEGAS</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>37</b>	<b>41</b>	<b>43</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	0	1	62	17	15	3	3	0	25	77	11	60
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>11</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	65	19	12	3	1	0	17	69	13	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>13</b>	<b>120</b>
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	70	17	8	5	0	0	14	82	12	50
	VIRGIN ATLANTIC AIRWAYS LTD	S	104	0	0	51	23	18	8	0	0	21	49	36	109
<b>TOTAL ORLANDO</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>28</b>	<b>159</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	62	15	22	2	0	0	17	53	19	59
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>19</b>	<b>59</b>
RALEIGH	AMERICAN AIRLINES	S	60	0	0	78	18	3	0	0	0	8	73	18	60
<b>TOTAL RALEIGH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>18</b>	<b>60</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	55	0	0	24	15	18	31	11	2	88	14	141	49
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	75	17	8	0	0	0	10	22	121	9
	MONARCH AIRLINES	C	18	0	0	50	11	11	17	11	0	51	12	90	17
	MY TRAVEL AIRWAYS UK	C	26	0	0	54	15	19	12	0	0	23	40	98	25
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	33	11	11	0	0	22	67	14	6
	THOMSONFLY LTD	C	18	0	0	39	22	33	6	0	0	26	69	24	16
<b>TOTAL SANFORD</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>18</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>52</b>	<b>30</b>	<b>102</b>	<b>122</b>
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	72	16	0	12	0	0	19	79	44	42
<b>TOTAL TAMPA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>44</b>	<b>42</b>
<b>TOTAL USA</b>			<b>1659</b>	<b>3</b>	<b>8</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>23</b>	<b>1646</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	6	0	0	50	33	17	0	0	0	18	0	0	0
<b>TOTAL PORLAMAR</b>			<b>6</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>18</b>	<b>44</b>	<b>42</b>	<b>9</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								SEPT 2004		
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL VENEZUELA			6	0	0	50	33	17	0	0	0	18	44	42	9
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	30	2	1	30	13	10	30	7	10	111	42	29	33
TOTAL HARARE			30	3	1	30	13	10	30	7	10	111	42	29	33
TOTAL ZIMBABWE			30	3	1	30	13	10	30	7	10	111	42	29	33
TOTAL GATWICK			23239	92	99	62	18	12	7	1	0	23	69	19	22464

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	8	0	0	50	25	13	13	0	0	25	0	0	0
<b>TOTAL SALZBURG</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>25</b>	<b>70</b>	<b>14</b>	<b>10</b>
<b>TOTAL AUSTRIA</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>25</b>	<b>70</b>	<b>14</b>	<b>10</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	78	0	0	91	3	3	4	0	0	6	0	0	0
<b>TOTAL BRUSSELS</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>4</b>	<b>2</b>
<b>TOTAL BELGIUM</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>4</b>	<b>2</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	88	13	0	0	0	0	11	44	22	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	18	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	24	88	7	8
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
<b>TOTAL BURGAS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>13</b>	<b>32</b>
VARNA	BH AIR	C	8	0	0	88	13	0	0	0	0	6	50	16	8
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>16</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>14</b>	<b>40</b>
<b>CANADA</b>															
OTTAWA INTERNATIONAL	ZOOM AIRLINES	S	8	0	0	50	0	25	13	0	13	109	33	64	3
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>109</b>	<b>33</b>	<b>64</b>	<b>3</b>
TORONTO	AIR CANADA	S	56	0	0	70	16	5	7	0	2	42	71	13	52
	AIR TRANSAT	S	26	0	0	96	4	0	0	0	0	2	88	4	26
	THOMAS COOK AIRLINES LTD	S	34	2	1	74	6	12	6	3	0	21	78	15	27
	ZOOM AIRLINES	S	17	6	0	59	24	0	12	6	0	34	76	17	17
<b>TOTAL TORONTO</b>			<b>133</b>	<b>8</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>77</b>	<b>12</b>	<b>122</b>
VANCOUVER	AIR TRANSAT	S	14	0	0	86	14	0	0	0	0	3	93	4	14
	ZOOM AIRLINES	S	16	4	0	81	0	6	6	6	0	33	73	33	11
<b>TOTAL VANCOUVER</b>			<b>30</b>	<b>4</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>16</b>	<b>25</b>
<b>TOTAL CANADA</b>			<b>171</b>	<b>12</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>78</b>	<b>14</b>	<b>156</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	C	6	0	0	17	50	33	0	0	0	30	0	0	0
	DUBROVNIK AIRLINE	C	2	0	0	0	0	0	100	0	0	70	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>50</b>	<b>28</b>	<b>2</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	7	0	0	57	14	29	0	0	0	17	29	43	14
	HELIOS AIRWAYS LTD	S	8	0	0	38	13	50	0	0	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	22	0	0	0	17	10	68	10
	THOMAS COOK AIRLINES LTD	C	7	1	0	57	29	0	14	0	0	25	67	34	9
	THOMSONFLY LTD	C	8	0	0	38	0	25	38	0	0	44	88	6	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LARNACA			39	1	0	51	13	26	10	0	0	26	44	40	41
PAPHOS	EUROCYPRIA AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	75	9	8
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	8	50	32	10
	FLYGLOBESPAN	S	17	0	0	53	12	24	6	0	6	75	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	40	32	10
TOTAL PAPHOS			41	0	0	73	12	10	2	0	2	35	54	25	28
TOTAL CYPRUS			80	1	0	63	13	18	6	0	1	31	48	34	69
CZECH REPUBLIC															
PRAGUE	FLYGLOBESPAN	S	60	0	0	85	12	3	0	0	0	6	83	46	18
TOTAL PRAGUE			60	0	0	85	12	3	0	0	0	6	83	46	18
TOTAL CZECH REPUBLIC			60	0	0	85	12	3	0	0	0	6	83	46	18
DENMARK															
COPENHAGEN	BMI REGIONAL	S	60	0	0	95	5	0	0	0	0	3	90	5	60
TOTAL COPENHAGEN			60	0	0	95	5	0	0	0	0	3	90	5	60
TOTAL DENMARK			60	0	0	95	5	0	0	0	0	3	90	5	60
DOMINICAN REPUBLIC															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	12	0	53	4
	MY TRAVEL AIRWAYS UK	C	8	1	0	50	25	13	13	0	0	26	0	0	0
TOTAL PUERTO PLATA			12	1	0	58	25	8	8	0	0	21	0	53	4
TOTAL DOMINICAN REPUBLIC			12	1	0	58	25	8	8	0	0	21	0	53	4
EGYPT															
HURGHADA	FLYGLOBESPAN	C	9	0	0	67	11	22	0	0	0	18	0	0	0
TOTAL HURGHADA			9	0	0	67	11	22	0	0	0	18	0	0	0
TOTAL EGYPT			9	0	0	67	11	22	0	0	0	18	0	0	0
FRANCE															
NICE	FLYGLOBESPAN	S	16	0	0	94	6	0	0	0	0	3	0	0	0
TOTAL NICE			16	0	0	94	6	0	0	0	0	3	81	11	16
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	47	0	0	96	2	0	2	0	0	4	88	9	48
	GREECE AIRWAYS	S	18	0	4	50	44	6	0	0	0	13	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			65	0	4	83	14	2	2	0	0	7	88	9	50
TOTAL FRANCE			81	0	4	85	12	1	1	0	0	6	87	9	69
GERMANY															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	19	0	0	95	5	0	0	0	0	2	79	12	24
TOTAL FRANKFURT MAIN			19	0	0	95	5	0	0	0	0	2	79	12	24
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	39	0	0	90	8	3	0	0	0	5	80	11	46
TOTAL MUNICH			39	0	0	90	8	3	0	0	0	5	80	11	46
TOTAL GERMANY			58	0	0	91	7	2	0	0	0	4	83	10	89

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	GREECE AIRWAYS	S	18	0	0	89	11	0	0	0	0	9	81	10	16
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>18</b>
<b>CORFU</b>															
	EXCEL AIRWAYS LTD	C	16	0	0	38	6	19	25	13	0	62	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	56	0	0	0	0	14	100	2	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	0	6	6	0	26	80	5	15
	THOMSONFLY LTD	C	10	0	0	60	30	0	10	0	0	24	100	5	8
<b>TOTAL CORFU</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>35</b>	<b>87</b>	<b>6</b>	<b>46</b>
<b>HERAKLION</b>															
	EXCEL AIRWAYS LTD	C	17	0	0	88	6	6	0	0	0	4	74	18	19
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	17	50	113	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	13	88	6	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	8	38	20	8
<b>TOTAL HERAKLION</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>55</b>	<b>69</b>	<b>51</b>
<b>KOS</b>															
	BMI BRITISH MIDLAND	C	8	0	0	88	0	13	0	0	0	7	38	49	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	7	78	14	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	33	11	22	0	0	35	60	30	10
<b>TOTAL KOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>30</b>	<b>27</b>
<b>RHODES</b>															
	EXCEL AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	1	83	4	18
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	15	20	67	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	0	13	25	0	13	78	50	29	10
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	90	4	10
<b>TOTAL RHODES</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>65</b>	<b>23</b>	<b>48</b>
<b>ZAKINTHOS</b>															
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	3	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	47	35	12	0	6	0	36	59	16	17
<b>TOTAL ZAKINTHOS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>13</b>	<b>41</b>
<b>TOTAL GREECE</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>28</b>	<b>231</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	36	0	0	42	39	14	6	0	0	22	53	14	34
<b>TOTAL KEFLAVIK</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>39</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>14</b>	<b>34</b>
<b>TOTAL ICELAND</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>39</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>14</b>	<b>34</b>
<b>IRISH REPUBLIC</b>															
CORK	LOGANAIR	S	58	0	0	79	14	7	0	0	0	9	76	13	55
<b>TOTAL CORK</b>			<b>58</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>9</b>	<b>76</b>	<b>13</b>	<b>55</b>
DUBLIN	AER LINGUS	S	164	0	0	79	10	8	3	0	0	11	55	21	153
	LOGANAIR	S	60	0	0	58	23	12	5	2	0	21	0	0	0
<b>TOTAL DUBLIN</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>55</b>	<b>21</b>	<b>153</b>
SHANNON	AIR ATLANTIQUE	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL SHANNON</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>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>19</b>	<b>260</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
NAPLES	THOMSONFLY LTD	C	10	0	0	50	30	0	20	0	0	21	75	9	8
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>9</b>	<b>8</b>
PISA	BMI BRITISH MIDLAND	C	6	0	0	83	17	0	0	0	0	9	0	86	6
<b>TOTAL PISA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>123</b>	<b>8</b>
RIMINI	BMI REGIONAL	C	4	0	0	100	0	0	0	0	0	1	100	3	1
<b>TOTAL RIMINI</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>1</b>	<b>100</b>	<b>3</b>	<b>1</b>
VENICE	BMI BRITISH MIDLAND	C	7	0	0	86	0	14	0	0	0	10	100	4	7
<b>TOTAL VENICE</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>4</b>	<b>7</b>
VERONA VILLAFRANCA	BMI BRITISH MIDLAND	C	8	0	0	38	50	0	13	0	0	32	0	92	8
	THOMSONFLY LTD	C	7	0	0	57	29	14	0	0	0	16	90	6	10
<b>TOTAL VERONA VILLAFRANCA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>40</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>44</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>44</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>39</b>	<b>77</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	72	6	0	22	0	0	30	20	47	20
	HELLO	C	8	0	0	38	38	0	0	13	13	98	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	0	38	0	0	43	50	33	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	88	8	8
<b>TOTAL MALTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>42</b>	<b>35</b>	<b>36</b>
<b>TOTAL MALTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>0</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>42</b>	<b>35</b>	<b>36</b>
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	0	25	25	0	104	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	1	0	57	14	0	0	29	0	73	33	47	9
<b>TOTAL CANCUN</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>84</b>	<b>33</b>	<b>47</b>	<b>9</b>
<b>TOTAL MEXICO</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>84</b>	<b>33</b>	<b>47</b>	<b>9</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	5	3	3	0	0	8	82	10	60
	KLM CITYHOPPER	S	239	1	0	77	13	6	4	0	0	13	67	16	236
<b>TOTAL AMSTERDAM</b>			<b>299</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>296</b>
<b>TOTAL NETHERLANDS</b>			<b>299</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>296</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
STAVANGER	COAST AIR K/S	C	2	0	0	50	0	50	0	0	0	29	0	0	0
<b>TOTAL STAVANGER</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>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0

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				Actual (7)	Plan (8)										
FARO	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	44	44	18
	FLYGLOBESPAN	S	60	0	0	43	15	18	20	3	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	22	0	0	0	0	6	0	164	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	53	27	7	0	13	0	40	50	26	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	4	60	28	10
<b>TOTAL FARO</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>45</b>	<b>80</b>
OPORTO (PORTUGAL)	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	27	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>44</b>	<b>82</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MY TRAVEL AIRWAYS UK	C	8	0	0	13	25	38	25	0	0	49	100	4	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>76</b>	<b>76</b>	<b>21</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>76</b>	<b>76</b>	<b>21</b>
<b>SPAIN</b>															
ALICANTE	EXCEL AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	14	63	12	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	18	100	1	8
	FLYGLOBESPAN	S	60	0	1	57	18	10	15	0	0	25	83	7	52
	GREECE AIRWAYS	S	16	0	0	75	25	0	0	0	0	8	64	61	22
	MY TRAVEL AIRWAYS UK	C	16	0	0	75	0	0	19	6	0	41	56	18	25
	THOMAS COOK AIRLINES LTD	C	7	0	0	29	14	43	0	0	14	78	73	14	15
	THOMSONFLY LTD	C	16	0	0	88	6	6	0	0	0	6	63	12	16
	<b>TOTAL ALICANTE</b>			<b>131</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>24</b>	<b>73</b>	<b>17</b>	<b>154</b>
ALMERIA	MY TRAVEL AIRWAYS UK	C	10	0	0	70	30	0	0	0	9	30	49	10	
<b>TOTAL ALMERIA</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>9</b>	<b>30</b>	<b>49</b>	<b>10</b>	
BARCELONA	FLYGLOBESPAN	S	58	0	0	71	19	5	2	2	22	20	36	10	
<b>TOTAL BARCELONA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>67</b>	<b>17</b>	<b>64</b>	
GERONA	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	3	33	49	9	
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	20	80	8	10	
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	100	4	8	
<b>TOTAL GERONA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>16</b>	<b>42</b>	
IBIZA	MY TRAVEL AIRWAYS UK	C	17	0	0	71	6	6	18	0	27	69	29	13	
	THOMAS COOK AIRLINES LTD	C	15	0	0	33	13	7	27	13	7	132	88	9	
	THOMSONFLY LTD	C	17	0	0	71	12	0	6	12	0	39	38	62	
<b>TOTAL IBIZA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>10</b>	<b>4</b>	<b>16</b>	<b>8</b>	<b>63</b>	<b>55</b>	<b>44</b>	<b>47</b>	
MAHON	MY TRAVEL AIRWAYS UK	C	18	0	0	83	0	17	0	0	9	63	41	16	
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	3	75	13	8	
	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	14	63	43	8	
<b>TOTAL MAHON</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>30</b>	<b>38</b>	
MALAGA	FLYGLOBESPAN	S	55	0	0	91	7	2	0	0	4	92	5	60	
	GREECE AIRWAYS	S	17	0	1	47	24	12	18	0	29	50	41	18	
	SPANAIR	C	8	0	0	50	13	25	13	0	25	0	0	0	
	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	0	20	0	0	14	50	22	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	5	81	9	16
<b>TOTAL MALAGA</b>			<b>93</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>16</b>	<b>140</b>
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	38	13	25	25	0	0	34	88	9	8
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	17	100	3	8
	FLYGLOBESPAN	S	66	0	0	82	8	3	2	6	0	24	82	8	68
	FUTURA AIRLINES	C	8	0	0	75	13	13	0	0	0	11	0	0	0
	GREECE AIRWAYS	S	13	0	0	62	23	0	0	15	0	36	93	5	14
	MONARCH AIRLINES	C	8	0	0	38	13	38	13	0	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	34	0	0	56	15	15	15	0	0	22	38	31	32
	THOMAS COOK AIRLINES LTD	C	34	0	0	50	24	18	9	0	0	24	71	10	24
	THOMSONFLY LTD	C	36	0	0	53	8	22	17	0	0	32	83	7	42
<b>TOTAL PALMA DE MALLORCA</b>			<b>215</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>16</b>	<b>220</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	50	34	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	0	13	6	0	0	11	56	95	16
	THOMAS COOK AIRLINES LTD	C	15	0	0	87	13	0	0	0	0	4	71	7	17
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	88	6	8
<b>TOTAL REUS</b>			<b>47</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>6</b>	<b>65</b>	<b>40</b>	<b>49</b>
<b>TOTAL SPAIN</b>			<b>664</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>21</b>	<b>765</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EXCEL AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	4	89	5	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	9	22	50	9
	FLYGLOBESPAN	S	15	3	3	93	7	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	4	80	9	10
	THOMAS COOK AIRLINES LTD	C	19	0	0	37	42	11	11	0	0	27	67	23	9
	THOMSONFLY LTD	C	10	0	0	70	10	0	20	0	0	19	78	11	9
<b>TOTAL ARRECIFE</b>			<b>73</b>	<b>3</b>	<b>3</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>17</b>	<b>56</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	5	60	57	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	13	80	10	10
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>34</b>	<b>20</b>
LAS PALMAS	FLYGLOBESPAN	S	16	0	0	100	0	0	0	0	0	2	0	0	0
	IBERWORLD	C	7	0	0	29	0	0	43	0	29	155	100	1	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	19	6	25	0	0	31	63	12	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	25	25	0	0	38	100	3	8
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	14	25	49	8
<b>TOTAL LAS PALMAS</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>7</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>37</b>	<b>73</b>	<b>15</b>	<b>40</b>
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	75	14	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	5	100	3	8
	FLYGLOBESPAN	S	60	0	0	90	8	0	2	0	0	6	94	4	16
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	0	0	20	90	40	46	25
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	6	0	12	6	0	34	50	27	14
	THOMSONFLY LTD	C	9	0	0	33	22	22	11	11	0	53	88	6	17
VOLAR AIRLINES	C	26	0	0	73	12	4	12	0	0	16	57	14	7	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>72</b>	<b>18</b>	<b>106</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>286</b>	<b>3</b>	<b>3</b>	<b>76</b>	<b>12</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>71</b>	<b>19</b>	<b>222</b>



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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	57	50	19	8
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>57</b>	<b>75</b>	<b>11</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>57</b>	<b>75</b>	<b>11</b>	<b>16</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	75	0	25	0	0	0	11	38	19	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	25	0	25	0	72	25	38	8
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>41</b>	<b>31</b>	<b>28</b>	<b>16</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	75	6	8
	PEGASUS AIRLINES	C	15	0	0	87	0	13	0	0	0	7	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>10</b>	<b>16</b>
DALAMAN	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	0	25	0	69	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	88	7	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	22	0	0	0	0	8	50	70	8
	ONUR AIR	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	94	6	0	0	0	0	3	93	5	15
	THOMSONFLY LTD	C	8	0	0	0	25	63	13	0	0	42	88	9	8
<b>TOTAL DALAMAN</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>20</b>	<b>39</b>
<b>TOTAL TURKEY</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>19</b>	<b>71</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	72	20	3	5	0	0	16	70	13	60
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>13</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>13</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	59	0	0	80	3	10	7	0	0	15	67	15	60
<b>TOTAL BARRA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>15</b>	<b>60</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	219	1	2	89	3	5	2	1	0	8	85	9	224
<b>TOTAL BELFAST CITY</b>			<b>219</b>	<b>1</b>	<b>2</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>224</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	232	0	0	91	5	2	2	0	0	5	81	13	224
	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>13</b>	<b>224</b>
BENBECULA	LOGANAIR	S	106	0	0	61	18	11	8	2	0	22	75	15	76
<b>TOTAL BENBECULA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>15</b>	<b>76</b>
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	227	0	0	89	4	3	4	0	0	7	87	7	227
	FLYBE.BRITISH EUROPEAN	S	292	0	11	72	12	8	8	0	0	15	75	14	320
<b>TOTAL BIRMINGHAM</b>			<b>519</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>547</b>
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	197	0	0	85	11	3	1	0	0	6	87	6	188
	EASYJET AIRLINE COMPANY LTD	S	156	0	0	81	12	6	0	0	0	8	74	14	156
<b>TOTAL BRISTOL</b>			<b>353</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>344</b>
CAMPBELTOWN	LOGANAIR	S	81	0	0	86	6	0	7	0	0	11	89	8	88

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			Actual (7)	Plan (8)											
TOTAL CAMPBELTOWN			81	0	0	86	6	0	7	0	0	11	89	8	88
CARDIFF WALES	AIR WALES LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL CARDIFF WALES			2	0	0	100	0	0	0	0	0	2	0	0	0
CITY OF DERRY (EGLINTON)	LOGANAIR	S	59	0	0	63	20	10	7	0	0	18	88	7	60
TOTAL CITY OF DERRY (EGLINTON)			59	0	0	63	20	10	7	0	0	18	88	7	60
EXETER	FLYBE.BRITISH EUROPEAN	S	60	0	0	65	17	5	10	3	0	28	75	13	60
TOTAL EXETER			60	0	0	65	17	5	10	3	0	28	75	13	60
GATWICK	BRITISH AIRWAYS PLC	S	338	0	0	69	11	13	6	1	0	21	72	13	337
TOTAL GATWICK			339	1	0	69	11	13	6	1	0	21	72	13	337
HEATHROW	BMI BRITISH MIDLAND	S	447	0	0	81	13	4	2	0	0	9	56	22	456
	BRITISH AIRWAYS PLC	S	654	0	0	65	18	12	5	0	0	17	58	22	612
TOTAL HEATHROW			1101	0	0	71	16	9	4	0	0	14	57	22	1068
ISLAY	LOGANAIR	S	95	3	0	65	15	6	13	1	0	24	84	22	96
TOTAL ISLAY			95	3	0	65	15	6	13	1	0	24	84	22	96
ISLE OF MAN	EUROMANX GMBH	S	100	0	0	90	6	2	2	0	0	6	0	0	0
	LOGANAIR	S	58	0	0	90	7	3	0	0	0	6	75	10	59
TOTAL ISLE OF MAN			158	0	0	90	6	3	1	0	0	6	80	9	171
JERSEY	BMI REGIONAL	S	8	0	0	75	0	25	0	0	0	12	86	8	14
	FLYBE.BRITISH EUROPEAN	S	16	0	0	63	25	13	0	0	0	16	25	34	8
TOTAL JERSEY			24	8	0	67	17	17	0	0	0	15	64	17	22
LEEDS BRADFORD	BMI REGIONAL	S	136	0	0	92	2	4	2	0	0	7	80	9	138
TOTAL LEEDS BRADFORD			136	0	0	92	2	4	2	0	0	7	80	9	138
LUTON	EASYJET AIRLINE COMPANY LTD	S	320	0	0	90	7	2	1	0	0	5	83	12	320
TOTAL LUTON			320	0	0	90	7	2	1	0	0	5	83	12	320
MANCHESTER	BMI REGIONAL	S	179	0	0	87	2	3	8	0	0	11	80	10	227
	BRITISH AIRWAYS CITIEXPRESS L	S	292	0	0	72	8	11	9	1	0	20	67	15	298
TOTAL MANCHESTER			471	2	0	77	6	8	8	0	0	17	72	13	527
NORWICH	FLYBE.BRITISH EUROPEAN	S	60	0	0	63	20	8	5	3	0	23	0	0	0
TOTAL NORWICH			60	0	0	63	20	8	5	3	0	23	0	0	0
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	156	0	0	83	8	7	2	0	0	9	63	27	154
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			156	0	0	83	8	7	2	0	0	9	63	27	154
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	208	0	0	80	11	8	1	0	0	8	79	8	238
	FLYBE.BRITISH EUROPEAN	S	199	0	13	68	15	5	12	1	0	18	71	15	208
TOTAL SOUTHAMPTON			407	0	13	74	13	6	6	0	0	13	75	12	446
STANSTED	EASYJET AIRLINE COMPANY LTD	S	276	0	0	89	4	4	3	0	0	6	79	14	268
	FLYGLOBESPAN	S	104	0	0	81	10	9	1	0	0	10	0	0	0
TOTAL STANSTED			380	0	0	87	6	5	2	0	0	7	79	14	268
STORNOWAY	LOGANAIR	S	205	1	0	62	16	12	9	1	0	24	87	8	104
TOTAL STORNOWAY			205	1	0	62	16	12	9	1	0	24	87	8	104

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				Actual (7)	Plan (8)										
SUMBURGH	LOGANAIR	S	111	1	0	75	11	8	6	0	0	15	82	12	112
<b>TOTAL SUMBURGH</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>12</b>	<b>112</b>
TIREE	LOGANAIR	S	53	0	0	66	15	4	15	0	0	21	76	12	50
<b>TOTAL TIREE</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>12</b>	<b>50</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5708</b>	<b>21</b>	<b>26</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>5497</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	87	5	3	5	0	0	8	83	9	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	95	0	1	78	11	5	6	0	0	13	87	10	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>10</b>	<b>60</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	92	3	2	2	2	0	9	86	5	58
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>5</b>	<b>58</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	7	0	0	29	29	29	14	0	0	32	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	11	0	0	11	0	27	50	44	4
	MONARCH AIRLINES	C	8	0	0	25	13	38	25	0	0	36	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	72	11	17	0	0	0	13	31	139	13
<b>TOTAL SANFORD</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>40</b>	<b>88</b>	<b>25</b>
<b>TOTAL USA</b>			<b>257</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>18</b>	<b>204</b>
<b>TOTAL GLASGOW</b>			<b>8801</b>	<b>43</b>	<b>37</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>16</b>	<b>8408</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

		Reporting Airport: HEATHROW (Full Analysis)														
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE							SEPT 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>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	40	0	0	40	18	25	13	5	0	38	37	43	38	
TOTAL ALGIERS			<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>18</b>	<b>25</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>37</b>	<b>43</b>	<b>38</b>	
TOTAL ALGERIA			<b>40</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>18</b>	<b>25</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>37</b>	<b>43</b>	<b>38</b>	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	56	22	0	11	11	0	39	88	6	8	
TOTAL LUANDA			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>88</b>	<b>6</b>	<b>8</b>	
TOTAL ANGOLA			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>88</b>	<b>6</b>	<b>8</b>	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	34	0	0	71	21	3	6	0	0	13	66	10	35	
TOTAL BUENOS AIRES			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>10</b>	<b>35</b>	
TOTAL ARGENTINA			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>10</b>	<b>35</b>	
<b>AUSTRALIA</b>																
MELBOURNE	BRITISH AIRWAYS PLC	S	60	0	0	62	22	13	2	2	0	18	58	20	60	
	QANTAS	S	59	0	1	66	15	14	5	0	0	16	63	20	56	
TOTAL MELBOURNE			<b>119</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>20</b>	<b>116</b>	
PERTH (AUSTRALIA)	QANTAS	S	26	0	0	54	23	19	4	0	0	18	0	0	0	
TOTAL PERTH (AUSTRALIA)			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	119	0	1	72	10	8	9	0	0	16	48	19	120	
	QANTAS	S	145	0	1	59	22	15	4	0	0	17	68	13	124	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	52	27	13	8	0	0	20	0	0	0	
TOTAL SYDNEY			<b>324</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>16</b>	<b>244</b>	
TOTAL AUSTRALIA			<b>469</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>17</b>	<b>360</b>	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	288	0	0	64	23	12	1	0	0	14	47	25	290	
	BRITISH AIRWAYS PLC	S	240	0	0	67	17	8	8	0	0	17	71	14	240	
TOTAL VIENNA			<b>528</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>20</b>	<b>532</b>	
TOTAL AUSTRIA			<b>528</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>20</b>	<b>532</b>	
<b>AZERBAIJAN</b>																
BAKU ( HEYDER ALIYEV INT'L )	BMED	S	60	0	0	78	7	8	3	3	0	18	68	20	37	
TOTAL BAKU ( HEYDER ALIYEV INT'L )			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>37</b>	
TOTAL AZERBAIJAN			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>37</b>	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	118	0	0	58	24	13	5	0	0	17	56	28	118	
TOTAL BAHRAIN			<b>118</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>28</b>	<b>118</b>	
TOTAL BAHRAIN			<b>118</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>28</b>	<b>118</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	50	0	0	38	30	20	10	0	2	42	19	61	52
	BRITISH AIRWAYS PLC	S	25	0	1	72	12	12	4	0	0	16	81	7	26
<b>TOTAL DACCA</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>24</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>40</b>	<b>43</b>	<b>78</b>
<b>TOTAL BANGLADESH</b>			<b>75</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>24</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>40</b>	<b>43</b>	<b>78</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	360	0	0	79	10	9	2	0	0	10	60	23	350
	BRITISH AIRWAYS PLC	S	439	0	1	62	19	13	5	0	0	20	65	15	423
	SN BRUSSELS AIRLINES	S	8	0	0	75	0	0	25	0	0	25	75	6	8
<b>TOTAL BRUSSELS</b>			<b>807</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>781</b>
<b>TOTAL BELGIUM</b>			<b>807</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>781</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	25	0	1	68	16	16	0	0	0	15	88	7	25
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>23</b>	<b>85</b>
SAO PAULO (GUARULHOS)	VARIG	S	60	0	0	32	25	23	18	2	0	38	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>23</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>22</b>	<b>21</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>54</b>	<b>23</b>	<b>85</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	60	0	0	67	23	5	5	0	0	16	48	20	60
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>20</b>	<b>60</b>
<b>TOTAL BRUNEI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>20</b>	<b>60</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	30	30	35	5	0	0	25	45	25	60
<b>TOTAL SOFIA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>25</b>	<b>60</b>
<b>TOTAL BULGARIA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>25</b>	<b>60</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	120	0	0	78	16	4	3	0	0	10	54	38	120
<b>TOTAL CALGARY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>54</b>	<b>38</b>	<b>120</b>
HALIFAX INT	AIR CANADA	S	60	0	0	73	17	7	3	0	0	12	67	18	60
<b>TOTAL HALIFAX INT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>18</b>	<b>60</b>
MONTREAL (DORVAL)	AIR CANADA	S	120	0	0	74	13	6	6	1	0	17	59	19	120
	BRITISH AIRWAYS PLC	S	60	0	0	72	18	7	2	2	0	16	72	13	60
<b>TOTAL MONTREAL (DORVAL)</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>17</b>	<b>180</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	67	27	3	2	2	0	15	72	12	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>27</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>12</b>	<b>60</b>
TORONTO	AIR CANADA	S	300	0	1	63	21	11	5	0	1	20	53	23	300
	BRITISH AIRWAYS PLC	S	146	0	0	63	23	11	2	1	0	16	67	19	153
<b>TOTAL TORONTO</b>			<b>446</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>21</b>	<b>453</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	172	0	1	78	15	5	2	0	0	10	72	13	180
	BRITISH AIRWAYS PLC	S	84	0	0	56	20	12	8	4	0	28	57	23	60
<b>TOTAL VANCOUVER</b>			<b>256</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>15</b>	<b>240</b>
<b>TOTAL CANADA</b>			<b>1122</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>21</b>	<b>1113</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	0	68	15	12	6	0	0	14	54	134	35
<b>TOTAL GRAND CAYMAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>134</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>134</b>	<b>35</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	1	27	12	17	37	7	2	85	50	25	60
	BRITISH AIRWAYS PLC	S	52	0	0	42	25	19	10	4	0	34	67	17	42
<b>TOTAL BEIJING</b>			<b>112</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>18</b>	<b>18</b>	<b>24</b>	<b>5</b>	<b>1</b>	<b>61</b>	<b>57</b>	<b>22</b>	<b>102</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	42	0	0	74	19	5	2	0	0	9	0	0	0
	CHINA EASTERN AIRLINES	S	34	0	0	53	29	18	0	0	0	16	32	42	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	51	0	0	67	10	12	10	2	0	24	55	21	42
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>30</b>	<b>76</b>
<b>TOTAL CHINA</b>			<b>239</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>52</b>	<b>25</b>	<b>178</b>
<b>CROATIA</b>															
DUBROVNIK	BMI BRITISH MIDLAND	C	8	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPLIT	CROATIA AIRLINES	S	8	0	0	0	50	25	0	25	0	78	50	13	8
<b>TOTAL SPLIT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>78</b>	<b>50</b>	<b>13</b>	<b>8</b>
ZAGREB	CROATIA AIRLINES	S	68	0	0	68	16	10	6	0	0	15	61	24	70
<b>TOTAL ZAGREB</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>24</b>	<b>70</b>
<b>TOTAL CROATIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>23</b>	<b>78</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	101	0	0	52	26	16	6	0	0	20	32	32	68
	CYPRUS AIRWAYS	S	154	0	0	49	32	14	3	2	0	24	59	18	150
	HELIOS AIRWAYS LTD	S	58	0	0	72	12	14	2	0	0	13	55	16	38
	QANTAS	C	2	0	0	0	50	50	0	0	0	35	0	0	0
<b>TOTAL LARNACA</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>21</b>	<b>256</b>
<b>TOTAL CYPRUS</b>			<b>315</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>26</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>21</b>	<b>256</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	178	0	0	52	23	19	5	1	1	30	51	19	180
	CSA	S	172	0	0	65	20	11	5	0	0	15	56	19	172
<b>TOTAL PRAGUE</b>			<b>350</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>19</b>	<b>352</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>350</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>19</b>	<b>352</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	342	0	0	69	15	10	5	0	0	15	71	15	314

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	SAS	S	344	0	0	62	24	9	4	0	0	16	72	13	343
	VARIG	S	26	0	0	38	12	19	27	4	0	48	42	34	26
<b>TOTAL COPENHAGEN</b>			<b>712</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>15</b>	<b>683</b>
<b>TOTAL DENMARK</b>			<b>712</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>15</b>	<b>683</b>
<b>EGYPT</b>															
ALEXANDRIA (BORG EL ARAB)	BMED	S	24	0	0	79	13	4	4	0	0	10	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
CAIRO	BRITISH AIRWAYS PLC	S	60	0	0	63	20	13	3	0	0	16	77	8	60
	EGYPT AIR	S	60	0	0	53	22	13	12	0	0	25	32	35	60
<b>TOTAL CAIRO</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>21</b>	<b>120</b>
LUXOR	EGYPT AIR	S	8	0	0	100	0	0	0	0	0	3	50	22	8
<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>3</b>	<b>50</b>	<b>22</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	8	0	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>20</b>	<b>136</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMED	S	28	0	0	50	18	29	4	0	0	23	59	24	34
	ETHIOPIAN AIRLINES	S	34	1	0	44	24	15	15	0	3	59	41	32	34
<b>TOTAL ADDIS ABABA</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>50</b>	<b>28</b>	<b>68</b>
<b>TOTAL ETHIOPIA</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>50</b>	<b>28</b>	<b>68</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	42	0	0	76	10	10	5	0	0	13	75	12	36
	JATAIRWAYS	S	60	0	0	73	7	18	2	0	0	14	47	33	60
<b>TOTAL BELGRADE</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>25</b>	<b>96</b>
TIVAT	JATAIRWAYS	S	8	0	0	75	13	0	13	0	0	17	67	11	6
<b>TOTAL TIVAT</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>17</b>	<b>67</b>	<b>11</b>	<b>6</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>24</b>	<b>102</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	121	0	0	77	13	6	3	1	0	13	62	18	120
	FINNAIR	S	240	0	0	76	17	6	1	0	0	10	80	9	240
<b>TOTAL HELSINKI</b>			<b>361</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>11</b>	<b>74</b>	<b>12</b>	<b>360</b>
<b>TOTAL FINLAND</b>			<b>361</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>11</b>	<b>74</b>	<b>12</b>	<b>360</b>
<b>FRANCE</b>															
AJACCIO	BMI BRITISH MIDLAND	C	8	0	0	63	38	0	0	0	0	10	25	36	8
<b>TOTAL AJACCIO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>36</b>	<b>8</b>
LYON	AIR FRANCE	S	60	0	0	77	8	10	5	0	0	12	78	8	172
	BRITISH AIRWAYS PLC	S	175	0	1	71	11	10	7	1	0	17	65	17	180
<b>TOTAL LYON</b>			<b>235</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>13</b>	<b>352</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BMI BRITISH MIDLAND	S	80	0	0	78	19	4	0	0	0	8	58	21	120
	BRITISH AIRWAYS PLC	S	246	0	0	46	24	20	9	0	0	27	51	20	248
<b>TOTAL NICE</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>20</b>	<b>368</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	681	0	3	71	16	10	2	0	0	12	69	13	748
	BMI BRITISH MIDLAND	S	276	0	0	72	17	9	2	0	0	12	53	21	274
	BRITISH AIRWAYS PLC	S	621	0	1	58	19	16	7	0	0	21	66	15	627
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1578</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>1650</b>
<b>TOTAL FRANCE</b>			<b>2147</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>16</b>	<b>2378</b>
<b>GEORGIA</b>															
TBILISI	BMED	S	26	0	0	85	4	0	8	4	0	17	0	0	0
<b>TOTAL TBILISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GEORGIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	298	0	0	65	17	12	5	0	0	16	60	23	294
<b>TOTAL BERLIN (TEGEL)</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>23</b>	<b>294</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	176	0	1	73	17	9	1	1	0	12	69	15	181
	LUFTHANSA CITY LINE	S	158	0	0	82	11	2	4	0	0	11	66	17	172
<b>TOTAL COLOGNE (BONN)</b>			<b>334</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>16</b>	<b>353</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	340	0	0	77	14	6	3	0	0	11	64	17	333
	LUFTHANSA	S	292	0	0	86	10	3	1	0	0	7	67	15	290
<b>TOTAL DUSSELDORF</b>			<b>632</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>9</b>	<b>65</b>	<b>16</b>	<b>623</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	440	0	0	64	20	11	5	0	0	16	57	19	415
	LUFTHANSA	S	598	0	0	70	17	10	4	0	0	14	69	15	600
<b>TOTAL FRANKFURT MAIN</b>			<b>1038</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>16</b>	<b>1015</b>
HAMBURG	BRITISH AIRWAYS PLC	S	236	0	0	66	17	12	5	0	0	17	61	18	236
	LUFTHANSA	S	178	0	0	87	10	3	1	0	0	6	77	10	178
<b>TOTAL HAMBURG</b>			<b>414</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>15</b>	<b>414</b>
HANOVER	BMI BRITISH MIDLAND	S	104	0	0	83	9	6	3	0	0	9	68	14	146
<b>TOTAL HANOVER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>146</b>
MUNICH	BRITISH AIRWAYS PLC	S	290	0	0	70	20	8	3	0	0	14	64	17	252
	LUFTHANSA	S	420	0	0	72	16	10	2	0	0	12	66	16	420
<b>TOTAL MUNICH</b>			<b>710</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>16</b>	<b>672</b>
STUTT GART	BRITISH AIRWAYS PLC	S	180	0	0	64	21	11	4	0	0	15	62	18	180
	LUFTHANSA CITY LINE	S	118	0	0	82	14	3	0	0	0	7	79	9	118
<b>TOTAL STUTT GART</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>298</b>
<b>TOTAL GERMANY</b>			<b>3828</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>16</b>	<b>3815</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	47	30	20	3	0	0	19	50	22	60
<b>TOTAL ACCRA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>30</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>22</b>	<b>60</b>



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GHANA			60	0	0	47	30	20	3	0	0	19	50	22	60
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	60	0	0	50	22	20	8	0	0	23	0	0	0
TOTAL GIBRALTAR			60	0	0	50	22	20	8	0	0	23	0	0	0
TOTAL GIBRALTAR			60	0	0	50	22	20	8	0	0	23	0	0	0
GREECE															
ATHENS	BRITISH AIRWAYS PLC	S	178	0	0	54	20	20	6	0	0	21	77	10	158
	OLYMPIC AIRLINES	S	176	1	2	51	24	15	9	1	1	29	77	11	180
TOTAL ATHENS			354	1	2	52	22	17	8	0	0	25	75	11	406
CORFU	BMI BRITISH MIDLAND	C	8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL CORFU			8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL GREECE			362	1	2	53	22	17	7	0	0	24	75	11	422
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	180	0	0	70	18	8	4	0	0	13	69	15	139
	CATHAY PACIFIC AIRWAYS	S	180	0	0	62	23	8	7	1	0	19	54	26	180
TOTAL HONG KONG (CHEP LAP KOK)			360	0	0	66	21	8	5	0	0	16	60	22	378
TOTAL HONG KONG			360	0	0	66	21	8	5	0	0	16	60	22	378
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	180	0	0	51	25	18	6	1	0	22	52	23	120
	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	65	17	7	12	0	0	18	70	18	120
TOTAL BUDAPEST			300	0	0	57	22	13	8	0	0	20	61	21	240
TOTAL HUNGARY			300	0	0	57	22	13	8	0	0	20	61	21	240
ICELAND															
KEFLAVIK	ICELANDAIR	S	120	0	0	58	21	15	6	0	0	19	52	17	120
TOTAL KEFLAVIK			120	0	0	58	21	15	6	0	0	19	52	17	120
TOTAL ICELAND			120	0	0	58	21	15	6	0	0	19	52	17	120
INDIA															
CALCUTTA	AIR INDIA	S	23	0	2	65	9	17	9	0	0	24	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	65	19	4	12	0	0	20	65	24	26
TOTAL CALCUTTA			49	0	2	65	14	10	10	0	0	22	65	24	26
DELHI	BRITISH AIRWAYS PLC	S	60	0	0	63	18	17	2	0	0	15	70	12	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	52	18	23	5	2	0	26	38	34	26
TOTAL DELHI			120	0	0	58	18	20	3	1	0	20	60	19	86
MADRAS/CHENNAI	AIR INDIA	S	4	0	0	50	0	0	50	0	0	37	0	0	0
	BRITISH AIRWAYS PLC	S	16	0	0	50	13	38	0	0	0	19	65	24	17
TOTAL MADRAS/CHENNAI			20	0	0	50	10	30	10	0	0	23	65	24	17
MUMBAI	AIR INDIA	S	147	0	2	53	13	19	12	1	2	36	50	18	101
	BMI BRITISH MIDLAND	S	34	0	0	82	9	9	0	0	0	8	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	67	17	10	7	0	0	17	69	14	59

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	0	77	12	12	0	0	0	10	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	73	12	8	4	4	0	19	0	0	0
<b>TOTAL MUMBAI</b>			<b>327</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>58</b>	<b>17</b>	<b>160</b>
<b>TOTAL INDIA</b>			<b>516</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>14</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>60</b>	<b>18</b>	<b>289</b>
<b>IRAN</b>															
TEHRAN	BMED	S	57	0	0	56	18	12	12	2	0	27	62	22	50
	IRAN AIR	S	32	0	0	16	25	44	16	0	0	40	13	55	32
<b>TOTAL TEHRAN</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>24</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>35</b>	<b>82</b>
<b>TOTAL IRAN</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>24</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>35</b>	<b>82</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	292	0	0	71	17	8	4	0	0	14	67	23	239
<b>TOTAL CORK</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>23</b>	<b>241</b>
DUBLIN	AER LINGUS	S	772	1	0	65	19	12	4	0	0	16	64	17	770
	BMI BRITISH MIDLAND	S	370	0	0	70	12	15	3	0	0	14	52	22	383
<b>TOTAL DUBLIN</b>			<b>1142</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>19</b>	<b>1153</b>
SHANNON	AER LINGUS	S	232	0	0	75	11	9	6	0	0	14	77	11	232
<b>TOTAL SHANNON</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	<b>232</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1666</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>18</b>	<b>1626</b>
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	120	0	0	67	24	6	3	0	0	13	70	15	110
	EL AL	S	93	0	0	67	17	13	3	0	0	14	58	19	78
<b>TOTAL TEL AVIV</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>188</b>
<b>TOTAL ISRAEL</b>			<b>213</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>188</b>
<b>ITALY</b>															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	8	0	0	50	25	25	0	0	0	19	50	29	8
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>29</b>	<b>8</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	8	0	0	63	13	13	13	0	0	15	38	42	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>42</b>	<b>8</b>
MILAN (LINATE)	ALITALIA	S	223	0	0	71	12	12	5	0	0	16	74	13	164
	BMI BRITISH MIDLAND	S	60	0	0	70	20	7	3	0	0	14	50	25	60
	BRITISH AIRWAYS PLC	S	180	0	0	60	23	12	4	0	0	18	49	23	179
<b>TOTAL MILAN (LINATE)</b>			<b>463</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>19</b>	<b>403</b>
MILAN (MALPENSA)	ALITALIA	S	238	0	0	57	19	16	8	0	0	23	62	17	300
	BRITISH AIRWAYS PLC	S	238	0	0	46	28	17	9	0	0	23	56	18	180
<b>TOTAL MILAN (MALPENSA)</b>			<b>476</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>23</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>17</b>	<b>480</b>
NAPLES	BMI BRITISH MIDLAND	S	68	0	0	60	26	10	3	0	0	18	72	15	60
<b>TOTAL NAPLES</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>18</b>	<b>70</b>
ROME (FIUMICINO)	ALITALIA	S	297	0	1	59	16	18	6	1	0	25	55	20	300
	BRITISH AIRWAYS PLC	S	299	0	1	52	23	21	4	0	0	24	41	30	300

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
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			Actual (7)	Plan (8)											
TOTAL ROME (FIUMICINO)			596	0	2	56	19	19	5	1	0	24	48	25	600
VENICE	BMI BRITISH MIDLAND	S	60	0	0	43	33	20	3	0	0	22	17	43	60
TOTAL VENICE			60	0	0	43	33	20	3	0	0	22	18	42	62
TOTAL ITALY			1679	4	2	57	21	16	6	0	0	21	54	22	1640
JAMAICA															
KINGSTON	AIR JAMAICA	S	57	0	0	49	14	23	12	0	2	48	13	100	63
TOTAL KINGSTON			57	0	0	49	14	23	12	0	2	48	13	100	63
TOTAL JAMAICA			57	0	0	49	14	23	12	0	2	48	13	100	63
JAPAN															
OSAKA (KANSAI)	JAPAN AIRLINES	S	60	0	0	80	12	7	2	0	0	10	81	8	59
TOTAL OSAKA (KANSAI)			60	0	0	80	12	7	2	0	0	10	81	8	59
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	0	87	5	7	2	0	0	9	85	8	60
	BRITISH AIRWAYS PLC	S	120	0	0	54	23	17	6	0	0	20	58	22	120
	JAPAN AIRLINES	S	120	0	0	59	25	13	3	0	0	16	68	14	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	15	7	5	2	0	16	47	27	59
TOTAL TOKYO (NARITA)			360	0	0	64	19	12	4	0	0	16	64	18	359
TOTAL JAPAN			420	0	0	66	18	11	4	0	0	15	66	17	418
JORDAN															
AMMAN	BMED	S	26	0	0	77	4	19	0	0	0	11	80	17	35
	ROYAL JORDANIAN	S	60	0	0	55	23	20	2	0	0	17	30	36	60
TOTAL AMMAN			86	0	0	62	17	20	1	0	0	15	48	29	95
TOTAL JORDAN			86	0	0	62	17	20	1	0	0	15	48	29	95
KAZAKHSTAN															
ALMA ATA	AIR ASTANA	S	16	0	0	81	13	6	0	0	0	9	69	15	16
	BMED	S	25	0	0	56	20	16	8	0	0	22	46	29	26
TOTAL ALMA ATA			41	0	0	66	17	12	5	0	0	17	55	23	42
TOTAL KAZAKHSTAN			41	0	0	66	17	12	5	0	0	17	55	23	42
KENYA															
NAIROBI	BRITISH AIRWAYS PLC	S	86	0	0	72	19	7	2	0	0	12	68	23	80
	KENYA AIRWAYS	S	84	0	0	76	10	11	4	0	0	13	78	9	81
TOTAL NAIROBI			170	0	0	74	14	9	3	0	0	13	73	16	165
TOTAL KENYA			170	0	0	74	14	9	3	0	0	13	72	16	169
KUWAIT															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	73	8	10	8	0	0	15	88	5	60
	KUWAIT AIRWAYS	S	66	0	0	32	39	18	9	2	0	29	63	21	70
TOTAL KUWAIT			126	0	0	52	25	14	9	1	0	22	75	14	130
TOTAL KUWAIT			126	0	0	52	25	14	9	1	0	22	75	14	130

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

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			Actual (7)	Plan (8)											
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMED	S	26	0	0	50	12	12	27	0	0	33	59	18	22
TOTAL BISHKEK (FRUNZE)			26	0	0	50	12	12	27	0	0	33	59	18	22
TOTAL KYRGYZSTAN			26	0	0	50	12	12	27	0	0	33	59	18	22
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	52	0	0	83	12	2	4	0	0	11	81	9	52
	BRITISH AIRWAYS PLC	S	60	0	0	65	23	8	3	0	0	16	83	7	42
TOTAL RIGA			112	0	0	73	18	5	4	0	0	14	82	8	94
TOTAL LATVIA			112	0	0	73	18	5	4	0	0	14	82	8	94
<b>LEBANON</b>															
BEIRUT	MEA	S	61	0	0	59	26	8	7	0	0	19	60	18	60
TOTAL BEIRUT			61	0	0	59	26	8	7	0	0	19	59	20	76
TOTAL LEBANON			61	0	0	59	26	8	7	0	0	19	59	20	76
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	60	0	0	62	22	15	2	0	0	16	55	19	42
	LIBYAN ARAB AIRLINES	S	24	0	0	38	25	17	21	0	0	30	78	11	18
TOTAL TRIPOLI			84	0	0	55	23	15	7	0	0	20	62	16	60
TOTAL LIBYA			84	0	0	55	23	15	7	0	0	20	59	17	68
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	120	1	0	81	13	5	1	0	0	9	54	17	120
TOTAL LUXEMBOURG			120	1	0	81	13	5	1	0	0	9	54	17	120
TOTAL LUXEMBOURG			120	1	0	81	13	5	1	0	0	9	54	17	120
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	152	0	0	76	14	5	5	1	0	14	79	12	154
TOTAL KUALA LUMPUR (SEPANG)			152	0	0	76	14	5	5	1	0	14	79	12	154
TOTAL MALAYSIA			152	0	0	76	14	5	5	1	0	14	79	12	154
<b>MALTA</b>															
MALTA	AIR MALTA	S	126	0	0	65	17	12	6	0	0	16	45	21	128
TOTAL MALTA			126	0	0	65	17	12	6	0	0	16	45	21	129
TOTAL MALTA			126	0	0	65	17	12	6	0	0	16	45	21	129
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	46	0	0	63	24	9	4	0	0	15	60	14	42
	BRITISH AIRWAYS PLC	S	26	0	0	50	27	15	4	4	0	26	50	60	26
TOTAL MAURITIUS			72	0	0	58	25	11	4	1	0	19	56	32	68
TOTAL MAURITIUS			72	0	0	58	25	11	4	1	0	19	56	32	68
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	34	0	0	35	26	21	15	3	0	39	56	19	43

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL MEXICO CITY			34	0	0	35	26	21	15	3	0	39	56	19	43
TOTAL MEXICO			34	0	0	35	26	21	15	3	0	39	56	19	43
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	4	0	0	0	25	75	0	0	0	33	75	20	4
	ROYAL AIR MAROC	S	56	0	0	61	21	18	0	0	0	14	58	25	60
TOTAL CASABLANCA MOHAMED V			60	0	0	57	22	22	0	0	0	15	59	25	64
MARRAKESH	GB AIRWAYS LTD	S	56	0	0	61	18	14	7	0	0	19	77	11	56
	ROYAL AIR MAROC	S	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MARRAKESH			60	0	0	63	17	13	7	0	0	18	77	11	56
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	20	0	0	20	35	35	10	0	0	34	50	15	6
TOTAL TANGIERS (IBN BATUTA)			20	0	0	20	35	35	10	0	0	34	50	15	6
TOTAL MOROCCO			140	0	0	54	21	20	4	0	0	19	67	18	126
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	42	0	1	52	26	12	10	0	0	19	52	24	44
TOTAL TAIPEI			42	0	1	52	26	12	10	0	0	19	52	24	44
TOTAL NATIONALIST CHINA (TAIWAN)			42	0	1	52	26	12	10	0	0	19	52	24	44
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	448	0	0	75	14	9	2	0	0	11	62	18	438
	BRITISH AIRWAYS PLC	S	452	0	0	74	14	7	5	0	0	12	79	10	436
	KLM	S	518	0	2	78	11	7	3	0	0	11	67	15	524
TOTAL AMSTERDAM			1418	0	2	76	13	8	3	0	0	11	69	14	1398
EINDHOVEN	KLM CITYHOPPER	S	130	0	0	77	15	3	5	0	0	12	0	0	0
TOTAL EINDHOVEN			130	0	0	77	15	3	5	0	0	12	35	25	86
ROTTERDAM	KLM CITYHOPPER	S	154	0	0	86	5	4	6	0	0	10	75	18	8
TOTAL ROTTERDAM			154	0	0	86	5	4	6	0	0	10	81	12	196
TOTAL NETHERLANDS			1702	0	2	77	12	7	4	0	0	11	69	15	1680
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	60	0	0	72	17	8	3	0	0	12	78	11	60
TOTAL AUCKLAND INTERNATIONAL			60	0	0	72	17	8	3	0	0	12	78	11	60
TOTAL NEW ZEALAND			60	0	0	72	17	8	3	0	0	12	78	11	60
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	60	0	0	63	18	10	8	0	0	18	48	27	42
TOTAL ABUJA			60	0	0	63	18	10	8	0	0	18	48	27	42
LAGOS	BRITISH AIRWAYS PLC	S	86	0	0	26	42	27	6	0	0	27	27	29	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	86	0	0	55	17	17	10	0	0	21	23	27	60
TOTAL LAGOS			172	0	0	40	30	22	8	0	0	24	25	28	120
TOTAL NIGERIA			232	0	0	46	27	19	8	0	0	23	31	28	162

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			Actual (7)	Plan (8)											
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	238	0	0	75	10	9	5	0	0	17	67	22	230
	SAS	S	291	0	1	76	17	7	1	0	0	10	77	13	281
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>529</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>17</b>	<b>511</b>
STAVANGER	SAS	S	104	0	0	76	10	9	6	0	0	14	73	15	102
<b>TOTAL STAVANGER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>15</b>	<b>102</b>
<b>TOTAL NORWAY</b>			<b>633</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>16</b>	<b>613</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	60	0	0	83	15	0	2	0	0	7	87	12	30
	GULF AIR	S	109	0	1	61	16	13	8	2	0	23	57	22	99
<b>TOTAL MUSCAT</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>19</b>	<b>129</b>
<b>TOTAL OMAN</b>			<b>169</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>19</b>	<b>129</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	58	15	19	8	0	0	20	73	22	26
	PAKISTAN INTL AIRLINES	S	32	0	0	22	22	25	31	0	0	50	15	42	26
<b>TOTAL ISLAMABAD</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>22</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>44</b>	<b>32</b>	<b>52</b>
KARACHI	PAKISTAN INTL AIRLINES	S	26	0	0	50	12	23	12	4	0	38	62	14	26
<b>TOTAL KARACHI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>62</b>	<b>14</b>	<b>26</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	15	35	15	31	4	0	53	38	65	26
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>35</b>	<b>15</b>	<b>31</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>38</b>	<b>65</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>21</b>	<b>21</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>47</b>	<b>36</b>	<b>104</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	180	0	0	69	18	8	4	1	0	17	56	20	178
	LOT-POLISH AIRLINES	S	180	0	0	65	19	11	5	0	0	16	57	20	176
<b>TOTAL WARSAW</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>20</b>	<b>354</b>
<b>TOTAL POLAND</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>20</b>	<b>354</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	60	0	0	58	20	20	0	2	0	18	65	14	60
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>14</b>	<b>60</b>
LISBON	AIR PORTUGAL	S	180	0	0	43	27	23	7	1	0	24	32	35	180
	BRITISH AIRWAYS PLC	S	240	0	0	67	21	8	3	0	0	14	53	23	240
<b>TOTAL LISBON</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>28</b>	<b>420</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	0	56	24	13	7	0	0	19	58	20	120
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>20</b>	<b>122</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>600</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>25</b>	<b>602</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	33	56	11	0	0	0	19	44	21	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>56</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>21</b>	<b>18</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 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	33	56	11	0	0	0	19	44	21	18
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	73	13	12	2	0	0	12	70	15	60
	QATAR AIRWAYS	S	120	0	0	68	21	7	4	0	1	16	79	9	120
TOTAL DOHA			180	0	0	69	18	8	3	0	1	15	76	11	180
TOTAL QATAR			180	0	0	69	18	8	3	0	1	15	76	11	180
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	26	0	0	54	19	27	0	0	0	17	47	34	32
	KOREAN AIR	S	60	0	0	68	22	8	2	0	0	12	67	11	60
TOTAL SEOUL (INCHEON)			86	0	0	64	21	14	1	0	0	14	60	19	92
TOTAL REPUBLIC OF KOREA			86	0	0	64	21	14	1	0	0	14	60	19	92
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	77	10	3	10	0	0	16	60	37	58
	SOUTH AFRICAN AIRWAYS	S	60	0	0	73	23	2	2	0	0	10	66	14	76
TOTAL CAPE TOWN			120	0	0	75	17	3	6	0	0	13	63	24	134
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	73	17	7	4	0	0	14	65	41	120
	SOUTH AFRICAN AIRWAYS	S	120	0	0	73	18	5	3	0	0	12	61	25	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	52	27	17	5	0	0	21	45	30	60
TOTAL JOHANNESBURG			300	0	0	69	19	8	4	0	0	14	59	33	300
TOTAL REPUBLIC OF SOUTH AFRICA			420	0	0	70	19	6	5	0	0	14	61	30	434
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	16	0	0	31	19	25	25	0	0	48	50	32	18
TOTAL SANAA			16	0	0	31	19	25	25	0	0	48	50	32	18
TOTAL REPUBLIC OF YEMEN			16	0	0	31	19	25	25	0	0	48	50	32	18
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	60	0	0	47	37	17	0	0	0	18	60	20	60
	TAROM	S	60	0	0	77	20	3	0	0	0	9	82	11	60
TOTAL BUCHAREST (OTOPENI)			120	0	0	62	28	10	0	0	0	14	71	15	120
TOTAL RUMANIA			120	0	0	62	28	10	0	0	0	14	71	15	120
RUSSIA															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	130	0	0	53	28	10	8	2	0	23	51	18	138
TOTAL MOSCOW (DOMODEDOVO)			130	0	0	53	28	10	8	2	0	23	51	18	138
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	146	0	0	55	27	14	3	1	0	19	54	29	146
TOTAL MOSCOW (SHEREMETYEVO)			146	0	0	55	27	14	3	1	0	19	54	29	146
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	48	28	18	5	0	0	21	65	15	60
	PULKOVO AVIATION ENTERPRISE	S	8	0	0	25	50	25	0	0	0	26	50	16	8
TOTAL ST PETERSBURG			68	0	0	46	31	19	4	0	0	21	63	15	68
TOTAL RUSSIA			344	0	0	53	28	13	5	1	0	21	55	22	352

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	3	0	0	33	0	67	0	0	0	39	0	0	0
<b>TOTAL DAMMAM</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEDDAH	SAUDI ARABIAN AIRLINES	S	60	0	0	47	33	12	8	0	0	22	80	9	60
<b>TOTAL JEDDAH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>33</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>11</b>	<b>95</b>
RIYADH	BMI BRITISH MIDLAND	S	26	0	0	88	8	4	0	0	0	6	0	0	0
	SAUDI ARABIAN AIRLINES	S	35	0	0	54	20	23	3	0	0	19	39	24	31
<b>TOTAL RIYADH</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>28</b>	<b>66</b>
<b>TOTAL SAUDI ARABIA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>161</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	39	33	22	6	0	0	25	59	112	17
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>112</b>	<b>17</b>
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>112</b>	<b>17</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	180	1	0	72	14	11	2	1	0	14	67	15	181
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>15</b>	<b>181</b>
<b>TOTAL SINGAPORE</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>15</b>	<b>181</b>
<b>SPAIN</b>															
ALICANTE	BMI BRITISH MIDLAND	S	60	0	0	58	22	18	2	0	0	17	37	29	60
<b>TOTAL ALICANTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>37</b>	<b>29</b>	<b>60</b>
BARCELONA	BRITISH AIRWAYS PLC	S	240	0	0	43	25	21	12	0	0	29	46	23	256
	IBERIA	S	237	0	0	68	18	7	6	1	0	18	62	27	238
<b>TOTAL BARCELONA</b>			<b>477</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>54</b>	<b>25</b>	<b>494</b>
BILBAO	IBERIA	S	60	0	0	83	12	5	0	0	0	8	78	14	60
<b>TOTAL BILBAO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>120</b>
MADRID	BMI BRITISH MIDLAND	S	60	0	0	80	12	8	0	0	0	9	63	14	60
	BRITISH AIRWAYS PLC	S	300	0	0	51	23	18	6	1	0	24	52	24	300
	IBERIA	S	360	0	0	56	25	15	4	0	0	19	58	24	360
<b>TOTAL MADRID</b>			<b>720</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>24</b>	<b>720</b>
MALAGA	GB AIRWAYS LTD	S	120	0	0	63	24	10	3	0	0	16	53	20	120
	IBERIA	S	60	0	0	70	12	15	3	0	0	15	80	11	60
<b>TOTAL MALAGA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>17</b>	<b>180</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	68	0	0	79	12	7	1	0	0	11	40	28	68
<b>TOTAL PALMA DE MALLORCA</b>			<b>68</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>28</b>	<b>68</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	60	0	0	83	13	3	0	0	0	7	77	14	60
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>14</b>	<b>60</b>
SEVILLE	IBERIA	S	60	0	0	67	17	8	8	0	0	18	63	25	60
<b>TOTAL SEVILLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>25</b>	<b>60</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	60	0	0	68	17	12	3	0	0	14	65	18	60
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>18</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>1745</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>23</b>	<b>1826</b>
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	94	0	0	69	10	12	7	0	2	34	64	31	102
<b>TOTAL COLOMBO</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>64</b>	<b>31</b>	<b>102</b>
<b>TOTAL SRI LANKA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>64</b>	<b>31</b>	<b>102</b>
SUDAN															
KHARTOUM	BMED	S	32	0	0	31	31	25	13	0	0	32	48	27	25
<b>TOTAL KHARTOUM</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>27</b>	<b>25</b>
<b>TOTAL SUDAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>27</b>	<b>25</b>
SWEDEN															
GOTEBORG	SAS	S	120	0	0	79	18	2	1	0	0	8	87	7	121
<b>TOTAL GOTEBORG</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>121</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	341	0	1	69	16	12	3	0	0	14	68	17	313
	SAS	S	334	0	2	66	21	9	4	0	0	15	73	13	342
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>675</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>655</b>
<b>TOTAL SWEDEN</b>			<b>795</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>776</b>
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	175	0	1	83	10	6	1	0	0	9	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>175</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>180</b>
GENEVA	BRITISH AIRWAYS PLC	S	472	2	0	81	10	7	2	0	0	10	74	12	342
<b>TOTAL GENEVA</b>			<b>472</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>580</b>
ZURICH	BRITISH AIRWAYS PLC	S	346	0	0	75	14	7	4	0	0	13	61	19	344
	SWISS AIRLINES	S	360	0	0	74	14	8	3	0	0	12	57	16	420
<b>TOTAL ZURICH</b>			<b>706</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>17</b>	<b>764</b>
<b>TOTAL SWITZERLAND</b>			<b>1353</b>	<b>4</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>1524</b>
SYRIA															
DAMASCUS	BMED	S	50	0	0	64	16	4	14	2	0	28	79	9	58
	SYRIANAIR	S	25	0	0	16	44	24	16	0	0	36	42	23	26
<b>TOTAL DAMASCUS</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>13</b>	<b>84</b>
<b>TOTAL SYRIA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>25</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>13</b>	<b>84</b>
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	85	8	4	4	0	0	8	80	8	25
<b>TOTAL DAR-ES-SALAAM</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>25</b>
<b>TOTAL TANZANIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>25</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 2004			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>THAILAND</b>																
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	120	0	0	75	18	4	3	0	0	11	72	11	110	
TOTAL BANGKOK			120	0	0	75	18	4	3	0	0	11	72	11	110	
TOTAL THAILAND			120	0	0	75	18	4	3	0	0	11	72	11	110	
<b>TRINIDAD AND TOBAGO</b>																
PORT OF SPAIN	BWIA	S	60	0	0	25	23	18	33	0	0	49	14	62	56	
TOTAL PORT OF SPAIN			60	0	0	25	23	18	33	0	0	49	14	62	56	
TOTAL TRINIDAD AND TOBAGO			60	0	0	25	23	18	33	0	0	49	14	62	56	
<b>TUNISIA</b>																
TUNIS	TUNISAIR	S	34	0	0	15	29	21	32	3	0	54	28	36	32	
TOTAL TUNIS			34	0	0	15	29	21	32	3	0	54	28	36	32	
TOTAL TUNISIA			34	0	0	15	29	21	32	3	0	54	28	36	32	
<b>TURKEY</b>																
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	38	38	25	0	0	0	21	25	19	8	
TOTAL ANTALYA			8	0	0	38	38	25	0	0	0	21	25	19	8	
DALAMAN	BMI BRITISH MIDLAND	C	8	0	0	0	0	63	38	0	0	57	13	79	8	
TOTAL DALAMAN			8	0	0	0	0	63	38	0	0	57	13	79	8	
ISTANBUL	BRITISH AIRWAYS PLC	S	120	0	0	42	31	23	5	0	0	22	48	20	120	
	QANTAS	C	2	0	0	50	0	50	0	0	0	23	0	0	0	
	THY TURK HAVA YOLLARI TURKIS	S	180	0	0	32	27	31	11	0	0	28	44	26	180	
TOTAL ISTANBUL			302	0	0	36	28	27	8	0	0	26	45	24	308	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	23	1	0	48	17	9	13	4	9	86	29	26	24	
TOTAL IZMIR (ADNAM MENDERES)			23	1	0	48	17	9	13	4	9	86	29	26	24	
TOTAL TURKEY			341	1	0	36	27	27	9	0	1	31	43	25	348	
<b>TURKMENISTAN</b>																
ASHKHABAD	TURKMENISTAN AIRLINES	S	16	0	0	19	38	38	6	0	0	31	38	50	16	
TOTAL ASHKHABAD			16	0	0	19	38	38	6	0	0	31	38	50	16	
TOTAL TURKMENISTAN			16	0	0	19	38	38	6	0	0	31	38	50	16	
<b>TURKS AND CAICOS ISLANDS</b>																
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	75	0	25	0	0	0	15	50	167	8	
TOTAL PROVIDENCIALES			8	0	0	75	0	25	0	0	0	15	50	167	8	
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	75	0	25	0	0	0	15	50	167	8	
<b>UGANDA</b>																
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	69	8	15	8	0	0	20	77	17	26	
TOTAL ENTEBBE			26	0	0	69	8	15	8	0	0	20	77	17	26	
TOTAL UGANDA			26	0	0	69	8	15	8	0	0	20	77	17	26	

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	60	0	0	57	12	20	10	2	0	24	76	40	42
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>40</b>	<b>42</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>12</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>40</b>	<b>42</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	86	0	1	74	12	10	3	0	0	11	84	6	86
	GULF AIR	S	61	0	1	69	11	8	8	2	2	25	73	15	67
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>147</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>80</b>	<b>9</b>	<b>183</b>
DUBAI	BRITISH AIRWAYS PLC	S	120	0	0	69	15	11	5	0	0	14	78	10	120
	EMIRATES	S	301	0	0	50	30	15	5	0	0	20	38	23	240
<b>TOTAL DUBAI</b>			<b>421</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>19</b>	<b>360</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>568</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>15</b>	<b>543</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	266	0	0	76	15	7	2	0	0	10	67	16	273
	BRITISH AIRWAYS PLC	S	392	2	0	66	18	12	5	0	0	16	60	19	384
<b>TOTAL ABERDEEN</b>			<b>658</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>17</b>	<b>657</b>
BELFAST CITY	BMI BRITISH MIDLAND	S	463	0	0	75	15	8	2	0	0	10	68	16	463
<b>TOTAL BELFAST CITY</b>			<b>463</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>16</b>	<b>463</b>
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	162	0	0	89	6	3	2	0	0	7	76	12	164
<b>TOTAL DURHAM TEES VALLEY</b>			<b>162</b>	<b>0</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>76</b>	<b>12</b>	<b>164</b>
EDINBURGH	BMI BRITISH MIDLAND	S	464	0	0	76	17	5	2	0	0	10	53	24	462
	BRITISH AIRWAYS PLC	S	712	0	0	56	22	17	4	0	0	19	48	24	621
<b>TOTAL EDINBURGH</b>			<b>1176</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>24</b>	<b>1083</b>
GLASGOW	BMI BRITISH MIDLAND	S	447	0	0	81	13	4	2	0	0	9	62	19	456
	BRITISH AIRWAYS PLC	S	653	0	1	66	18	11	4	0	0	17	58	21	612
<b>TOTAL GLASGOW</b>			<b>1100</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>20</b>	<b>1068</b>
INVERNESS	BMI BRITISH MIDLAND	S	60	0	0	83	15	2	0	0	0	7	67	14	60
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>14</b>	<b>60</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	216	0	0	76	16	6	3	0	0	11	69	13	215
<b>TOTAL LEEDS BRADFORD</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>13</b>	<b>215</b>
MANCHESTER	BMI BRITISH MIDLAND	S	403	0	0	79	11	7	3	0	0	10	59	21	402
	BRITISH AIRWAYS PLC	S	585	1	1	61	17	13	8	0	0	20	53	21	561
	QANTAS	S	37	0	1	78	14	3	5	0	0	10	79	15	90
<b>TOTAL MANCHESTER</b>			<b>1025</b>	<b>1</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>21</b>	<b>1053</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	391	0	0	58	21	16	5	0	0	18	57	21	334
<b>TOTAL NEWCASTLE</b>			<b>391</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>21</b>	<b>334</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5251</b>	<b>5</b>	<b>3</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>20</b>	<b>5099</b>
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	77	8	13	2	0	0	12	77	10	60

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BALTIMORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	60
<b>BOSTON</b>	AMERICAN AIRLINES	S	120	0	0	86	10	4	0	0	0	6	77	18	112
	BRITISH AIRWAYS PLC	S	180	0	0	71	19	4	6	1	0	14	78	19	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	78	10	5	3	3	0	22	52	24	83
<b>TOTAL BOSTON</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>20</b>	375
<b>CHICAGO (O'HARE)</b>	AIR INDIA	S	24	0	1	63	13	8	17	0	0	26	76	9	25
	AMERICAN AIRLINES	S	300	0	0	84	10	3	2	1	0	9	85	7	300
	BRITISH AIRWAYS PLC	S	120	1	0	58	20	18	4	1	0	21	67	22	120
	UNITED AIRLINES	S	180	0	0	72	13	10	3	1	0	15	78	10	180
<b>TOTAL CHICAGO (O'HARE)</b>			<b>624</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>11</b>	625
<b>DENVER INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	60	0	0	62	15	20	2	2	0	23	80	9	60
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>9</b>	60
<b>DETROIT</b>	BRITISH AIRWAYS PLC	S	60	0	0	72	20	7	2	0	0	11	75	12	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	60
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	60	0	0	88	8	0	2	0	2	29	93	6	60
<b>TOTAL HOUSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>93</b>	<b>6</b>	60
<b>LOS ANGELES INTERNATIONAL</b>	AMERICAN AIRLINES	S	120	0	0	85	12	3	0	0	0	6	75	12	118
	BRITISH AIRWAYS PLC	S	180	0	0	59	19	16	6	0	0	18	48	25	128
	UNITED AIRLINES	S	60	0	0	88	8	3	0	0	0	5	87	8	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	71	18	4	6	2	0	17	50	34	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>21</b>	426
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	68	0	0	71	12	10	6	1	0	21	66	20	59
	BRITISH AIRWAYS PLC	S	117	0	2	53	19	16	10	2	0	28	54	66	102
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	67	22	8	2	2	0	16	47	37	58
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>245</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>46</b>	219
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	59	0	1	36	22	22	19	0	2	43	55	21	60
	AMERICAN AIRLINES	S	350	0	0	66	17	10	7	0	0	18	77	11	351
	BRITISH AIRWAYS PLC	S	412	0	0	56	22	15	6	2	0	24	75	11	372
	KUWAIT AIRWAYS	S	22	0	0	50	18	32	0	0	0	20	71	11	24
	UNITED AIRLINES	S	120	0	0	70	14	12	3	1	0	16	82	9	118
	VIRGIN ATLANTIC AIRWAYS LTD	S	178	0	1	61	19	14	7	0	0	18	50	33	180
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1141</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>15</b>	1105
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	170	0	0	85	9	4	1	1	0	9	75	12	162
	VIRGIN ATLANTIC AIRWAYS LTD	S	112	0	0	67	24	8	1	0	0	13	42	31	116
<b>TOTAL NEW YORK (NEWARK)</b>			<b>282</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>20</b>	278
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	120	0	0	73	18	7	3	0	0	13	68	15	120
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	120
<b>PHOENIX</b>	BRITISH AIRWAYS PLC	S	51	0	0	57	25	14	2	2	0	20	64	14	50
<b>TOTAL PHOENIX</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>14</b>	50
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	120	0	0	70	19	5	5	1	0	15	61	22	120
	UNITED AIRLINES	S	120	0	0	96	4	0	0	0	0	2	88	7	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	82	12	5	2	0	0	10	48	28	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SAN FRANCISCO			300	0	0	83	12	3	2	0	0	9	69	17	302
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	60	0	0	63	25	10	2	0	0	14	67	11	58
TOTAL SEATTLE (TACOMA)			60	0	0	63	25	10	2	0	0	14	67	11	58
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	180	0	0	74	17	7	1	1	0	13	72	17	180
	UNITED AIRLINES	S	240	1	0	80	15	4	1	0	0	8	66	18	234
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	73	17	5	3	2	0	17	46	24	84
TOTAL WASHINGTON (DULLES)			480	1	0	77	16	5	1	1	0	11	65	19	498
TOTAL USA			4383	3	5	71	16	9	4	1	0	16	69	17	4298
UZBEKISTAN															
TASHKENT	BMED	S	24	2	0	42	25	17	8	0	8	57	58	20	26
	UZBEKISTAN AIRLINES	S	34	0	0	85	0	6	9	0	0	12	69	17	32
TOTAL TASHKENT			58	2	0	67	10	10	9	0	3	31	64	18	58
TOTAL UZBEKISTAN			58	2	0	67	10	10	9	0	3	31	64	18	58
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	77	12	0	12	0	0	14	65	14	26
TOTAL LUSAKA			26	0	0	77	12	0	12	0	0	14	65	14	26
TOTAL ZAMBIA			26	0	0	77	12	0	12	0	0	14	65	14	26
ZIMBABWE															
HARARE	BRITISH AIRWAYS PLC	S	25	0	1	68	12	12	8	0	0	16	46	22	26
TOTAL HARARE			25	0	1	68	12	12	8	0	0	16	46	22	26
TOTAL ZIMBABWE			25	0	1	68	12	12	8	0	0	16	46	22	26
TOTAL HEATHROW			39657	30	43	66	18	11	5	0	0	16	63	19	39005

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	240	0	4	85	10	3	2	0	0	9	93	5	254
<b>TOTAL ANTWERP</b>			<b>240</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>254</b>
BRUSSELS	VLM (BELGIUM)	S	228	0	0	73	14	5	7	0	0	15	76	11	228
<b>TOTAL BRUSSELS</b>			<b>228</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	<b>228</b>
<b>TOTAL BELGIUM</b>			<b>468</b>	<b>2</b>	<b>4</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>482</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	47	0	0	49	26	21	4	0	0	19	81	9	48
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>26</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>9</b>	<b>48</b>
PARIS (ORLY)	CITY JET	S	221	0	0	67	21	6	6	0	0	18	90	7	224
<b>TOTAL PARIS (ORLY)</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>7</b>	<b>224</b>
<b>TOTAL FRANCE</b>			<b>268</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>7</b>	<b>272</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFFTRANSP	S	128	0	0	81	15	2	2	0	0	10	93	4	96
<b>TOTAL BREMEN</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>96</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	88	0	0	59	25	9	7	0	0	18	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>6</b>	<b>86</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	132	0	0	71	13	14	2	0	0	13	82	10	44
	BRITISH AIRWAYS CITIEXPRESS L	S	135	0	0	74	10	8	7	0	0	16	68	15	136
<b>TOTAL FRANKFURT MAIN</b>			<b>267</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>274</b>
MUNICH	CIRRUS LUFTFAHRT	S	87	0	1	61	24	9	6	0	0	18	63	17	88
<b>TOTAL MUNICH</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>24</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>17</b>	<b>88</b>
<b>TOTAL GERMANY</b>			<b>570</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	<b>544</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	240	1	0	69	15	7	9	0	0	17	86	8	241
<b>TOTAL DUBLIN</b>			<b>240</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>8</b>	<b>241</b>
GALWAY	EUROMANX GMBH	S	44	0	0	61	27	2	9	0	0	17	0	0	0
<b>TOTAL GALWAY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>27</b>	<b>2</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>284</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>8</b>	<b>241</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	185	0	7	79	16	3	2	0	0	9	84	9	148
	VLM (BELGIUM)	S	187	0	3	84	8	3	5	0	0	10	76	9	150
<b>TOTAL LUXEMBOURG</b>			<b>372</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>298</b>
<b>TOTAL LUXEMBOURG</b>			<b>372</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>298</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	336	0	0	73	14	10	3	0	0	13	75	12	245
	VLM (BELGIUM)	S	172	1	3	84	7	5	3	1	0	11	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 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 AMSTERDAM			508	2	3	76	12	8	3	0	0	12	75	12	245
ROTTERDAM	KLM CITYHOPPER	S	83	0	0	87	4	8	1	0	0	8	0	0	0
	VLM (BELGIUM)	S	345	0	8	83	8	3	6	1	0	13	96	3	316
TOTAL ROTTERDAM			428	0	8	84	7	4	5	0	0	12	96	3	316
TOTAL NETHERLANDS			936	2	11	80	10	6	4	0	0	12	87	7	561
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	158	4	0	80	14	3	4	0	0	10	85	6	144
TOTAL BASLE MULHOUSE			158	4	0	80	14	3	4	0	0	10	85	6	144
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	133	0	0	73	14	7	7	0	0	15	70	14	135
	SWISS AIRLINES	S	193	2	0	72	21	5	2	0	0	12	0	0	0
TOTAL GENEVA			326	2	0	72	18	6	4	0	0	13	70	14	135
ZURICH	SWISS AIRLINES	S	271	2	8	77	16	7	1	0	0	10	59	15	208
TOTAL ZURICH			271	2	8	77	16	7	1	0	0	10	59	15	208
TOTAL SWITZERLAND			755	8	8	75	16	5	3	0	0	11	70	12	487
UNITED KINGDOM															
DUNDEE	SCOT AIRWAYS	S	200	0	0	44	29	20	8	1	0	25	86	9	198
TOTAL DUNDEE			200	0	0	44	29	20	8	1	0	25	86	9	198
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	236	0	0	73	13	8	6	0	0	16	73	13	138
	SCOT AIRWAYS	S	395	4	25	73	16	8	3	0	0	13	78	10	417
TOTAL EDINBURGH			631	4	25	73	15	8	4	0	0	14	77	11	555
ISLE OF MAN	EUROMANX GMBH	S	122	0	0	74	11	12	2	0	0	14	0	0	0
TOTAL ISLE OF MAN			122	0	0	74	11	12	2	0	0	14	94	4	51
JERSEY	VLM (BELGIUM)	S	123	1	1	68	15	11	4	2	0	18	96	3	156
TOTAL JERSEY			123	1	1	68	15	11	4	2	0	18	96	3	156
LIVERPOOL	VLM (BELGIUM)	S	231	0	11	71	19	8	2	0	0	13	93	5	241
TOTAL LIVERPOOL			231	0	11	71	19	8	2	0	0	13	93	5	241
MANCHESTER	VLM (BELGIUM)	S	354	1	14	73	13	9	5	0	0	14	89	7	409
TOTAL MANCHESTER			354	1	14	73	13	9	5	0	0	14	89	7	409
TOTAL UNITED KINGDOM			1661	6	51	69	16	10	4	0	0	15	86	8	1741
TOTAL LONDON CITY			5314	23	85	73	15	7	4	0	0	14	83	9	4626

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	FIRST CHOICE AIRWAYS LTD	C	8	1	0	63	13	25	0	0	0	14	100	3	10
	HELIOS AIRWAYS LTD	S	59	1	4	64	20	12	3	0	0	15	70	12	66
	MONARCH AIRLINES	C	8	1	0	38	13	13	13	25	0	83	25	26	8
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	5	88	5	8
<b>TOTAL LARNACA</b>			<b>83</b>	<b>3</b>	<b>4</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>13</b>	<b>98</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	11	88	8	8
	THOMSONFLY LTD	C	16	0	0	63	19	19	0	0	0	14	69	12	26
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>11</b>	<b>34</b>
<b>TOTAL CYPRUS</b>			<b>107</b>	<b>3</b>	<b>4</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>13</b>	<b>132</b>
<b>DENMARK</b>															
ESBJERG	RYANAIR	S	60	0	0	92	2	3	3	0	0	6	0	0	0
<b>TOTAL ESBJERG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
DINARD	RYANAIR	S	59	0	1	81	8	8	2	0	0	8	0	0	0
<b>TOTAL DINARD</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	28	8	7	0	0	18	0	0	0
<b>TOTAL GRENOBLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	230	1	10	54	26	15	5	0	0	20	82	11	275
<b>TOTAL NICE</b>			<b>230</b>	<b>1</b>	<b>10</b>	<b>54</b>	<b>26</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>11</b>	<b>275</b>
NIMES	RYANAIR	S	59	0	1	80	12	8	0	0	0	9	0	0	0
<b>TOTAL NIMES</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	180	0	0	68	14	14	4	0	0	14	71	13	267
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>13</b>	<b>267</b>
<b>TOTAL FRANCE</b>			<b>589</b>	<b>10</b>	<b>12</b>	<b>64</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>543</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	166	0	0	75	15	7	3	0	0	12	84	10	164
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>10</b>	<b>164</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	104	0	0	93	5	2	0	0	0	4	94	3	108
<b>TOTAL DORTMUND</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>4</b>	<b>94</b>	<b>3</b>	<b>108</b>
<b>TOTAL GERMANY</b>			<b>270</b>	<b>7</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>274</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	60	0	0	77	12	8	3	0	0	12	79	15	58



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			60	0	0	77	12	8	3	0	0	12	79	15	58
TOTAL GIBRALTAR			60	0	0	77	12	8	3	0	0	12	79	15	58
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	67	12	13	8	0	0	19	86	7	120
TOTAL ATHENS			60	1	0	67	12	13	8	0	0	19	86	7	120
CORFU	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	50	13	0	0	0	20	63	15	8
	MONARCH AIRLINES	C	8	0	0	25	0	25	50	0	0	64	88	3	8
	THOMSONFLY LTD	C	10	0	0	80	10	0	0	10	0	30	69	18	13
TOTAL CORFU			26	0	0	50	19	12	15	4	0	37	74	12	31
KEFALLINIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	7
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	100	3	9
TOTAL KEFALLINIA			18	0	0	100	0	0	0	0	0	1	100	2	16
KOS	THOMSONFLY LTD	C	8	0	0	38	38	25	0	0	0	20	63	22	8
TOTAL KOS			8	0	0	38	38	25	0	0	0	20	63	22	8
RHODES	THOMSONFLY LTD	C	17	0	0	76	18	6	0	0	0	8	56	11	9
TOTAL RHODES			17	0	0	76	18	6	0	0	0	8	56	11	9
SALONIKA	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	6	86	8	7
TOTAL SALONIKA			8	0	0	88	13	0	0	0	0	6	86	8	7
ZAKINTHOS	MONARCH AIRLINES	C	10	0	0	30	30	30	10	0	0	31	44	23	9
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ZAKINTHOS			20	1	0	65	15	15	5	0	0	17	50	21	10
TOTAL GREECE			157	3	0	68	14	11	6	1	0	18	81	9	209
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	120	0	0	63	27	8	2	0	0	14	83	11	60
	WIZZ AIR	S	58	1	0	40	19	21	10	9	2	62	68	11	126
TOTAL BUDAPEST			178	1	0	56	24	12	4	3	1	30	73	11	186
TOTAL HUNGARY			178	1	0	56	24	12	4	3	1	30	73	11	186
IRISH REPUBLIC															
DUBLIN	RYANAIR	S	226	0	0	88	7	2	3	0	0	8	90	5	292
TOTAL DUBLIN			226	1	0	88	7	2	3	0	0	8	90	5	292
GALWAY	AER ARRAN	S	119	0	1	77	7	8	7	1	0	13	83	18	120
TOTAL GALWAY			119	0	1	77	7	8	7	1	0	13	83	18	120
SHANNON	RYANAIR	S	60	0	0	82	5	10	3	0	0	11	0	0	0
TOTAL SHANNON			60	1	0	82	5	10	3	0	0	11	0	0	0
WATERFORD	AER ARRAN	S	118	0	2	75	13	7	5	0	0	12	80	18	120
TOTAL WATERFORD			118	0	2	75	13	7	5	0	0	12	80	18	120
TOTAL IRISH REPUBLIC			523	2	3	82	8	6	4	0	0	10	86	11	532
ITALY															

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Reporting Airport: LUTON (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERGAMO	RYANAIR	S	120	0	0	88	8	3	1	0	0	6	87	17	120
<b>TOTAL BERGAMO</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>17</b>	<b>120</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	68	0	0	79	6	7	7	0	0	17	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>26</b>	<b>26</b>
NAPLES	THOMSONFLY LTD	C	10	0	0	60	20	20	0	0	0	15	75	12	8
<b>TOTAL NAPLES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>12</b>	<b>8</b>
ROME (CIAMPINO)	RYANAIR	S	60	0	0	57	25	17	2	0	0	17	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>17</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	59	0	1	78	12	5	5	0	0	12	0	0	0
<b>TOTAL TREVISO</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	EASYJET AIRLINE COMPANY LTD	S	58	0	2	83	17	0	0	0	0	8	0	0	0
<b>TOTAL TURIN</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>377</b>	<b>9</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>18</b>	<b>154</b>
<b>MALTA</b>															
MALTA	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	100	5	8
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>18</b>	<b>9</b>
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>18</b>	<b>9</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	276	0	0	73	13	12	1	0	0	12	68	14	310
	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>278</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>310</b>
<b>TOTAL NETHERLANDS</b>			<b>278</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>312</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	84	0	0	56	19	17	8	0	0	22	47	20	60
<b>TOTAL GDANSK</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>20</b>	<b>60</b>
KATOWICE	WIZZ AIR	S	95	4	0	68	16	11	5	0	0	16	72	16	114
<b>TOTAL KATOWICE</b>			<b>95</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>17</b>	<b>117</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	78	12	5	5	0	0	11	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	24	0	0	0
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
POZNAN	WIZZ AIR	S	16	0	0	75	13	0	13	0	0	17	0	0	0
<b>TOTAL POZNAN</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	EASYJET AIRLINE COMPANY LTD	S	102	0	0	77	15	8	0	0	0	10	0	0	0
	WIZZ AIR	S	75	4	0	73	15	11	1	0	0	11	58	22	120
<b>TOTAL WARSAW</b>			<b>177</b>	<b>8</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>58</b>	<b>22</b>	<b>120</b>
<b>TOTAL POLAND</b>			<b>434</b>	<b>13</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>20</b>	<b>297</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	106	0	8	75	15	7	4	0	0	13	80	17	118

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				Actual (7)	Plan (8)										
FARO	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	40	0	0	0	0	12	0	23	1
	MONARCH AIRLINES	S	42	0	0	74	17	10	0	0	0	11	69	11	26
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	5	63	9	8
<b>TOTAL FARO</b>			<b>166</b>	<b>2</b>	<b>8</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>16</b>	<b>165</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>166</b>	<b>2</b>	<b>8</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>16</b>	<b>165</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	8	63	17	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>8</b>	
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>8</b>	
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	20	2	2	0	0	8	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	128	1	0	70	15	9	6	0	0	17	86	14	120
	MONARCH AIRLINES	S	60	0	0	65	12	8	12	3	0	31	88	7	60
	THOMSONFLY LTD	C	16	0	0	88	6	6	0	0	0	5	75	9	8
<b>TOTAL ALICANTE</b>			<b>204</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>12</b>	<b>197</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	188	0	0	54	24	15	7	0	0	20	64	16	196
<b>TOTAL BARCELONA</b>			<b>188</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>16</b>	<b>196</b>
GERONA	RYANAIR	S	62	0	0	87	6	3	0	3	0	14	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	71	13	7
<b>TOTAL GERONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>13</b>	<b>7</b>
IBIZA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	100	0	3
	THOMSONFLY LTD	C	25	0	0	92	4	4	0	0	0	5	85	12	27
<b>TOTAL IBIZA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>11</b>	<b>30</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	120	0	0	76	11	9	4	0	0	13	60	20	119
<b>TOTAL MADRID</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>20</b>	<b>119</b>
MAHON	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	100	1	8
	MONARCH AIRLINES	C	10	0	0	70	10	0	20	0	0	33	100	4	8
	MONARCH AIRLINES	S	26	0	0	77	15	8	0	0	0	10	88	6	26
	SPANAIR	C	9	0	0	89	0	11	0	0	0	7	25	24	8
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	7	94	4	16
<b>TOTAL MAHON</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>66</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	204	0	0	69	23	6	2	0	0	13	69	16	204
	MONARCH AIRLINES	S	68	0	0	75	6	9	7	3	0	24	86	18	69
	THOMSONFLY LTD	C	18	0	0	78	22	0	0	0	0	9	82	15	17
<b>TOTAL MALAGA</b>			<b>290</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>17</b>	<b>291</b>
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	85	13	2	0	0	0	6	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	136	0	0	56	21	12	10	1	0	24	68	14	132
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	95	0	5	0	0	0	4	94	5	17
	MONARCH AIRLINES	C	8	0	0	38	13	25	25	0	0	50	63	27	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	29	14	0	0	0	13	88	7	8
	THOMSONFLY LTD	C	36	0	0	83	6	8	3	0	0	12	77	12	43
<b>TOTAL PALMA DE MALLORCA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>16</b>	<b>224</b>
REUS	RYANAIR	S	68	0	0	87	6	3	0	4	0	14	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	75	8	8
<b>TOTAL REUS</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>24</b>	<b>16</b>
<b>TOTAL SPAIN</b>			<b>1304</b>	<b>11</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>15</b>	<b>1150</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	10	0	0	20	10	30	20	20	0	72	0	0	0
	THOMSONFLY LTD	C	7	0	0	71	14	14	0	0	0	11	90	8	10
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>47</b>	<b>67</b>	<b>22</b>	<b>21</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	1	10
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>18</b>
LAS PALMAS	MONARCH AIRLINES	S	8	0	0	88	13	0	0	0	0	10	0	0	0
	THOMSONFLY LTD	C	11	1	0	91	9	0	0	0	0	5	90	6	10
<b>TOTAL LAS PALMAS</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	12	75	11	8
	MONARCH AIRLINES	S	44	0	0	27	16	30	20	7	0	54	72	13	32
	THOMSONFLY LTD	C	17	0	0	82	12	6	0	0	0	6	75	36	16
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>21</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>70</b>	<b>20</b>	<b>67</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>115</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>76</b>	<b>16</b>	<b>124</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SKYWAYS EXPRESS	C	2	0	0	0	0	50	50	0	0	100	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>
VASTERAS	RYANAIR	S	108	0	2	90	5	4	2	0	0	6	0	0	0
<b>TOTAL VASTERAS</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>111</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	120	0	0	45	38	10	8	0	0	22	0	0	0
<b>TOTAL BASLE MULHOUSE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>38</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	180	0	0	56	22	17	6	0	0	20	0	0	0
<b>TOTAL GENEVA</b>			<b>180</b>	<b>9</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>10</b>	<b>198</b>
ZURICH	HELVETIC AIRWAYS	S	64	0	0	70	19	6	5	0	0	15	0	0	0
<b>TOTAL ZURICH</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>20</b>	<b>180</b>
<b>TOTAL SWITZERLAND</b>			<b>364</b>	<b>12</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>15</b>	<b>378</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	75	7	8
TOTAL MONASTIR			8	0	0	100	0	0	0	0	0	1	78	10	18
TOTAL TUNISIA			8	0	0	100	0	0	0	0	0	1	78	10	18
<b>TURKEY</b>															
ANTALYA	SUNEXPRESS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
TOTAL ANTALYA			8	1	0	88	13	0	0	0	0	4	80	6	5
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	63	10	8
	THOMSONFLY LTD	C	8	0	0	63	13	0	25	0	0	27	0	0	0
TOTAL BODRUM (MILAS)			16	0	0	69	6	6	19	0	0	22	63	10	8
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	100	2	8
	SUNEXPRESS	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	8	1	0	50	38	13	0	0	0	17	100	2	8
TOTAL DALAMAN			23	1	0	78	17	4	0	0	0	8	100	3	23
TOTAL TURKEY			47	3	0	77	13	4	6	0	0	12	89	5	36
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	53	23	20	4	0	0	19	71	10	104
TOTAL ABERDEEN			104	0	0	53	23	20	4	0	0	19	71	10	104
BELFAST CITY	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL BELFAST CITY			2	0	0	100	0	0	0	0	0	7	0	0	0
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	274	0	0	77	9	11	3	0	0	10	91	6	276
TOTAL BELFAST INTERNATIONAL			274	0	0	77	9	11	3	0	0	10	91	6	276
CARDIFF WALES	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL CARDIFF WALES			2	2	0	100	0	0	0	0	0	7	0	0	0
DURHAM TEES VALLEY	FLIGHTLINE LTD	C	2	0	0	0	0	100	0	0	0	38	0	0	0
TOTAL DURHAM TEES VALLEY			2	0	0	0	0	100	0	0	0	38	0	0	0
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	328	0	0	81	10	6	3	0	0	10	70	16	326
TOTAL EDINBURGH			328	7	0	81	10	6	3	0	0	10	70	16	326
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	320	0	0	90	5	4	1	0	0	5	83	12	320
TOTAL GLASGOW			320	0	0	90	5	4	1	0	0	5	83	12	320
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	76	0	0	76	12	11	1	0	0	13	88	8	76
TOTAL INVERNESS			76	0	0	76	12	11	1	0	0	13	88	8	76
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	67	13	10	10	0	0	17	0	0	0
TOTAL ISLE OF MAN			60	0	0	67	13	10	10	0	0	17	86	7	58
JERSEY	FLYBE.BRITISH EUROPEAN	S	8	0	0	75	25	0	0	0	0	6	63	16	8
TOTAL JERSEY			8	2	0	75	25	0	0	0	0	6	63	16	8
TOTAL UNITED KINGDOM			1178	20	0	79	10	8	3	0	0	10	80	11	1171
TOTAL LUTON			6411	140	33	73	14	9	4	0	0	14	76	13	5761

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	12	0	0	83	17	0	0	0	0	6	87	5	15
<b>TOTAL INNSBRUCK</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>5</b>	<b>15</b>
SALZBURG	ASTRAEUS LTD	C	13	0	0	85	0	8	8	0	0	11	67	19	15
	EXCEL AIRWAYS LTD	C	13	0	0	92	0	8	0	0	0	3	80	7	15
<b>TOTAL SALZBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>13</b>	<b>30</b>
VIENNA	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	60	26	9	5	0	0	17	45	22	60
<b>TOTAL VIENNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>26</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>21</b>	<b>62</b>
<b>TOTAL AUSTRIA</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>17</b>	<b>107</b>
<b>BAHAMAS</b>															
NASSAU	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	14	0	0	0
<b>TOTAL NASSAU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</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>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BMI BRITISH MIDLAND	S	18	0	0	78	6	6	6	6	0	23	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>15</b>	<b>8</b>
<b>TOTAL BARBADOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>63</b>	<b>15</b>	<b>8</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL MINSK</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 BELARUS</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>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS CITIEXPRESS L	S	140	0	0	74	10	5	10	1	0	18	79	12	139
	SN BRUSSELS AIRLINES	S	162	0	0	85	9	4	2	1	0	10	91	5	158
<b>TOTAL BRUSSELS</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>297</b>
<b>TOTAL BELGIUM</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>297</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	45	0	0	42	24	22	7	4	0	33	63	18	35
	EXCEL AIRWAYS LTD	C	8	0	0	50	0	13	38	0	0	41	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	41	12	29	18	0	0	33	50	16	16
	HELLO	C	2	0	0	0	0	50	50	0	0	61	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	0	13	0	0	17	100	1	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	38	25	0	0	38	63	32	8
	THOMSONFLY LTD	C	8	0	0	50	25	25	0	0	0	21	0	0	0
<b>TOTAL BURGAS</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>16</b>	<b>75</b>
VARNA	BH AIR	C	26	0	0	19	23	31	12	15	0	74	53	18	17
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	68	18	11	4	0	0	12	95	2	19
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	9	0	0	89	0	0	0	11	0	28	89	5	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 VARNA			73	0	0	56	16	15	5	7	0	35	78	8	45
TOTAL BULGARIA			173	0	0	48	18	19	10	4	0	33	70	13	120
CANADA															
CALGARY	ZOOM AIRLINES	S	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL CALGARY			3	1	0	100	0	0	0	0	0	0	33	50	3
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	8	0	0	50	0	38	13	0	0	27	0	0	0
TOTAL HALIFAX INT			8	0	0	50	0	38	13	0	0	27	0	0	0
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	8	0	0	75	13	13	0	0	0	9	0	0	0
TOTAL OTTAWA INTERNATIONAL			8	0	0	75	13	13	0	0	0	9	0	0	0
TORONTO	AIR CANADA	S	56	0	0	68	11	9	9	0	4	35	0	0	0
	AIR TRANSAT	S	34	0	0	88	3	6	0	3	0	11	79	6	24
	PAKISTAN INTL AIRLINES	S	17	0	0	71	12	18	0	0	0	12	88	11	17
	SKYSERVICE F B O Inc	C	6	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	S	44	0	0	84	2	5	9	0	0	14	100	1	7
	ZOOM AIRLINES	S	15	0	0	60	0	13	20	7	0	44	0	0	0
TOTAL TORONTO			172	0	0	77	6	8	7	1	1	22	81	20	122
VANCOUVER	AIR TRANSAT	S	16	0	0	56	19	0	13	0	13	77	92	3	12
	MY TRAVEL AIRWAYS UK	C	18	0	0	39	22	28	11	0	0	30	33	43	6
	THOMAS COOK AIRLINES LTD	S	17	0	0	59	6	6	18	12	0	52	73	18	11
	ZOOM AIRLINES	S	18	0	0	67	11	0	17	6	0	34	0	0	0
TOTAL VANCOUVER			69	0	0	55	14	9	14	4	3	47	72	17	29
TOTAL CANADA			260	1	0	70	8	9	9	2	2	28	79	20	154
CROATIA															
DUBROVNIK	ASTRAEUS LTD	C	8	0	0	25	38	25	13	0	0	31	100	1	8
	CROATIA AIRLINES	S	18	0	0	33	22	22	22	0	0	37	44	29	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	75	18	8
	GB AIRWAYS LTD	S	28	0	0	57	32	11	0	0	0	13	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	21	0	0	0
TOTAL DUBROVNIK			70	0	0	53	24	13	10	0	0	21	66	19	32
PULA	CROATIA AIRLINES	S	8	0	0	100	0	0	0	0	0	7	38	50	8
	THOMSONFLY LTD	C	8	0	0	50	0	0	50	0	0	48	0	0	0
TOTAL PULA			16	0	0	75	0	0	25	0	0	27	69	25	16
SPLIT	CROATIA AIRLINES	S	8	0	0	50	13	13	25	0	0	33	50	16	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	38	0	0	0	22	0	0	0
TOTAL SPLIT			16	0	0	44	19	25	13	0	0	28	72	9	18
TOTAL CROATIA			102	0	0	55	20	13	13	0	0	23	68	18	66
CUBA															
CUNAGUA ( CAYO COCO)	THOMAS COOK AIRLINES LTD	C	10	1	0	60	10	10	10	10	0	52	60	106	10
TOTAL CUNAGUA ( CAYO COCO)			11	1	0	55	18	9	9	9	0	50	60	106	10
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	0	13	63	13	0	93	0	0	0
	MONARCH AIRLINES	C	9	0	0	56	11	33	0	0	0	20	0	24	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>35</b>	<b>6</b>	<b>24</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>24</b>	<b>4</b>
<b>VARADERO</b>	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	20	20	0	0	0	16	0	0	0
	THOMSONFLY LTD	C	8	0	0	63	0	13	25	0	0	38	0	0	0
<b>TOTAL VARADERO</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>23</b>	<b>6</b>
<b>TOTAL CUBA</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>10</b>	<b>17</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>45</b>	<b>65</b>	<b>20</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	CYPRUS AIRWAYS	S	24	0	0	67	13	4	17	0	0	19	65	22	34
	EUROCYPRIA AIRLINES LTD	C	32	0	0	6	25	38	19	13	0	74	40	26	10
	EXCEL AIRWAYS LTD	C	26	0	0	65	12	0	12	8	4	75	32	111	34
	FIRST CHOICE AIRWAYS LTD	S	24	0	0	38	33	8	21	0	0	32	67	19	18
	FLYJET LTD	C	8	0	0	50	13	25	0	13	0	43	50	25	8
	FUTURA AIRLINES	C	8	0	0	50	13	38	0	0	0	20	0	0	0
	HELIOS AIRWAYS LTD	S	4	0	0	50	25	25	0	0	0	21	0	0	0
	HELIOS AIRWAYS LTD	C	8	0	0	25	25	25	25	0	0	32	0	0	0
	MAERSK AIR	C	2	0	0	0	50	50	0	0	0	29	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	59	12	18	12	0	0	28	62	23	26
	THOMAS COOK AIRLINES LTD	C	26	0	0	73	8	8	4	8	0	37	68	31	25
	THOMSONFLY LTD	C	17	0	0	47	6	18	29	0	0	42	81	93	16
<b>TOTAL LARNACA</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>17</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>44</b>	<b>54</b>	<b>45</b>	<b>193</b>
<b>PAPHOS</b>	AIR ATLANTA EUROPE LTD	C	8	0	0	13	13	50	25	0	0	55	38	35	8
	EXCEL AIRWAYS LTD	C	8	0	0	13	13	13	63	0	0	85	30	33	10
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	13	0	13	0	0	16	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	16	0	0	50	25	19	6	0	0	21	39	23	18
	FLYJET LTD	C	8	0	0	13	0	13	63	13	0	90	38	28	8
	GB AIRWAYS LTD	S	25	0	0	92	0	0	0	0	8	80	0	0	0
	HELIOS AIRWAYS LTD	S	4	0	0	25	0	50	25	0	0	40	60	209	10
	MONARCH AIRLINES	C	8	0	0	13	38	38	13	0	0	41	45	103	11
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	6	13	13	0	0	25	67	15	18
	THOMAS COOK AIRLINES LTD	C	24	0	0	63	0	4	25	8	0	55	65	24	23
	THOMSONFLY LTD	C	24	0	0	50	4	8	29	8	0	64	72	17	18
<b>TOTAL PAPHOS</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>8</b>	<b>12</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>52</b>	<b>52</b>	<b>47</b>	<b>132</b>
<b>TOTAL CYPRUS</b>			<b>353</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>14</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>48</b>	<b>54</b>	<b>46</b>	<b>325</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMIBABY LTD	S	68	0	0	78	12	7	3	0	0	10	42	29	60
	CSA	S	148	0	0	77	10	9	3	0	0	13	71	15	112
<b>TOTAL PRAGUE</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>173</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>216</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>173</b>
<b>DENMARK</b>															
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	S	96	0	0	53	25	10	9	2	0	28	65	15	96
<b>TOTAL BILLUND</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>15</b>	<b>96</b>
<b>COPENHAGEN</b>	MAERSK AIR	S	51	0	0	53	25	18	4	0	0	20	0	0	0
	SAS	S	170	0	0	75	18	3	4	0	0	13	85	6	214
<b>TOTAL COPENHAGEN</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>7</b>	<b>357</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL DENMARK</b>			<b>317</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>9</b>	<b>453</b>
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	12	33	40	9
<b>TOTAL LA ROMANA</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>12</b>	<b>33</b>	<b>40</b>	<b>9</b>
<b>PUERTO PLATA</b>															
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	71	14	0	14	0	0	16	64	20	14
	MY TRAVEL AIRWAYS UK	C	6	2	0	50	17	17	17	0	0	36	33	71	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	13	13	25	0	73	0	0	0
	THOMSONFLY LTD	C	17	0	0	88	6	6	0	0	0	5	78	8	18
<b>TOTAL PUERTO PLATA</b>			<b>38</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>26</b>	<b>41</b>
<b>PUNTA CANA</b>															
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	56	11	9
	THOMSONFLY LTD	C	7	1	0	71	14	0	14	0	0	14	33	30	9
<b>TOTAL PUNTA CANA</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>20</b>	<b>18</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>57</b>	<b>4</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>54</b>	<b>26</b>	<b>68</b>
<b>EGYPT</b>															
<b>HURGHADA</b>															
	AIR ATLANTA EUROPE LTD	C	8	0	0	0	0	63	13	25	0	105	0	0	0
	ASTRAEUS LTD	C	8	0	0	63	13	25	0	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	27	1	0	56	15	7	22	0	0	29	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	50	17	11	11	11	0	53	0	0	0
	MY TRAVEL AIRWAYS UK	C	19	0	0	68	16	5	11	0	0	17	90	6	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	33	6	11	0	0	20	50	53	10
	THOMSONFLY LTD	C	16	0	0	69	13	6	13	0	0	16	100	0	5
<b>TOTAL HURGHADA</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>58</b>	<b>29</b>	<b>33</b>
<b>LUXOR</b>															
	FLYJET LTD	C	8	0	0	75	0	25	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	32	75	15	8
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	21	90	4	10
<b>TOTAL LUXOR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>9</b>	<b>18</b>
<b>TABA</b>	ASTRAEUS LTD	C	16	0	0	69	13	19	0	0	0	11	87	5	15
<b>TOTAL TABA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>5</b>	<b>15</b>
<b>TOTAL EGYPT</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>18</b>	<b>66</b>
<b>ESTONIA</b>															
<b>TALLIN</b>	ESTONIAN AIR	S	22	0	0	64	5	5	18	9	0	48	0	0	0
<b>TOTAL TALLIN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>5</b>	<b>5</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>5</b>	<b>5</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	FINNAIR	S	112	0	0	80	13	3	4	0	0	12	86	7	112
<b>TOTAL HELSINKI</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>112</b>
<b>TOTAL FINLAND</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>112</b>
<b>FRANCE</b>															
<b>BORDEAUX</b>	BMIBABY LTD	S	60	0	0	68	15	10	3	3	0	20	62	20	60
<b>TOTAL BORDEAUX</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>20</b>	<b>60</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CALVI	ASTRAEUS LTD	C	8	0	0	75	13	13	0	0	0	11	75	12	8
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	<b>8</b>
LILLE	BLUE LINE	C	2	0	0	50	50	0	0	0	10	0	0	0	0
<b>TOTAL LILLE</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>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	90	3	0	7	0	10	78	9	60	
<b>TOTAL LYON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>68</b>	
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	70	7	10	13	0	20	77	11	60	
	CHANNEL EXPRESS (INCORP: JET	S	60	0	0	88	3	5	3	0	7	0	0	0	
<b>TOTAL NICE</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>62</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	300	0	0	82	9	5	4	0	10	91	5	359	
	BRITISH AIRWAYS CITIEXPRESS L	C	6	2	0	83	17	0	0	0	8	100	2	3	
	BRITISH AIRWAYS CITIEXPRESS L	S	266	0	0	80	11	5	5	0	11	84	8	262	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>572</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>686</b>	
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	18	0	0	33	6	11	39	11	86	75	8	16	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>6</b>	<b>11</b>	<b>39</b>	<b>11</b>	<b>86</b>	<b>76</b>	<b>8</b>	<b>17</b>	
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	60	0	0	78	12	0	10	0	15	68	11	60	
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>11</b>	<b>60</b>	
<b>TOTAL FRANCE</b>			<b>900</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>961</b>	
<b>GERMANY</b>															
BERLIN (TEGEL)	AIR BERLIN	S	18	0	0	17	17	44	22	0	43	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	87	5	3	5	0	8	77	14	60	
<b>TOTAL BERLIN (TEGEL)</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>14</b>	<b>60</b>	
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	58	2	2	62	17	17	3	0	18	62	15	76	
<b>TOTAL COLOGNE (BONN)</b>			<b>58</b>	<b>2</b>	<b>2</b>	<b>62</b>	<b>17</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>15</b>	<b>76</b>	
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	154	1	0	86	6	5	3	0	7	88	6	208	
	LUFTHANSA CITY LINE	S	156	0	0	80	12	5	3	0	10	77	11	154	
<b>TOTAL DUSSELDORF</b>			<b>310</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>362</b>	
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	271	0	0	77	13	6	4	0	11	83	7	272	
	LUFTHANSA	S	240	0	0	83	9	5	3	0	11	86	9	240	
<b>TOTAL FRANKFURT MAIN</b>			<b>512</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>512</b>	
HAMBURG	AIR BERLIN	S	44	0	0	61	14	16	9	0	19	0	0	0	
	LUFTHANSA CITY LINE	S	102	0	0	77	7	11	5	0	13	67	16	104	
<b>TOTAL HAMBURG</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>16</b>	<b>104</b>	
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	92	3	1	4	0	7	88	5	103	
<b>TOTAL HANOVER</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>103</b>	
MUNICH	LUFTHANSA CITY LINE	S	178	0	0	72	14	8	6	0	14	82	8	180	
<b>TOTAL MUNICH</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>180</b>	
PADERBORN	AIR BERLIN	S	34	0	0	79	6	6	9	0	14	0	0	0	
<b>TOTAL PADERBORN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	48	0	0	90	6	4	0	0	4	79	9	95	

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STUTT GART	HAPAG LLOYD EXPRESS	S	36	0	0	47	11	14	22	0	6	69	76	12	33
<b>TOTAL STUTT GART</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>78</b>	<b>10</b>	<b>128</b>
<b>TOTAL GERMANY</b>			<b>1504</b>	<b>3</b>	<b>2</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>1585</b>
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	34	0	0	74	18	9	0	0	0	10	59	43	32
<b>TOTAL GIBRALTAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>43</b>	<b>32</b>
<b>TOTAL GIBRALTAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>43</b>	<b>32</b>
GREECE															
ATHENS	OLYMPIC AIRLINES	S	18	0	0	28	28	28	17	0	0	32	28	22	18
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>42</b>	<b>18</b>	<b>50</b>
CHANIA	EXCEL AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	17	57	46	7
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	34	63	8	8
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	19	38	20	8
	THOMSONFLY LTD	C	7	0	0	57	0	29	14	0	0	23	88	8	8
<b>TOTAL CHANIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>6</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>20</b>	<b>31</b>
CORFU	EXCEL AIRWAYS LTD	C	32	0	0	38	16	13	19	9	6	74	60	46	40
	FIRST CHOICE AIRWAYS LTD	C	33	0	0	42	18	9	24	6	0	48	68	21	31
	FLYJET LTD	C	8	0	0	38	38	13	13	0	0	22	25	29	8
	MONARCH AIRLINES	C	43	0	0	60	19	2	16	2	0	31	69	12	32
	MY TRAVEL AIRWAYS UK	C	16	0	0	50	13	13	19	6	0	38	71	9	24
	THOMAS COOK AIRLINES LTD	C	25	0	0	48	8	16	24	4	0	43	52	95	23
	THOMSONFLY LTD	C	27	0	0	70	4	22	4	0	0	15	84	8	32
<b>TOTAL CORFU</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>11</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>65</b>	<b>30</b>	<b>199</b>
HERAKLION	AEGEAN AIRLINES	C	8	0	0	25	38	38	0	0	0	26	0	0	0
	ALEXANDAIR	C	11	1	0	91	0	0	9	0	0	13	0	0	0
	EXCEL AIRWAYS LTD	C	30	0	0	63	10	10	10	0	7	42	70	18	10
	FINNAIR	C	2	0	0	0	0	0	100	0	0	72	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	55	10	25	10	0	0	21	80	14	20
	FLYJET LTD	C	9	0	0	44	0	33	22	0	0	30	38	29	8
	MONARCH AIRLINES	C	22	0	0	68	18	9	5	0	0	17	72	17	25
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	0	6	0	0	0	5	71	75	24
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	8	0	17	17	0	54	65	36	17
	THOMSONFLY LTD	C	18	0	0	89	0	11	0	0	0	6	94	2	18
<b>TOTAL HERAKLION</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>71</b>	<b>28</b>	<b>147</b>
KALAMATA	EXCEL AIRWAYS LTD	C	8	0	0	50	13	0	25	0	13	157	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	63	15	8
<b>TOTAL KALAMATA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>88</b>	<b>5</b>	<b>24</b>
KAVALLA	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	25	100	2	8
<b>TOTAL KAVALLA</b>			<b>16</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>13</b>	<b>86</b>	<b>6</b>	<b>28</b>
KEFALLINIA	ASTRAEUS LTD	C	8	0	0	50	13	38	0	0	0	22	56	23	16
	BMI BRITISH MIDLAND	C	7	1	0	71	14	0	0	14	0	51	0	0	0
	EUROPEAN AIR CHARTER	C	14	1	0	43	7	7	36	7	0	63	88	9	8

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				Actual (7)	Plan (8)										
KEFALLINIA	EXCEL AIRWAYS LTD	C	16	0	0	69	6	6	19	0	0	24	83	20	12
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	5	25	105	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	9	100	1	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	6	63	51	8	
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	1	90	4	10	
<b>TOTAL KEFALLINIA</b>			<b>79</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>27</b>	<b>81</b>
KOS	ALEXANDAIR	C	8	0	0	13	25	13	25	0	25	378	0	0	0
	ASTRAEUS LTD	C	15	0	0	53	20	20	7	0	0	20	0	0	0
	EXCEL AIRWAYS LTD	C	24	0	0	58	17	17	0	0	8	124	68	65	28
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	71	14	7	7	0	0	13	55	13	20
	MONARCH AIRLINES	C	9	0	0	78	11	11	0	0	0	9	72	9	18
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	0	20	0	56	78	17	18
	THOMAS COOK AIRLINES LTD	C	13	1	0	69	23	8	0	0	9	42	60	19	
	THOMSONFLY LTD	C	10	0	0	80	10	10	0	0	0	8	75	8	8
<b>TOTAL KOS</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>71</b>	<b>64</b>	<b>34</b>	<b>111</b>
MIKONOS	EXCEL AIRWAYS LTD	C	10	0	0	50	10	10	30	0	0	43	0	0	0
<b>TOTAL MIKONOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>88</b>	<b>3</b>	<b>8</b>
MITILINI	EXCEL AIRWAYS LTD	C	10	0	0	60	0	0	20	20	0	86	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	6	70	6	10
<b>TOTAL MITILINI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>5</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>46</b>	<b>60</b>	<b>14</b>	<b>30</b>
PREVEZA	BMI BRITISH MIDLAND	C	8	0	0	50	0	13	38	0	0	35	75	10	8
	EXCEL AIRWAYS LTD	C	24	0	0	71	0	8	17	0	4	34	75	11	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	100	1	10
<b>TOTAL PREVEZA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>3</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>82</b>	<b>8</b>	<b>44</b>
RHODES	AIR ATLANTA EUROPE LTD	C	8	0	0	0	38	25	13	0	25	125	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	67	29	0	5	0	0	13	36	17	11
	FLYJET LTD	C	8	0	0	50	50	0	0	0	0	13	0	0	0
	MONARCH AIRLINES	C	41	0	0	80	10	5	0	5	0	16	54	37	46
	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	0	83	9	18
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	0	18	12	0	0	17	82	9	28
	THOMSONFLY LTD	C	16	1	0	50	6	6	25	13	0	55	83	10	18
<b>TOTAL RHODES</b>			<b>127</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>25</b>	<b>65</b>	<b>42</b>	<b>164</b>
SALONIKA	EXCEL AIRWAYS LTD	C	18	0	0	72	0	6	11	0	11	64	50	91	10
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	82	12	6	0	0	0	8	72	18	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	3	80	7	10
	THOMSONFLY LTD	C	8	0	0	75	0	0	0	0	25	115	60	17	10
<b>TOTAL SALONIKA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>42</b>	<b>66</b>	<b>30</b>	<b>58</b>
SAMOS	ASTRAEUS LTD	C	7	1	0	71	14	0	0	14	0	50	100	0	10
	EXCEL AIRWAYS LTD	C	10	0	0	60	0	40	0	0	0	16	30	49	10
<b>TOTAL SAMOS</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>65</b>	<b>24</b>	<b>20</b>
SKIATHOS	ASTRAEUS LTD	C	10	0	0	50	20	0	0	20	10	132	83	8	12
	EXCEL AIRWAYS LTD	C	15	0	0	53	7	7	20	7	7	79	43	54	14
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	74	0	16	11	0	0	24	76	14	17
	MONARCH AIRLINES	C	10	0	0	40	20	0	30	0	10	118	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	38	73	8

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			Actual (7)	Plan (8)											
<b>TOTAL SKIATHOS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>6</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>67</b>	<b>63</b>	<b>33</b>	51
<b>THIRA (SANTORINI)</b>	ASTRAEUS LTD	C	8	0	0	38	38	0	25	0	0	36	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	42	100	5	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	53	38	57	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>72</b>	<b>23</b>	25
<b>VOLOS</b>	EXCEL AIRWAYS LTD	C	5	0	0	0	20	40	20	20	0	82	0	0	0
<b>TOTAL VOLOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>82</b>	<b>33</b>	<b>33</b>	12
<b>ZAKINTHOS</b>	ALEXANDAIR	C	7	0	0	43	14	29	14	0	0	25	0	0	0
	ASTRAEUS LTD	C	8	0	0	75	0	13	13	0	0	20	50	27	10
	EXCEL AIRWAYS LTD	C	16	0	0	56	13	6	13	13	0	42	88	4	16
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	6	6	13	0	0	17	50	19	16
	FLYJET LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	21	69	41	26
	MY TRAVEL AIRWAYS UK	C	36	0	0	92	3	6	0	0	0	5	68	30	38
	THOMAS COOK AIRLINES LTD	C	37	0	0	73	5	5	8	3	5	69	89	9	35
	THOMSONFLY LTD	C	18	0	0	94	0	0	0	6	0	12	100	1	16
<b>TOTAL ZAKINTHOS</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>75</b>	<b>20</b>	157
<b>TOTAL GREECE</b>			<b>1120</b>	<b>6</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>67</b>	<b>27</b>	1240
<b>HUNGARY</b>															
<b>BUDAPEST</b>	CHANNEL EXPRESS (INCORP: JET	S	35	1	1	57	14	14	14	0	0	30	0	0	0
<b>TOTAL BUDAPEST</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL HUNGARY</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	0
<b>IRISH REPUBLIC</b>															
<b>CONNAUGHT</b>	BMIBABY LTD	S	60	0	0	80	2	7	12	0	0	16	73	20	59
<b>TOTAL CONNAUGHT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>2</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>18</b>	64
<b>CORK</b>	BMIBABY LTD	S	96	0	0	81	4	2	11	1	0	20	68	16	60
	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	91	2	3	3	0	0	7	83	14	60
<b>TOTAL CORK</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>15</b>	120
<b>DUBLIN</b>	AER LINGUS	S	253	0	1	78	9	8	4	0	0	13	88	7	270
	LUXAIR	S	59	0	1	76	10	5	5	3	0	20	92	10	59
	RYANAIR	S	232	1	0	72	9	9	10	0	0	19	88	6	234
<b>TOTAL DUBLIN</b>			<b>544</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>7</b>	565
<b>GALWAY</b>	AER ARRAN	S	85	1	2	89	5	4	2	0	0	5	77	15	60
<b>TOTAL GALWAY</b>			<b>86</b>	<b>1</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>15</b>	60
<b>KERRY COUNTY</b>	AER ARRAN	S	44	0	0	98	0	0	2	0	0	2	77	17	26
<b>TOTAL KERRY COUNTY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>17</b>	26
<b>SHANNON</b>	BRITISH AIRWAYS CITIEXPRESS L	S	18	0	0	61	17	17	6	0	0	23	81	9	58
<b>TOTAL SHANNON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>9</b>	58
<b>WATERFORD</b>	AER ARRAN	S	24	0	1	67	21	8	4	0	0	13	69	14	26
<b>TOTAL WATERFORD</b>			<b>24</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL IRISH REPUBLIC			930	2	5	79	8	6	7	1	0	14	83	10	919
ITALY															
BERGAMO	ASTRAEUS LTD	C	8	0	0	25	0	75	0	0	0	30	80	8	10
TOTAL BERGAMO			8	0	0	25	0	75	0	0	0	30	80	8	10
BRESCIA/MONTICHIARI	ASTRAEUS LTD	C	7	0	0	57	14	29	0	0	0	16	57	20	7
TOTAL BRESCIA/MONTICHIARI			7	0	0	57	14	29	0	0	0	16	67	17	9
CAGLIARI (ELMAS)	BRITISH AIRWAYS CITIEXPRESS L	C	7	0	0	57	29	14	0	0	0	18	71	10	7
TOTAL CAGLIARI (ELMAS)			7	0	0	57	29	14	0	0	0	18	56	49	9
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	8	0	0	75	0	0	0	25	0	64	50	14	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	17	29	41	7
TOTAL CATANIA (FONTANAROSSA)			16	0	0	69	13	0	6	13	0	40	40	27	15
MILAN (MALPENSA)	ALITALIA	S	120	0	0	68	13	9	10	0	0	19	67	13	120
	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	62	21	6	12	0	0	22	80	8	104
TOTAL MILAN (MALPENSA)			224	0	0	65	17	8	11	0	0	20	72	11	239
NAPLES	ASTRAEUS LTD	C	10	0	0	20	20	10	30	20	0	92	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	0	20	0	49	88	9	8
	MONARCH AIRLINES	S	60	0	0	68	13	13	5	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	0	10	0	0	0	8	88	80	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	11	11	0	0	19	88	12	8
	THOMSONFLY LTD	C	18	0	0	72	22	6	0	0	0	9	81	14	16
TOTAL NAPLES			117	0	0	66	14	11	6	3	0	23	75	27	52
OLBIA	ASTRAEUS LTD	C	8	0	0	63	25	13	0	0	0	11	50	16	8
TOTAL OLBIA			8	0	0	63	25	13	0	0	0	11	50	16	8
PISA	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	93	0	0	7	0	0	10	68	13	60
	CHANNEL EXPRESS (INCORP: JET	S	59	1	1	83	5	7	5	0	0	9	0	0	0
	THOMSONFLY LTD	C	8	0	0	63	13	0	25	0	0	35	100	5	8
TOTAL PISA			127	1	1	87	3	3	7	0	0	11	67	15	76
RIMINI	EUROPEAN AIR CHARTER	C	7	0	0	57	29	14	0	0	0	15	0	0	0
TOTAL RIMINI			7	0	0	57	29	14	0	0	0	15	100	0	7
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	59	0	0	63	17	12	7	2	0	21	72	13	104
	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	50	0	50	0	0	0	30	0	0	0
TOTAL ROME (FIUMICINO)			61	0	0	62	16	13	7	2	0	22	72	13	104
TURIN	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL TURIN			2	0	0	100	0	0	0	0	0	0	0	0	0
VENICE	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	70	13	8	8	0	0	16	52	27	60
	CHANNEL EXPRESS (INCORP: JET	S	60	0	0	67	12	8	12	2	0	27	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	0	13	0	0	25	138	29	35	7
	THOMSONFLY LTD	C	9	0	0	56	0	22	22	0	0	40	86	3	7
TOTAL VENICE			137	0	0	67	11	9	10	1	1	29	54	26	83
VERONA VILLAFRANCA	BRITISH AIRWAYS CITIEXPRESS L	C	15	0	0	20	20	60	0	0	0	32	33	29	15
	EXCEL AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	5	70	16	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VERONA VILLAFRANCA	THOMSONFLY LTD	C	15	1	0	53	13	20	13	0	0	29	61	19	18
<b>TOTAL VERONA VILLAFRANCA</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>16</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>25</b>	<b>44</b>
<b>TOTAL ITALY</b>			<b>758</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>17</b>	<b>718</b>
<b>JAMAICA</b>															
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	13	13	0	50	9	81	11
	THOMSONFLY LTD	C	10	0	0	70	0	20	10	0	27	0	0	0	
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>28</b>	<b>57</b>	<b>18</b>
<b>TOTAL JAMAICA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>95</b>	<b>32</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	26	0	0	81	12	8	0	0	0	9	88	5	26
<b>TOTAL RIGA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>26</b>
<b>TOTAL LATVIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>5</b>	<b>26</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	59	1	1	92	3	0	3	2	0	12	93	4	60
<b>TOTAL LUXEMBOURG</b>			<b>59</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>4</b>	<b>60</b>
<b>TOTAL LUXEMBOURG</b>			<b>59</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>4</b>	<b>60</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	36	0	0	89	6	6	0	0	0	5	91	5	34
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>34</b>
<b>TOTAL MALAYSIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>34</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	16	1	0	56	19	19	6	0	0	19	25	92	16
<b>TOTAL MALE INTERNATIONAL</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>92</b>	<b>16</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>92</b>	<b>16</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	0	100	0	0	0	0	0	11	0	0	0
	AIR MALTA	S	84	0	0	80	8	2	7	2	0	15	44	27	82
	EXCEL AIRWAYS LTD	C	15	0	0	73	7	7	0	0	13	126	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	28	38	58	8
	GB AIRWAYS LTD	S	42	0	0	74	10	10	7	0	0	18	0	0	0
	HELLO	C	27	0	0	81	7	4	7	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	27	75	9	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	0	50	0	0	55	60	47	5
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	7	63	13	8
<b>TOTAL MALTA</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>54</b>	<b>25</b>	<b>146</b>
<b>TOTAL MALTA</b>			<b>202</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>54</b>	<b>25</b>	<b>146</b>
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	8	1	0	50	0	50	0	0	0	20	25	37	8
	MONARCH AIRLINES	C	8	0	0	50	13	13	13	13	0	49	0	0	0

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			Actual (7)	Plan (8)											
CANCUN	MY TRAVEL AIRWAYS UK	C	17	0	0	76	12	12	0	0	0	9	30	97	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	5	50	141	8	
	THOMSONFLY LTD	C	18	4	0	61	22	11	6	0	15	91	5	11	
<b>TOTAL CANCUN</b>			<b>59</b>	<b>5</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>73</b>	<b>47</b>
<b>TOTAL MEXICO</b>			<b>59</b>	<b>5</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>73</b>	<b>47</b>
<b>MOROCCO</b>															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	0	20	0	40	0	0	0	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	6	0	0	0	
<b>TOTAL AGADIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>0</b>	<b>8</b>	
<b>TOTAL MOROCCO</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>0</b>	<b>8</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	CHANNEL EXPRESS (INCORP: JET	S	162	0	2	81	3	6	10	0	16	0	0	0	
	KLM	S	182	0	0	80	12	5	3	0	10	74	12	124	
	KLM CITYHOPPER	S	166	0	0	60	20	16	4	1	20	60	26	280	
	VLM (BELGIUM)	C	2	0	0	50	50	0	0	0	11	0	0	0	
<b>TOTAL AMSTERDAM</b>			<b>512</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>19</b>	<b>564</b>	
<b>TOTAL NETHERLANDS</b>			<b>512</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>19</b>	<b>564</b>	
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	60	0	0	85	5	10	0	0	7	84	12	118	
	SAS	S	36	0	0	61	25	14	0	0	14	81	8	32	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>11</b>	<b>150</b>	
<b>TOTAL NORWAY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>204</b>	
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	41	0	0	41	22	24	7	5	38	47	45	43	
<b>TOTAL ISLAMABAD</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>24</b>	<b>7</b>	<b>5</b>	<b>38</b>	<b>47</b>	<b>45</b>	<b>43</b>	
KARACHI	PAKISTAN INTL AIRLINES	S	70	0	0	49	21	20	10	0	22	72	18	92	
<b>TOTAL KARACHI</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>21</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>18</b>	<b>92</b>	
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	50	28	17	6	0	23	46	66	13	
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>66</b>	<b>13</b>	
<b>TOTAL PAKISTAN</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>21</b>	<b>9</b>	<b>2</b>	<b>28</b>	<b>62</b>	<b>30</b>	<b>148</b>	
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	26	0	0	81	4	8	8	0	15	0	0	0	
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WARSAW	LOT-POLISH AIRLINES	S	52	0	0	79	8	4	10	0	14	81	9	52	
<b>TOTAL WARSAW</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>52</b>	
<b>TOTAL POLAND</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>13</b>	<b>56</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR ATLANTA EUROPE LTD	C	8	0	0	25	13	38	25	0	44	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	0	0	50	50	0	61	0	0	0	



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	CHANNEL EXPRESS (INCORP: JET	S	60	0	0	80	8	5	5	2	0	15	0	0	0
	EUROPEAN AIR CHARTER	C	12	0	0	42	8	0	33	0	17	124	100	3	7
	EXCEL AIRWAYS LTD	C	14	0	0	71	0	7	21	0	0	30	57	40	21
	FIRST CHOICE AIRWAYS LTD	C	60	0	0	68	20	8	3	0	0	13	62	18	52
	MONARCH AIRLINES	S	94	0	0	72	15	10	3	0	0	13	78	9	60
	MONARCH AIRLINES	C	18	0	0	56	11	22	11	0	0	26	44	32	18
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	0	11	0	0	13	60	37	35
	THOMAS COOK AIRLINES LTD	C	28	0	0	39	32	4	7	14	4	70	50	29	34
	THOMSONFLY LTD	C	18	0	0	78	11	0	11	0	0	14	77	8	26
<b>TOTAL FARO</b>			<b>333</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>65</b>	<b>21</b>	<b>274</b>
LISBON	EUROATLANTIC AIRWAYS	C	2	0	0	50	0	50	0	0	0	33	0	0	0
	FUTURA AIRLINES	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	PORTUGALIA	S	38	0	0	76	16	3	3	3	0	15	74	10	38
	SATA	C	2	0	0	0	50	0	50	0	0	43	0	0	0
	YES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL LISBON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>11</b>	<b>41</b>
OPORTO (PORTUGAL)	PORTUGALIA	S	22	0	0	68	14	5	9	5	0	35	82	13	22
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>82</b>	<b>13</b>	<b>22</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>401</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>67</b>	<b>20</b>	<b>337</b>
PORTUGAL(MADEIRA)															
FUNCHAL	EXCEL AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	21	75	38	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	25	25	0	72	100	0	8
	THOMSONFLY LTD	C	8	0	0	63	13	0	25	0	0	42	75	13	8
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>88</b>	<b>13</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>0</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>88</b>	<b>13</b>	<b>32</b>
QATAR															
DOHA	QATAR AIRWAYS	S	34	0	0	71	9	12	9	0	0	19	72	13	36
<b>TOTAL DOHA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>13</b>	<b>36</b>
<b>TOTAL QATAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>13</b>	<b>36</b>
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	60	0	0	85	5	3	7	0	0	12	78	10	60
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>10</b>	<b>60</b>
<b>TOTAL SINGAPORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>10</b>	<b>60</b>
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	S	28	0	0	82	11	7	0	0	0	6	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</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>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	16	0	0	69	25	6	0	0	0	11	61	16	18

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LJUBLJANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>16</b>	<b>18</b>
<b>TOTAL SLOVENIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>16</b>	<b>18</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	BMIBABY LTD	S	60	0	0	65	12	12	12	0	0	23	17	57	60
	BRITISH AIRWAYS CITIEXPRESS L	C	4	2	0	25	0	50	25	0	0	46	0	37	2
	CHANNEL EXPRESS (INCORP: JET	S	60	0	0	63	20	8	7	2	0	23	0	0	0
	EXCEL AIRWAYS LTD	C	25	2	0	52	4	4	20	0	20	156	88	8	16
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	69	16	9	0	0	6	35	72	16	43
	FLYJET LTD	C	2	0	0	0	0	0	100	0	0	103	25	35	8
	FUTURA AIRLINES	C	8	0	0	63	0	25	13	0	0	21	0	0	0
	MONARCH AIRLINES	S	120	0	0	85	3	6	7	0	0	11	88	9	120
	MONARCH AIRLINES	C	8	0	0	38	38	0	0	0	25	188	75	22	24
	MY TRAVEL AIRWAYS UK	C	24	0	0	58	0	25	8	0	8	67	74	7	35
	THOMAS COOK AIRLINES LTD	C	32	2	0	59	6	3	19	0	13	94	48	32	33
	THOMSONFLY LTD	C	24	1	0	58	25	8	8	0	0	16	77	10	35
<b>TOTAL ALICANTE</b>			<b>399</b>	<b>7</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>66</b>	<b>23</b>	<b>378</b>
<b>ALMERIA</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	0	0	0	0	40	165	90	4	10
	MONARCH AIRLINES	S	34	0	0	76	18	6	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	0	0	20	0	0	17	80	7	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	12	20	27	10
<b>TOTAL ALMERIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>73</b>	<b>9</b>	<b>49</b>
<b>BARCELONA</b>	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	50	0	0	0
	MONARCH AIRLINES	S	60	0	0	57	13	10	20	0	0	30	78	15	60
<b>TOTAL BARCELONA</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>10</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>68</b>	<b>26</b>	<b>121</b>
<b>GERONA</b>	FINNAIR	C	2	0	0	0	0	0	100	0	0	80	0	0	0
	FLYJET LTD	C	6	0	0	33	33	0	17	17	0	67	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	2	0	88	6	6	0	0	0	5	71	58	17
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	0	8	8	0	0	10	63	61	16
	THOMSONFLY LTD	C	16	0	0	75	0	13	13	0	0	23	47	18	17
<b>TOTAL GERONA</b>			<b>52</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>6</b>	<b>8</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>35</b>	<b>67</b>
<b>IBIZA</b>	FIRST CHOICE AIRWAYS LTD	C	35	1	0	83	9	6	0	3	0	13	79	9	39
	FUTURA AIRLINES	C	8	0	0	38	38	25	0	0	0	25	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	50	19	6
	MY TRAVEL AIRWAYS UK	C	35	0	0	77	3	3	17	0	0	16	68	53	31
	THOMAS COOK AIRLINES LTD	C	21	0	0	52	0	0	19	14	14	146	57	18	28
	THOMSONFLY LTD	C	33	4	0	85	0	6	9	0	0	13	78	21	41
<b>TOTAL IBIZA</b>			<b>140</b>	<b>5</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>34</b>	<b>58</b>	<b>30</b>	<b>220</b>
<b>JEREZ</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	50	21	8
<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>1</b>	<b>47</b>	<b>19</b>	<b>17</b>
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	104	0	0	73	12	3	13	0	0	21	70	26	102
	MONARCH AIRLINES	S	60	0	0	73	13	7	7	0	0	15	0	0	0
<b>TOTAL MADRID</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>23</b>	<b>162</b>
<b>MAHON</b>	EXCEL AIRWAYS LTD	C	10	0	0	70	0	0	30	0	0	30	88	8	8
	FIRST CHOICE AIRWAYS LTD	C	54	0	0	70	7	6	13	4	0	26	82	10	50

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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)											
MAHON	FUTURA AIRLINES	C	13	0	0	69	8	23	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	20	0	0	85	15	0	0	0	5	69	14	16	
	MY TRAVEL AIRWAYS UK	C	28	0	0	71	0	4	25	0	30	81	7	26	
	THOMAS COOK AIRLINES LTD	C	29	0	0	83	10	0	7	0	12	63	40	32	
	THOMSONFLY LTD	C	26	0	0	77	15	0	8	0	13	71	22	34	
<b>TOTAL MAHON</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>4</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>18</b>	<b>170</b>
MALAGA	BMI BRITISH MIDLAND	C	8	0	0	25	13	25	38	0	0	55	38	47	8
	BMIBABY LTD	S	60	0	0	62	20	12	3	3	0	21	62	30	60
	CHANNEL EXPRESS (INCORP: JET	S	60	0	0	72	10	3	13	2	0	25	0	0	0
	EXCEL AIRWAYS LTD	C	24	0	0	58	8	17	8	8	0	45	50	44	16
	FIRST CHOICE AIRWAYS LTD	C	42	0	0	69	12	12	2	0	5	32	72	15	46
	FLYJET LTD	C	8	0	0	13	13	0	75	0	0	84	50	17	2
	GB AIRWAYS LTD	S	68	0	0	79	12	9	0	0	0	9	0	0	0
	MONARCH AIRLINES	S	146	0	0	73	8	7	12	0	0	18	78	12	119
	MONARCH AIRLINES	C	10	0	0	60	10	10	0	20	0	47	5	60	19
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	20	0	0	35	50	26	8
THOMSONFLY LTD	C	26	0	0	77	12	8	0	0	4	35	64	13	42	
<b>TOTAL MALAGA</b>			<b>462</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>64</b>	<b>23</b>	<b>369</b>
MURCIA SAN JAVIER	ASTRAEUS LTD	C	8	0	0	50	50	0	0	0	0	12	63	22	8
	BMIBABY LTD	S	8	0	0	13	50	38	0	0	0	27	13	71	8
	CHANNEL EXPRESS (INCORP: JET	S	62	0	16	90	3	6	0	0	0	4	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>78</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>38</b>	<b>47</b>	<b>16</b>
PALMA DE MALLORCA	BMIBABY LTD	S	60	0	0	45	27	17	8	3	0	32	52	20	60
	EUROPEAN AIR CHARTER	C	8	0	0	0	13	13	50	13	13	153	86	5	14
	EXCEL AIRWAYS LTD	C	26	0	0	50	19	12	19	0	0	33	42	31	31
	FIRST CHOICE AIRWAYS LTD	C	95	0	0	55	11	17	8	7	2	52	70	31	79
	FUTURA AIRLINES	C	8	0	0	63	13	13	13	0	0	19	0	0	0
	MONARCH AIRLINES	S	60	0	0	68	8	13	10	0	0	18	62	20	60
	MONARCH AIRLINES	C	24	0	0	46	21	8	8	0	17	150	60	30	25
	MY TRAVEL AIRWAYS UK	C	73	1	0	85	5	3	7	0	0	9	54	65	94
	SKYSERVICE F B O Inc	C	5	0	0	40	40	0	20	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	70	1	0	36	19	16	23	3	4	66	54	41	70
	THOMSONFLY LTD	C	95	3	0	56	16	11	14	3	1	36	76	20	93
<b>TOTAL PALMA DE MALLORCA</b>			<b>526</b>	<b>6</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>12</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>60</b>	<b>34</b>	<b>537</b>
REUS	ASTRAEUS LTD	C	3	3	0	100	0	0	0	0	0	0	0	0	0
	EUROPEAN AIR CHARTER	C	6	0	0	0	0	0	50	50	0	169	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	67	17	6	11	0	0	15	88	26	16
	FUTURA AIRLINES	C	8	0	0	63	13	25	0	0	0	17	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	25	90	5	10
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	6	0	0	0	0	3	85	18	26
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	14	14	0	0	25	70	30	10
	THOMSONFLY LTD	C	16	0	0	88	13	0	0	0	0	4	69	10	16
<b>TOTAL REUS</b>			<b>76</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>18</b>	<b>78</b>
VALENCIA	CHANNEL EXPRESS (INCORP: JET	S	60	0	0	58	18	12	12	0	0	26	0	0	0
	MAERSK AIR	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	30	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL VALENCIA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SPAIN</b>			<b>2278</b>	<b>25</b>	<b>16</b>	<b>67</b>	<b>12</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>2</b>	<b>31</b>	<b>65</b>	<b>26</b>	2184
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	ASTRAEUS LTD	C	10	0	0	50	30	20	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	32	1	0	66	9	9	16	0	0	23	59	17	22
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	71	18	11	0	0	0	10	67	18	30
	FLYJET LTD	C	10	0	0	70	10	0	10	10	0	42	40	23	10
	FUTURA AIRLINES	C	11	0	0	45	55	0	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	12	0	0	67	33	0	0	0	0	12	50	42	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	0	0	11	0	11	119	71	13	17
	THOMAS COOK AIRLINES LTD	C	19	0	0	58	0	0	37	5	0	57	76	42	37
	THOMSONFLY LTD	C	16	0	0	88	6	6	0	0	0	7	78	9	18
<b>TOTAL ARRECIFE</b>			<b>158</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>67</b>	<b>22</b>	172
<b>FUERTEVENTURA</b>	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	70	11	10
	FIRST CHOICE AIRWAYS LTD	C	24	1	0	63	13	17	8	0	0	18	86	7	28
	FUTURA AIRLINES	C	3	0	0	100	0	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	6	6	0	0	0	6	67	22	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	6	6	22	0	0	23	64	45	22
	THOMSONFLY LTD	C	7	1	0	71	14	0	0	0	14	193	25	85	8
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>69</b>	<b>27</b>	86
<b>LAS PALMAS</b>	EXCEL AIRWAYS LTD	C	8	0	0	63	0	13	0	25	0	82	63	35	8
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	57	13	13	17	0	0	25	62	16	26
	FLYJET LTD	C	4	0	0	0	0	0	50	0	50	282	25	18	4
	FUTURA AIRLINES	C	7	0	0	71	14	14	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	5	100	9	1
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	0	19	13	0	0	22	64	24	33
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	19	6	25	0	0	31	81	7	32
	THOMSONFLY LTD	C	26	0	0	65	4	12	19	0	0	30	85	6	26
<b>TOTAL LAS PALMAS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>8</b>	<b>11</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>70</b>	<b>15</b>	134
<b>TENERIFE (SURREINA SOFIA)</b>	AIR ATLANTA EUROPE LTD	C	10	0	0	0	0	20	60	0	20	223	0	0	0
	ASTRAEUS LTD	C	21	2	0	43	10	5	14	29	0	88	93	4	14
	EXCEL AIRWAYS LTD	C	18	0	0	50	28	6	17	0	0	33	54	23	24
	FIRST CHOICE AIRWAYS LTD	C	77	0	0	61	14	14	10	0	0	21	69	38	48
	FLYJET LTD	C	14	0	0	21	50	14	14	0	0	32	50	13	6
	FUTURA AIRLINES	C	21	0	0	62	10	10	19	0	0	22	0	0	0
	GB AIRWAYS LTD	S	17	0	0	41	24	12	12	12	0	51	0	0	0
	MONARCH AIRLINES	C	18	1	0	39	28	22	11	0	0	24	62	15	21
	MONARCH AIRLINES	S	60	0	0	43	32	10	12	3	0	32	82	9	60
	MY TRAVEL AIRWAYS UK	C	27	0	0	93	4	4	0	0	0	4	56	37	32
	THOMAS COOK AIRLINES LTD	C	40	0	0	60	10	5	20	5	0	37	78	14	41
	THOMSONFLY LTD	C	26	2	0	50	23	19	8	0	0	23	92	3	24
	VOLAR AIRLINES	C	21	0	0	67	24	5	5	0	0	14	55	26	11
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>371</b>	<b>5</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>36</b>	<b>72</b>	<b>19</b>	316
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>713</b>	<b>9</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>70</b>	<b>20</b>	708

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BMI BRITISH MIDLAND	S	8	0	6	88	13	0	0	0	0	4	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>8</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>13</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 ST LUCIA</b>			<b>8</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>13</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>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	96	0	0	82	14	0	4	0	0	11	93	4	94
<b>TOTAL GOTEBORG</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>4</b>	<b>94</b>
STOCKHOLM (ARLANDA)	SAS	S	96	0	0	81	9	5	4	0	0	12	90	6	96
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>96</b>
<b>TOTAL SWEDEN</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>5</b>	<b>190</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	104	0	0	91	6	1	2	0	0	4	79	8	104
<b>TOTAL BASLE MULHOUSE</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>104</b>
GENEVA	BMI BRITISH MIDLAND	C	5	0	0	40	20	20	20	0	0	33	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	111	0	0	85	6	5	3	2	0	12	79	13	109
<b>TOTAL GENEVA</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>109</b>
ZURICH	BRITISH AIRWAYS CITIEXPRESS L	S	28	0	0	50	14	14	21	0	0	31	75	13	104
	SWISS AIRLINES	S	172	0	0	73	17	8	2	0	0	11	73	11	120
<b>TOTAL ZURICH</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>224</b>
<b>TOTAL SWITZERLAND</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>437</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	16	0	0	19	19	44	19	0	0	44	31	34	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>31</b>	<b>34</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>31</b>	<b>34</b>	<b>16</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	14	0	2	71	29	0	0	0	0	10	47	50	15
<b>TOTAL PORT OF SPAIN</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>50</b>	<b>15</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>50</b>	<b>15</b>
<b>TUNISIA</b>															
MONASTIR	ASTRAEUS LTD	C	9	0	0	67	11	22	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	25	45	8
	MY TRAVEL AIRWAYS UK	C	24	0	0	88	0	0	0	13	0	38	56	58	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	25	0	0	0	23	25	53	8
	THOMSONFLY LTD	C	16	0	0	81	6	13	0	0	0	9	100	0	10
<b>TOTAL MONASTIR</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>37</b>	<b>52</b>
<b>TOTAL TUNISIA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>37</b>	<b>52</b>
<b>TURKEY</b>															
ANTALYA	EXCEL AIRWAYS LTD	C	8	0	0	50	0	25	25	0	0	35	63	41	8

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			Actual (7)	Plan (8)											
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	13	63	17	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	88	5	8
	THOMAS COOK AIRLINES LTD	C	32	0	0	50	9	6	34	0	0	47	56	45	25
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	43	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ANTALYA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>9</b>	<b>7</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>64</b>	<b>32</b>	<b>53</b>
BODRUM (MILAS)	ASTRAEUS LTD	C	7	1	0	100	0	0	0	0	0	1	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	38	13	0	25	25	0	96	63	11	8
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	77	8	8	8	0	0	15	88	7	24
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	21	50	43	8
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	13	25	6	0	0	19	56	20	16
	ONUR AIR	C	20	0	0	70	10	15	5	0	0	13	38	23	8
	PEGASUS AIRLINES	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	24	0	0	58	8	0	4	29	0	74	87	7	23
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	6	100	0	8
<b>TOTAL BODRUM (MILAS)</b>			<b>125</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>13</b>	<b>95</b>
DALAMAN	AIR ATLANTA EUROPE LTD	C	11	0	0	18	27	18	18	18	0	87	0	0	0
	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	67	8	3
	BMI BRITISH MIDLAND	C	8	0	0	38	13	25	13	0	13	229	0	0	0
	EXCEL AIRWAYS LTD	C	46	0	0	65	13	0	7	11	4	98	77	18	31
	FINNAIR	C	2	0	0	0	100	0	0	0	0	22	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	56	8	19	17	0	0	28	73	18	40
	FUTURA AIRLINES	C	9	0	0	78	0	0	22	0	0	24	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	28	1	0	57	11	11	21	0	0	33	35	51	26
	MONARCH AIRLINES	C	25	0	0	48	0	16	24	0	12	154	38	24	8
	MY TRAVEL AIRWAYS UK	C	44	0	0	82	0	9	9	0	0	14	78	14	41
	ONUR AIR	C	18	0	0	56	11	17	17	0	0	29	63	24	24
	PEGASUS AIRLINES	C	3	0	0	67	0	33	0	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	79	0	0	61	13	5	18	3	1	47	73	16	41
THOMSONFLY LTD	C	28	1	0	57	14	21	7	0	0	18	56	18	18	
<b>TOTAL DALAMAN</b>			<b>339</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>55</b>	<b>63</b>	<b>23</b>	<b>256</b>
ISTANBUL	ONUR AIR	C	15	0	0	60	20	20	0	0	0	18	25	23	8
	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	47	23	20	10	0	0	24	50	23	42
<b>TOTAL ISTANBUL</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>23</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>26</b>	<b>54</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	20	0	0	70	0	0	15	5	10	66	87	4	15
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>66</b>	<b>87</b>	<b>4</b>	<b>15</b>
<b>TOTAL TURKEY</b>			<b>626</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>10</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>44</b>	<b>64</b>	<b>22</b>	<b>473</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	120	0	0	71	15	13	2	0	0	12	61	16	120
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>16</b>	<b>120</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>16</b>	<b>120</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	180	0	0	91	5	2	2	1	0	6	89	9	148
	BRITISH AIRWAYS CITIEXPRESS L	S	168	1	0	80	8	5	7	0	0	12	95	4	172

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			Actual (7)	Plan (8)											
<b>TOTAL ABERDEEN</b>			<b>348</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	320
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	328	0	0	74	10	9	6	0	0	15	81	8	331
<b>TOTAL BELFAST CITY</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>8</b>	331
BELFAST INTERNATIONAL	BMIBABY LTD	S	156	0	0	72	9	4	13	1	0	22	61	24	147
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>156</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>23</b>	148
BRISTOL	AIR SOUTHWEST	S	42	0	2	52	19	14	14	0	0	27	88	7	66
<b>TOTAL BRISTOL</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>19</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>88</b>	<b>7</b>	66
CITY OF DERRY (EGLINTON)	LOGANAIR	S	52	0	0	67	8	19	6	0	0	18	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>15</b>	60
EDINBURGH	BMI REGIONAL	S	236	0	0	90	4	3	3	0	0	6	82	9	243
	BRITISH AIRWAYS CITIEXPRESS L	S	299	0	0	75	12	8	5	1	0	14	84	8	310
	CHANNEL EXPRESS (INCORP: JET	S	122	0	0	75	9	11	4	0	0	13	0	0	0
<b>TOTAL EDINBURGH</b>			<b>657</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	553
GATWICK	BRITISH AIRWAYS PLC	S	372	3	1	69	17	9	5	0	0	16	70	14	378
	CHANNEL EXPRESS (INCORP: JET	S	147	0	1	81	8	7	4	0	0	11	0	0	0
	FLYJET LTD	C	2	0	0	0	100	0	0	0	0	22	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	3	0	67	0	33	0	0	0	16	20	29	5
<b>TOTAL GATWICK</b>			<b>524</b>	<b>25</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>14</b>	383
GLASGOW	BMI REGIONAL	S	178	0	0	86	3	4	7	0	0	11	84	8	227
	BRITISH AIRWAYS CITIEXPRESS L	S	292	1	0	75	5	10	9	1	0	18	75	11	301
<b>TOTAL GLASGOW</b>			<b>470</b>	<b>5</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>10</b>	531
GUERNSEY	AURIGNY AIR SERVICES	S	134	0	14	83	10	1	6	0	0	12	83	8	203
<b>TOTAL GUERNSEY</b>			<b>134</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	203
HEATHROW	BMI BRITISH MIDLAND	S	403	0	1	82	9	6	3	0	0	9	65	18	402
	BRITISH AIRWAYS PLC	S	584	1	2	62	16	15	7	0	0	18	57	19	561
	QANTAS	S	38	0	0	79	11	5	5	0	0	11	80	13	90
<b>TOTAL HEATHROW</b>			<b>1025</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>18</b>	1054
INVERNESS	EASTERN AIRWAYS	S	140	0	4	84	8	1	6	2	0	14	90	6	139
<b>TOTAL INVERNESS</b>			<b>140</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>8</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	141
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	272	1	0	71	14	7	8	0	0	17	0	0	0
	EUROMANX GMBH	S	164	0	0	72	16	7	3	1	0	16	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>436</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>6</b>	284
JERSEY	BMIBABY LTD	S	60	0	0	48	15	20	17	0	0	32	32	36	60
	BRITISH AIRWAYS CITIEXPRESS L	C	12	0	0	100	0	0	0	0	0	4	72	28	25
	BRITISH AIRWAYS CITIEXPRESS L	S	84	0	0	63	12	13	12	0	0	24	72	18	92
	FLYBE.BRITISH EUROPEAN	C	8	0	0	63	13	25	0	0	0	13	75	8	8
<b>TOTAL JERSEY</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>25</b>	185
LONDON CITY	VLM (BELGIUM)	S	354	0	13	77	10	8	5	0	0	12	92	5	410
<b>TOTAL LONDON CITY</b>			<b>354</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	410
<b>TOTAL LUTON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>108</b>	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NORWICH	EASTERN AIRWAYS	S	130	0	2	93	2	1	3	1	0	7	92	6	131
<b>TOTAL NORWICH</b>			<b>130</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>6</b>	<b>131</b>
PLYMOUTH	AIR SOUTHWEST	S	96	0	6	58	24	10	6	1	0	22	83	10	76
<b>TOTAL PLYMOUTH</b>			<b>96</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>24</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>10</b>	<b>76</b>
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	230	0	0	76	10	5	8	0	0	17	88	7	234
	FLYBE.BRITISH EUROPEAN	S	147	0	1	79	6	5	8	1	0	17	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>377</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>7</b>	<b>234</b>
STANSTED	EASTERN AIRWAYS	S	132	0	0	93	2	2	3	0	0	6	97	5	131
<b>TOTAL STANSTED</b>			<b>132</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>5</b>	<b>133</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5572</b>	<b>42</b>	<b>47</b>	<b>76</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>5246</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	60	0	0	70	8	10	10	2	0	22	83	21	60
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>21</b>	<b>60</b>
BOSTON	AMERICAN AIRLINES	S	60	0	0	83	10	2	2	3	0	15	95	2	60
<b>TOTAL BOSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>2</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	80	5	8	5	2	0	15	82	9	60
	BMI BRITISH MIDLAND	S	60	0	0	82	5	7	7	0	0	12	83	34	60
	PAKISTAN INTL AIRLINES	S	12	0	0	50	25	25	0	0	0	20	89	3	18
<b>TOTAL CHICAGO (O'HARE)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>19</b>	<b>138</b>
HOUSTON	PAKISTAN INTL AIRLINES	S	13	0	0	77	15	0	8	0	0	12	78	9	18
<b>TOTAL HOUSTON</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	<b>18</b>
LAS VEGAS	BMI BRITISH MIDLAND	S	18	0	0	94	6	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	65	12	12	12	0	0	28	50	18	10
<b>TOTAL LAS VEGAS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>29</b>	<b>75</b>	<b>17</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	58	0	0	81	3	12	3	0	0	11	90	5	59
	PAKISTAN INTL AIRLINES	S	35	0	0	40	23	20	14	3	0	37	62	18	37
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>10</b>	<b>96</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	120	0	0	83	6	4	5	3	0	13	87	7	60
<b>TOTAL NEW YORK (NEWARK)</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>60</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	88	5	5	2	0	0	6	65	75	49
<b>TOTAL ORLANDO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>75</b>	<b>49</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	83	8	5	2	2	0	10	79	13	58
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>58</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	61	1	0	33	7	23	23	11	3	78	6	103	53
	FINNAIR	C	4	0	0	50	50	0	0	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	86	9	5	0	0	0	6	33	56	9
	MY TRAVEL AIRWAYS UK	C	35	0	0	74	6	6	11	3	0	24	35	156	31
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	0	44	0	0	46	43	37	7
	THOMSONFLY LTD	C	17	0	0	71	18	6	6	0	0	13	60	35	15
<b>TOTAL SANFORD</b>			<b>149</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>9</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>43</b>	<b>25</b>	<b>101</b>	<b>115</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	51	1	1	75	4	6	12	0	4	32	76	14	51
TOTAL WASHINGTON (DULLES)			51	1	1	75	4	6	12	0	4	32	76	14	51
TOTAL USA			833	4	1	74	8	8	7	2	0	21	71	32	724
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	20	20	0	0	0	13	0	0	0
TOTAL PORLAMAR			5	0	0	60	20	20	0	0	0	13	11	227	9
TOTAL VENEZUELA			5	0	0	60	20	20	0	0	0	13	11	227	9
TOTAL MANCHESTER			20193	116	85	72	11	8	8	1	0	21	74	17	19427

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	TYROLEAN AIRWAYS	C	5	0	0	60	40	0	0	0	0	10	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>7</b>	<b>5</b>
SALZBURG	LAUDA-AIR	C	8	0	0	75	25	0	0	0	0	10	0	0	0
	SN BRUSSELS AIRLINES	C	6	0	0	100	0	0	0	0	0	1	100	0	6
<b>TOTAL SALZBURG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>12</b>	<b>13</b>
<b>TOTAL AUSTRIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>10</b>	<b>18</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	147	0	1	90	5	3	1	0	0	5	74	10	143
<b>TOTAL BRUSSELS</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>10</b>	<b>143</b>
<b>TOTAL BELGIUM</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>10</b>	<b>143</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	16	0	0	100	0	0	0	0	0	3	69	15	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	5	75	10	8
<b>TOTAL BURGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>24</b>
VARNA	BH AIR	C	10	0	0	60	20	0	0	0	20	114	100	0	8
	THOMSONFLY LTD	C	9	0	0	89	0	0	0	11	0	21	0	0	0
<b>TOTAL VARNA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>70</b>	<b>82</b>	<b>14</b>	<b>17</b>
<b>TOTAL BULGARIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>32</b>	<b>76</b>	<b>13</b>	<b>41</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	90	0	0	0	10	0	21	90	4	10
<b>TOTAL TORONTO</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>4</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>4</b>	<b>10</b>
<b>CYPRUS</b>															
LARNACA	AIR ATLANTA EUROPE LTD	C	4	0	0	25	25	50	0	0	0	21	0	0	0
	EUROCYPRIA AIRLINES LTD	C	8	0	0	0	25	13	63	0	0	95	0	0	0
	HELIOS AIRWAYS LTD	C	8	0	0	25	25	13	38	0	0	42	0	61	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	100	2	9
	THOMSONFLY LTD	C	8	0	0	63	0	13	25	0	0	28	75	7	8
<b>TOTAL LARNACA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>17</b>	<b>14</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>61</b>	<b>66</b>	<b>33</b>
PAPHOS	AIR ATLANTA EUROPE LTD	C	4	0	0	75	0	25	0	0	0	10	0	0	0
	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	10	40	20	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	1	100	1	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	25	0	25	142	100	1	8
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	2	100	0	8
<b>TOTAL PAPHOS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>35</b>	<b>83</b>	<b>6</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>37</b>	<b>72</b>	<b>35</b>	<b>68</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	13	10	2	0	0	12	85	6	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL PRAGUE			60	0	0	75	13	10	2	0	0	12	85	6	60
TOTAL CZECH REPUBLIC			60	0	0	75	13	10	2	0	0	12	85	6	60
DENMARK															
COPENHAGEN	SAS	S	60	0	0	97	2	2	0	0	0	1	0	0	0
TOTAL COPENHAGEN			60	0	0	97	2	2	0	0	0	1	95	2	60
TOTAL DENMARK			60	0	0	97	2	2	0	0	0	1	95	2	60
DOMINICAN REPUBLIC															
PUERTO PLATA	EXCEL AIRWAYS LTD	C	8	0	0	38	0	25	25	0	13	198	0	0	0
TOTAL PUERTO PLATA			8	0	0	38	0	25	25	0	13	198	0	0	0
TOTAL DOMINICAN REPUBLIC			8	0	0	38	0	25	25	0	13	198	0	0	0
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	10	0	0	70	0	10	0	20	0	58	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			10	0	0	70	0	10	0	20	0	58	0	0	0
TOTAL EGYPT			10	0	0	70	0	10	0	20	0	58	0	0	0
FRANCE															
NICE	EASYJET AIRLINE COMPANY LTD	S	58	0	0	52	31	16	2	0	0	18	68	11	60
TOTAL NICE			58	0	0	52	31	16	2	0	0	18	68	11	60
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	160	2	0	60	16	14	8	1	0	23	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	87	7	7	0	0	0	7	85	10	60
TOTAL PARIS (CHARLES DE GAULLE)			220	2	0	67	14	12	6	1	0	19	69	17	216
TOTAL FRANCE			278	2	0	64	17	13	5	1	0	18	68	15	276
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	54	0	0	61	20	9	9	0	0	18	82	9	60
TOTAL BERLIN (SCHONEFELD)			54	0	0	61	20	9	9	0	0	18	82	9	60
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	34	0	0	65	21	9	6	0	0	16	0	0	0
TOTAL COLOGNE (BONN)			34	0	0	65	21	9	6	0	0	16	0	0	0
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	50	0	0	68	24	8	0	0	0	11	85	5	52
TOTAL DUSSELDORF			50	0	0	68	24	8	0	0	0	11	85	5	52
HANOVER	HAPAG LLOYD EXPRESS	S	34	0	0	44	15	18	18	6	0	48	77	9	26
TOTAL HANOVER			34	0	0	44	15	18	18	6	0	48	77	9	26
MUNICH	HAPAG LLOYD EXPRESS	S	24	0	0	46	21	21	4	8	0	37	0	0	0
TOTAL MUNICH			24	0	0	46	21	21	4	8	0	37	0	139	1
TOTAL GERMANY			196	0	0	59	20	12	7	2	0	23	81	8	139
GREECE															
CHANIA	EXCEL AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	15	0	0	0
TOTAL CHANIA			8	0	0	63	25	13	0	0	0	15	38	116	8
CORFU	AIR ATLANTA EUROPE LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	9	0	0	44	22	33	0	0	0	19	100	3	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	13	0	0	0	16	50	36	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	0	11	11	0	40	75	14	16
	THOMSONFLY LTD	C	10	0	0	20	20	40	20	0	0	47	75	13	8
<b>TOTAL CORFU</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>78</b>	<b>14</b>	<b>46</b>
HERAKLION	AIR ATLANTA EUROPE LTD	C	5	0	0	100	0	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	2	75	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	19	100	2	9
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	7	100	1	10
<b>TOTAL HERAKLION</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>35</b>	
KALAMATA	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	8	0	0	0	0
<b>TOTAL KALAMATA</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KEFALLINIA	BMI BRITISH MIDLAND	C	7	0	0	0	14	57	29	0	0	58	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>56</b>	<b>17</b>	<b>16</b>
KOS	AIR ATLANTA EUROPE LTD	C	4	0	0	50	0	50	0	0	0	19	0	0	0
	EXCEL AIRWAYS LTD	C	9	1	0	78	22	0	0	0	0	8	0	0	0
<b>TOTAL KOS</b>			<b>13</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>21</b>	<b>25</b>
RHODES	EXCEL AIRWAYS LTD	C	16	0	0	69	13	19	0	0	0	12	59	12	17
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	0	11	0	35	80	28	10
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	10
<b>TOTAL RHODES</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>13</b>	<b>37</b>
SALONIKA	EXCEL AIRWAYS LTD	C	7	3	0	86	14	0	0	0	0	5	100	2	11
<b>TOTAL SALONIKA</b>			<b>7</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	<b>20</b>
SKIATHOS	EXCEL AIRWAYS LTD	C	8	0	0	13	13	25	50	0	0	64	0	0	0
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>63</b>	<b>10</b>	<b>8</b>
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	8	0	0	75	13	0	13	0	0	19	50	45	8
<b>TOTAL THIRA (SANTORINI)</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>19</b>	<b>50</b>	<b>45</b>	<b>8</b>
VOLOS	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	86	0	0	0
<b>TOTAL VOLOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	EXCEL AIRWAYS LTD	C	16	0	0	81	13	0	6	0	0	10	100	2	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	100	0	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	0	25	0	70	50	23	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL ZAKINTHOS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>42</b>
<b>TOTAL GREECE</b>			<b>215</b>	<b>5</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>18</b>	<b>253</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	54	0	0	63	19	13	6	0	0	17	0	0	0
<b>TOTAL BUDAPEST</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</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>54</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	112	0	0	82	10	6	2	0	0	10	92	4	112

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Reporting Airport: NEWCASTLE (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL DUBLIN			112	0	0	82	10	6	2	0	0	10	92	4	112
TOTAL IRISH REPUBLIC			113	1	0	81	10	6	3	0	0	11	92	4	112
ITALY															
BERGAMO	RYANAIR	S	60	0	0	87	8	0	2	0	3	18	0	0	0
TOTAL BERGAMO			60	0	0	87	8	0	2	0	3	18	0	0	0
NAPLES	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	7	63	12	8
TOTAL NAPLES			11	0	0	73	18	0	9	0	0	16	63	12	8
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	28	13	0	0	0	13	0	0	0
TOTAL ROME (CIAMPINO)			60	0	0	58	28	13	0	0	0	13	0	0	0
VENICE	BMI BRITISH MIDLAND	C	8	0	0	88	13	0	0	0	0	5	100	4	7
TOTAL VENICE			8	0	0	88	13	0	0	0	0	5	100	4	7
VERONA VILAFRANCA	AIR MALTA	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	57	14	0	14	14	0	51	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	7	70	11	10
TOTAL VERONA VILAFRANCA			16	0	0	69	19	0	6	6	0	28	59	14	17
TOTAL ITALY			155	0	0	73	18	5	2	1	1	16	68	16	34
MALTA															
MALTA	AIR MALTA	S	10	0	0	40	40	0	20	0	0	33	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	2	56	29	16
TOTAL MALTA			18	0	0	61	28	0	11	0	0	19	58	49	26
TOTAL MALTA			18	0	0	61	28	0	11	0	0	19	58	49	26
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	240	0	0	86	8	4	2	1	0	10	65	20	290
TOTAL AMSTERDAM			241	0	0	86	8	4	2	1	0	10	64	20	297
TOTAL NETHERLANDS			241	0	0	86	8	4	2	1	0	10	64	20	297
NORWAY															
SANDEFJORD(TORP)	RYANAIR	S	8	0	0	75	25	0	0	0	0	5	0	0	0
TOTAL SANDEFJORD(TORP)			8	0	0	75	25	0	0	0	0	5	0	0	0
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	52	0	0	75	10	12	4	0	0	15	71	14	97
TOTAL STAVANGER			52	0	0	75	10	12	4	0	0	15	71	14	97
TOTAL NORWAY			60	0	0	75	12	10	3	0	0	14	71	14	97
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	26	0	0	85	8	0	0	8	0	29	92	5	26
TOTAL FARO			34	0	0	76	15	3	0	6	0	25	76	11	34
TOTAL PORTUGAL(EXCLUDING MADEIRA)			34	0	0	76	15	3	0	6	0	25	78	10	36

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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>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	100	0	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>0</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	76	0	0	58	20	16	4	3	0	23	86	8	76
	EXCEL AIRWAYS LTD	C	18	0	0	67	11	6	17	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	8	62	34	13
	THOMAS COOK AIRLINES LTD	C	16	0	0	88	0	0	13	0	0	13	94	3	16
	THOMSONFLY LTD	C	16	0	0	88	13	0	0	0	0	5	100	2	23
<b>TOTAL ALICANTE</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>86</b>	<b>9</b>	<b>136</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	27	10	2	0	0	13	67	13	60
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>27</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>13</b>	<b>60</b>
GERONA	SPANAIR	C	8	0	0	25	0	38	38	0	0	46	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	0	22	0	66	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	88	5	8
<b>TOTAL GERONA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>94</b>	<b>3</b>	<b>16</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	2	1	0	100	0	0	0	0	0	0	0	0	0
	EXCEL AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	0	6	13	6	0	36	94	3	18
	THOMSONFLY LTD	C	17	0	0	82	18	0	0	0	0	6	96	3	24
<b>TOTAL IBIZA</b>			<b>53</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>5</b>	<b>58</b>
MAHON	EXCEL AIRWAYS LTD	C	8	0	0	50	0	13	38	0	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	1	88	5	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	100	0	17
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	0	94	1	18
<b>TOTAL MAHON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>2</b>	<b>51</b>
MALAGA	AIR ATLANTA EUROPE LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	68	0	0	81	13	3	3	0	0	10	70	20	60
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	78	26	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	14	88	7	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	17
<b>TOTAL MALAGA</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>8</b>	<b>77</b>	<b>16</b>	<b>111</b>
MURCIA SAN JAVIER	CHANNEL EXPRESS (INCORP: JET	S	38	0	0	84	3	3	3	8	0	25	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR ATLANTA EUROPE LTD	C	4	0	0	50	0	25	25	0	0	34	0	0	0
	AIR EUROPA	C	9	0	0	0	56	11	33	0	0	60	50	16	8
	EASYJET AIRLINE COMPANY LTD	S	60	1	0	63	18	15	3	0	0	17	78	16	60
	EXCEL AIRWAYS LTD	C	16	0	0	69	13	0	19	0	0	25	67	17	6
	FUTURA AIRLINES	C	8	0	0	75	13	0	13	0	0	21	0	0	0
	SPANAIR	C	16	0	0	19	19	19	44	0	0	46	15	40	13
	THOMAS COOK AIRLINES LTD	C	25	0	0	92	4	0	4	0	0	8	92	4	26
	THOMSONFLY LTD	C	28	0	0	68	11	11	11	0	0	17	88	7	40

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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 PALMA DE MALLORCA</b>			<b>166</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>15</b>	<b>187</b>
<b>REUS</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	89	23	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	13	38	0	0	55	88	9	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8
<b>TOTAL REUS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>91</b>	<b>14</b>	<b>34</b>
<b>TOTAL SPAIN</b>			<b>641</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>12</b>	<b>653</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR ATLANTA EUROPE LTD	C	6	0	0	67	17	17	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	74	13	19
	THOMSONFLY LTD	C	8	0	0	88	0	0	0	0	13	115	100	0	10
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>74</b>	<b>12</b>	<b>46</b>
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	90	9	10
	THOMAS COOK AIRLINES LTD	C	8	1	0	75	0	13	13	0	0	22	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>9</b>	<b>10</b>
<b>LAS PALMAS</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	75	11	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	15	100	1	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
<b>TOTAL LAS PALMAS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>5</b>	<b>24</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR ATLANTA EUROPE LTD	C	10	0	0	80	20	0	0	0	0	7	0	0	0
	FUTURA AIRLINES	C	7	0	0	43	29	14	14	0	0	37	50	15	8
	MY TRAVEL AIRWAYS UK	C	9	1	0	100	0	0	0	0	0	1	81	9	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	0	0	22	0	0	26	100	0	24
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	100	0	9
	VOLAR AIRLINES	C	10	0	0	80	20	0	0	0	0	7	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>10</b>	<b>65</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>126</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>145</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	52	18	18	12	0	0	23	0	0	0
<b>TOTAL GENEVA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	75	41	8
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>41</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>41</b>	<b>8</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	SUNEXPRESS	C	8	0	0	75	13	13	0	0	0	11	75	9	8
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>9</b>	<b>8</b>
<b>BODRUM (MILAS)</b>	MY TRAVEL AIRWAYS UK	C	6	2	0	100	0	0	0	0	0	0	71	38	17
	THOMAS COOK AIRLINES LTD	C	15	1	0	60	13	7	20	0	0	24	100	0	7
<b>TOTAL BODRUM (MILAS)</b>			<b>21</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>30</b>	<b>25</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	EXCEL AIRWAYS LTD	C	18	0	0	61	11	17	11	0	0	26	0	0	0
	ONUR AIR	C	10	0	0	20	10	30	20	0	20	116	14	65	7
	PEGASUS AIRLINES	C	16	0	0	88	13	0	0	0	0	7	75	36	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	0	0	6	18	0	50	88	11	16
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	4	100	1	8
<b>TOTAL DALAMAN</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>37</b>	<b>77</b>	<b>18</b>	<b>56</b>
IZMIR (ADNAM MENDERES)	PEGASUS AIRLINES	C	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>110</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>28</b>	<b>76</b>	<b>21</b>	<b>89</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	226	0	2	88	6	4	1	0	0	8	89	5	223
<b>TOTAL ABERDEEN</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>5</b>	<b>223</b>
BELFAST CITY	FLYBE.BRITISH EUROPEAN	S	154	0	2	90	6	0	4	0	0	8	88	6	164
<b>TOTAL BELFAST CITY</b>			<b>154</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>164</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	142	0	0	70	18	8	4	0	0	13	85	8	120
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>120</b>
BIRMINGHAM	EASTERN AIRWAYS	S	172	1	0	93	4	1	2	0	0	4	99	1	176
<b>TOTAL BIRMINGHAM</b>			<b>172</b>	<b>1</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>99</b>	<b>1</b>	<b>176</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	172	0	0	87	9	3	1	0	0	7	87	10	164
<b>TOTAL BRISTOL</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>10</b>	<b>164</b>
EXETER	FLYBE.BRITISH EUROPEAN	S	60	0	0	73	5	12	10	0	0	19	0	0	0
<b>TOTAL EXETER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>5</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	228	0	0	69	19	9	3	0	0	13	76	12	232
<b>TOTAL GATWICK</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>12</b>	<b>232</b>
GLASGOW	BMI BRITISH MIDLAND	C	7	0	0	86	0	14	0	0	0	9	0	0	0
<b>TOTAL GLASGOW</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
HEATHROW	BRITISH AIRWAYS PLC	S	391	0	0	59	20	17	5	0	0	18	63	19	334
<b>TOTAL HEATHROW</b>			<b>391</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>334</b>
ISLE OF MAN	EASTERN AIRWAYS	S	51	8	1	96	4	0	0	0	0	1	92	5	48
<b>TOTAL ISLE OF MAN</b>			<b>51</b>	<b>8</b>	<b>1</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>48</b>
JERSEY	FLYBE.BRITISH EUROPEAN	S	42	0	0	76	12	5	7	0	0	16	50	29	8
<b>TOTAL JERSEY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>29</b>	<b>8</b>
PLYMOUTH	AIR WALES LTD	S	96	0	0	70	13	6	9	2	0	24	88	12	96
<b>TOTAL PLYMOUTH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>88</b>	<b>12</b>	<b>96</b>
SOUTHAMPTON	EASTERN AIRWAYS	S	140	0	0	82	9	6	1	1	0	11	94	4	140
	FLYBE.BRITISH EUROPEAN	S	112	0	0	66	17	8	7	0	2	36	0	0	0
<b>TOTAL SOUTHAMPTON</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>94</b>	<b>4</b>	<b>140</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	232	0	0	76	15	6	2	1	0	13	82	8	224
<b>TOTAL STANSTED</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>224</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 UNITED KINGDOM			2225	12	5	76	13	7	3	0	0	13	83	9	1937
USA															
SANFORD	EXCEL AIRWAYS LTD	C	10	0	0	20	30	10	40	0	0	43	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	33	0	100	6
TOTAL SANFORD			22	0	0	50	14	9	27	0	0	32	6	94	16
TOTAL USA			22	0	0	50	14	9	27	0	0	32	6	94	16
TOTAL NEWCASTLE			4995	27	6	75	12	8	5	1	0	16	79	12	4527

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	60	0	0	48	38	10	3	0	0	17	72	10	60
<b>TOTAL GRAZ</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>10</b>	<b>60</b>
KLAGENFURT	RYANAIR	S	60	0	0	83	12	5	0	0	0	7	75	10	60
<b>TOTAL KLAGENFURT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>10</b>	<b>60</b>
LINZ	RYANAIR	S	60	0	0	87	8	5	0	0	0	6	93	4	60
<b>TOTAL LINZ</b>			<b>60</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>93</b>	<b>4</b>	<b>60</b>
SALZBURG	RYANAIR	S	120	0	0	77	13	7	3	0	0	10	84	8	120
<b>TOTAL SALZBURG</b>			<b>120</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>10</b>	<b>84</b>	<b>8</b>	<b>120</b>
VIENNA	NIKI	S	72	0	0	61	22	13	1	3	0	23	0	0	0
<b>TOTAL VIENNA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>13</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>4</b>	<b>2</b>
<b>TOTAL AUSTRIA</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>302</b>
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	BLUE LINE	C	2	0	0	50	0	0	50	0	0	43	0	0	0
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AZERBAIJAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	50	25	13	13	0	0	22	0	0	0
	BULGARIA AIR	C	10	0	0	30	40	20	10	0	0	26	88	4	8
<b>TOTAL BURGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>CANADA</b>															
TORONTO	ZOOM AIRLINES	S	5	0	0	40	40	20	0	0	0	20	0	0	0
<b>TOTAL TORONTO</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
VANCOUVER	THOMAS COOK AIRLINES LTD	S	7	0	1	29	14	29	14	14	0	58	0	0	0
	ZOOM AIRLINES	S	5	0	0	100	0	0	0	0	0	0	50	13	4
<b>TOTAL VANCOUVER</b>			<b>12</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>13</b>	<b>4</b>
<b>TOTAL CANADA</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>13</b>	<b>4</b>
<b>CHINA</b>															
BEIJING	EUROATLANTIC AIRWAYS	C	2	0	0	0	0	0	0	100	0	221	0	0	0
<b>TOTAL BEIJING</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>221</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
SPLIT	CHANNEL EXPRESS (INCORP: JET	C	8	0	0	63	38	0	0	0	0	11	0	0	0
<b>TOTAL SPLIT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>8</b>
<b>TOTAL CROATIA</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>11</b>	<b>68</b>	<b>13</b>	<b>22</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	CYPRUS AIRWAYS	S	32	0	0	72	22	6	0	0	0	10	69	18	42
	HELIOS AIRWAYS LTD	S	8	1	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	28	60	30	10
<b>TOTAL LARNACA</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>20</b>	<b>52</b>
PAPHOS	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	9	0	0	89	11	0	0	0	0	4	100	1	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	13	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	13	100	2	10
<b>TOTAL PAPHOS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>1</b>	<b>20</b>
<b>TOTAL CYPRUS</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>72</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	60	0	0	82	12	5	2	0	0	9	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</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>
PRAGUE	CSA	S	112	0	0	72	18	5	4	0	0	14	83	9	112
	EASYJET AIRLINE COMPANY LTD	S	120	3	0	89	7	4	0	0	0	6	76	18	180
<b>TOTAL PRAGUE</b>			<b>232</b>	<b>3</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>79</b>	<b>15</b>	<b>292</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>292</b>	<b>3</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>79</b>	<b>15</b>	<b>292</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	104	0	0	86	6	4	5	0	0	9	76	14	104
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>104</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	170	0	0	85	10	3	2	0	0	8	72	15	172
<b>TOTAL COPENHAGEN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>15</b>	<b>172</b>
<b>TOTAL DENMARK</b>			<b>274</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>77</b>	<b>13</b>	<b>336</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	12	0	0	0	0	4	0	0	0
<b>TOTAL TALLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</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 ESTONIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</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>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	15	0	1	47	33	0	0	20	0	53	0	0	0
<b>TOTAL VAGAR</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FAROE ISLANDS</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>53</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	CHANNEL EXPRESS (INCORP: JET	C	4	4	0	75	0	25	0	0	0	14	80	6	5
<b>TOTAL PRISTINA</b>			<b>4</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>6</b>	<b>5</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>4</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>6</b>	<b>5</b>
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	66	0	2	82	12	3	3	0	0	9	93	9	60

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TAMPERE			66	0	2	82	12	3	3	0	0	9	93	9	60
TOTAL FINLAND			66	0	2	82	12	3	3	0	0	9	93	9	60
FRANCE															
BERGERAC	RYANAIR	S	76	0	0	96	4	0	0	0	0	3	87	6	106
TOTAL BERGERAC			76	0	0	96	4	0	0	0	0	3	87	6	106
BIARRITZ	RYANAIR	S	75	0	0	83	15	1	1	0	0	8	81	8	102
TOTAL BIARRITZ			75	0	0	83	15	1	1	0	0	8	81	8	102
CALVI	CHANNEL EXPRESS (INCORP: JET	C	8	0	0	75	25	0	0	0	0	7	86	4	7
TOTAL CALVI			8	0	0	75	25	0	0	0	0	7	86	4	7
CARCASSONNE	RYANAIR	S	120	0	0	82	11	5	3	0	0	10	92	5	120
TOTAL CARCASSONNE			120	0	0	82	11	5	3	0	0	10	92	5	120
DINARD	RYANAIR	S	60	0	1	57	22	20	2	0	0	17	72	11	76
TOTAL DINARD			60	0	1	57	22	20	2	0	0	17	72	11	76
FIGARI	CHANNEL EXPRESS (INCORP: JET	C	8	0	0	75	0	0	25	0	0	21	88	4	8
TOTAL FIGARI			8	0	0	75	0	0	25	0	0	21	88	4	8
GRENOBLE	RYANAIR	S	16	0	2	100	0	0	0	0	0	1	0	0	0
TOTAL GRENOBLE			16	0	2	100	0	0	0	0	0	1	0	0	0
LA ROCHELLE	RYANAIR	S	67	0	0	87	7	3	1	1	0	10	93	3	68
TOTAL LA ROCHELLE			67	0	0	87	7	3	1	1	0	10	93	3	68
LIMOGES	RYANAIR	S	66	0	0	89	11	0	0	0	0	4	90	5	98
TOTAL LIMOGES			66	0	0	89	11	0	0	0	0	4	90	5	98
LYON	EASYJET AIRLINE COMPANY LTD	S	64	0	0	84	11	5	0	0	0	7	68	16	60
TOTAL LYON			64	0	0	84	11	5	0	0	0	7	68	16	60
MONTPELLIER	RYANAIR	S	59	0	1	98	2	0	0	0	0	3	90	4	68
TOTAL MONTPELLIER			59	0	1	98	2	0	0	0	0	3	90	4	68
NICE	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	100	0	0	0	0	0	13	50	15	2
	EASYJET AIRLINE COMPANY LTD	S	104	0	16	85	10	5	1	0	0	8	80	18	120
TOTAL NICE			106	1	16	85	9	5	1	0	0	8	79	18	123
NIMES	RYANAIR	S	60	0	0	60	23	17	0	0	0	16	93	4	120
TOTAL NIMES			60	0	0	60	23	17	0	0	0	16	93	4	120
PAU	RYANAIR	S	60	0	0	83	10	5	2	0	0	7	87	10	60
TOTAL PAU			60	0	0	83	10	5	2	0	0	7	87	10	60
PERPIGNAN	RYANAIR	S	60	0	0	82	17	0	0	2	0	11	91	6	100
TOTAL PERPIGNAN			60	0	0	82	17	0	0	2	0	11	91	6	100
POITIERS	RYANAIR	S	60	0	0	78	12	7	3	0	0	12	38	23	60
TOTAL POITIERS			60	0	0	78	12	7	3	0	0	12	38	23	60
RODEZ	RYANAIR	S	60	0	0	68	12	13	7	0	0	15	95	3	60
TOTAL RODEZ			60	0	0	68	12	13	7	0	0	15	95	3	60

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ST ETIENNE	RYANAIR	S	52	0	0	62	23	10	6	0	0	15	86	7	59
<b>TOTAL ST ETIENNE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>59</b>
TARBES-LOURDES INTERNATIONAL	CHANNEL EXPRESS (INCORP: JET TITAN AIRWAYS LTD)	C C	6 10	0 0	0 0	100 50	0 40	0 10	0 0	0 0	0 0	2 18	50 80	44 8	4 15
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>19</b>
TOURS	RYANAIR	S	60	0	0	80	12	3	2	3	0	14	87	6	60
<b>TOTAL TOURS</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>6</b>	<b>61</b>
<b>TOTAL FRANCE</b>			<b>1154</b>	<b>1</b>	<b>20</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>1378</b>
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	59	0	0	83	7	3	7	0	0	10	91	3	58
<b>TOTAL ALTENBURG - WALLBURG</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>3</b>	<b>58</b>
BERLIN (SCHONEFELD)	RYANAIR	S	120	0	0	78	17	4	2	0	0	10	93	6	120
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>6</b>	<b>120</b>
BERLIN (TEGEL)	AIR BERLIN	S	164	0	0	69	15	12	4	0	0	15	68	13	120
<b>TOTAL BERLIN (TEGEL)</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>12</b>	<b>121</b>
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	121	0	0	87	4	6	3	0	0	9	93	5	120
<b>TOTAL COLOGNE (BONN)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>120</b>
DUSSELDORF	AIR BERLIN	S	151	0	2	89	6	2	3	0	0	6	85	7	155
<b>TOTAL DUSSELDORF</b>			<b>151</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>155</b>
FRIEDRICHSHAFEN	RYANAIR	S	60	0	0	82	10	7	2	0	0	8	83	8	60
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>60</b>
HAHN	RYANAIR	S	230	0	1	80	9	10	1	0	0	9	88	6	232
<b>TOTAL HAHN</b>			<b>230</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>232</b>
HANOVER	AIR BERLIN	S	58	0	0	55	14	21	10	0	0	23	83	8	60
<b>TOTAL HANOVER</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>8</b>	<b>60</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	104	0	0	73	15	8	4	0	0	13	84	7	104
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>104</b>
LEIPZIG	AIR BERLIN	S	23	0	0	74	4	17	4	0	0	16	0	0	0
<b>TOTAL LEIPZIG</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUBECK	RYANAIR	S	160	0	0	89	5	4	0	1	0	7	89	5	178
<b>TOTAL LUBECK</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>178</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	122	6	0	76	13	9	2	0	0	11	63	18	120
<b>TOTAL MUNICH</b>			<b>122</b>	<b>6</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>19</b>	<b>122</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	59	0	0	69	12	5	12	2	0	19	83	6	60
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>6</b>	<b>60</b>
NIEDERRHEIN	RYANAIR	S	104	0	1	81	12	8	0	0	0	7	94	4	164
<b>TOTAL NIEDERRHEIN</b>			<b>104</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>4</b>	<b>164</b>
NUREMBERG	AIR BERLIN	S	68	1	0	54	12	18	13	3	0	36	75	17	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NUREMBERG			68	1	0	54	12	18	13	3	0	36	75	17	60
PADERBORN	AIR BERLIN	S	81	0	0	73	12	4	11	0	0	16	86	9	112
TOTAL PADERBORN			81	0	0	73	12	4	11	0	0	16	86	9	112
STUTTGART	EUROWINGS LUFTVERKEHRS	S	120	0	0	80	13	3	3	0	0	9	0	0	0
TOTAL STUTTGART			120	0	0	80	13	3	3	0	0	9	100	1	2
TOTAL GERMANY			1805	7	4	78	11	8	4	0	0	12	85	8	1789
GREECE															
CORFU	EXCEL AIRWAYS LTD	C	4	0	0	0	25	25	50	0	0	60	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	0	81	2
	THOMSONFLY LTD	C	9	0	0	33	22	22	22	0	0	39	71	72	7
TOTAL CORFU			21	0	0	48	19	14	19	0	0	31	64	37	25
HERAKLION	EXCEL AIRWAYS LTD	C	7	1	0	57	29	14	0	0	0	15	100	3	2
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	0	29	0	0	29	100	6	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	88	3	8
TOTAL HERAKLION			22	2	0	77	9	5	9	0	0	14	85	6	27
KOS	EXCEL AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	38	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	4	80	9	10
TOTAL KOS			13	0	0	77	0	15	8	0	0	14	80	9	10
RHODES	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	100	5	10
TOTAL RHODES			9	0	0	78	11	11	0	0	0	10	75	46	36
ZAKINTHOS	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	15	38	14	8
	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	13	0	13	79	50	16	8
TOTAL ZAKINTHOS			30	0	0	73	7	13	3	0	3	28	65	10	26
TOTAL GREECE			95	3	0	69	9	12	8	0	1	22	73	25	128
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	52	0	0	58	21	13	8	0	0	20	76	10	104
	SKYEUROPE AIRLINES HUNGARY	S	60	0	0	60	27	10	3	0	0	16	53	18	60
TOTAL BUDAPEST			112	0	0	59	24	12	5	0	0	18	68	13	165
TOTAL HUNGARY			112	0	0	59	24	12	5	0	0	18	68	13	165
ICELAND															
KEFLAVIK	JET X	S	110	0	0	76	16	7	0	0	0	10	0	0	0
TOTAL KEFLAVIK			110	0	0	76	16	7	0	0	0	10	92	5	120
TOTAL ICELAND			110	0	0	76	16	7	0	0	0	10	92	5	120
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	60	0	0	85	8	3	3	0	0	9	88	29	59
TOTAL CONNAUGHT			60	0	0	85	8	3	3	0	0	9	88	29	59
CORK	RYANAIR	S	240	0	0	78	14	6	2	0	0	10	79	9	178

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CORK			240	0	0	78	14	6	2	0	0	10	79	9	178
DUBLIN	RYANAIR	S	648	0	6	79	11	6	2	1	0	11	75	11	757
TOTAL DUBLIN			648	1	7	79	11	6	2	1	0	11	75	11	757
KERRY COUNTY	RYANAIR	S	119	0	1	92	3	5	0	0	0	5	76	10	120
TOTAL KERRY COUNTY			119	0	1	92	3	5	0	0	0	5	76	10	120
SHANNON	RYANAIR	S	180	0	0	80	11	2	4	3	1	18	95	3	120
TOTAL SHANNON			180	0	0	80	11	2	4	3	1	18	95	3	120
TOTAL IRISH REPUBLIC			1247	2	8	81	11	5	2	1	0	11	78	11	1234
ISRAEL															
TEL AVIV	AERO CARIBBEAN	C	2	0	0	0	50	0	50	0	0	63	0	0	0
	EL AL	S	19	0	0	32	16	32	21	0	0	33	52	24	29
	ISRAIR LTD	C	20	0	0	60	20	10	10	0	0	22	100	15	1
TOTAL TEL AVIV			41	0	0	44	20	20	17	0	0	29	52	27	31
TOTAL ISRAEL			41	0	0	44	20	20	17	0	0	29	52	27	31
ITALY															
ALGHERO/SASSARI	RYANAIR	S	120	0	0	88	8	3	2	0	0	7	91	8	119
TOTAL ALGHERO/SASSARI			121	0	0	88	8	2	2	0	0	7	91	8	120
ANCONA	RYANAIR	S	60	0	0	82	15	3	0	0	0	7	80	10	60
TOTAL ANCONA			60	0	0	82	15	3	0	0	0	7	81	9	62
BARI (PALESE)	RYANAIR	S	60	0	0	63	13	10	13	0	0	22	62	13	60
TOTAL BARI (PALESE)			60	0	0	63	13	10	13	0	0	22	62	13	60
BERGAMO	RYANAIR	S	156	0	0	68	21	8	3	0	0	14	72	16	204
TOTAL BERGAMO			156	0	0	68	21	8	3	0	0	14	72	16	206
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	5	0	7	0	0	10	57	21	60
TOTAL BOLOGNA			60	0	0	88	5	0	7	0	0	10	57	21	60
BRESCIA/MONTICHIARI	RYANAIR	S	74	0	0	77	8	8	7	0	0	14	61	18	120
TOTAL BRESCIA/MONTICHIARI			75	0	0	76	9	8	7	0	0	14	61	18	120
BRINDISI	RYANAIR	S	60	0	0	55	28	10	7	0	0	19	78	11	60
TOTAL BRINDISI			60	0	0	55	28	10	7	0	0	19	78	11	60
FORLI	RYANAIR	S	120	0	0	57	28	13	2	0	0	16	76	11	120
TOTAL FORLI			120	0	0	57	28	13	2	0	0	16	76	11	120
GENOA	RYANAIR	S	68	0	0	71	16	10	3	0	0	14	75	9	112
TOTAL GENOA			68	0	0	71	16	10	3	0	0	14	75	9	112
TOTAL MILAN (MALPENSA)			3	0	0	33	0	33	33	0	0	50	100	10	2
NAPLES	EASYJET AIRLINE COMPANY LTD	S	120	0	4	77	8	12	3	0	0	12	81	9	120
TOTAL NAPLES			121	1	4	77	8	12	3	0	0	12	81	9	120
OLBIA	CHANNEL EXPRESS (INCORP: JET	C	8	0	0	50	38	13	0	0	0	14	63	14	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 OLBIA			8	0	0	50	38	13	0	0	0	14	63	14	8
PALERMO	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	50	50	0	0	0	22	0	0	0	
	RYANAIR	S	120	0	0	83	13	5	0	0	8	68	12	120	
TOTAL PALERMO			123	0	0	81	13	6	0	0	8	69	12	121	
PESCARA	RYANAIR	S	60	0	0	82	7	8	3	0	11	78	9	60	
TOTAL PESCARA			60	0	0	82	7	8	3	0	11	78	9	60	
PISA	RYANAIR	S	180	0	0	77	17	3	4	0	12	73	14	225	
TOTAL PISA			180	1	0	77	17	3	4	0	12	73	14	225	
ROME (CIAMPINO)	RYANAIR	S	298	0	2	84	9	4	2	1	11	85	9	332	
TOTAL ROME (CIAMPINO)			298	0	2	84	9	4	2	1	11	83	9	453	
TREVISO	RYANAIR	S	180	1	0	79	12	8	1	0	9	86	7	180	
TOTAL TREVISO			180	1	0	79	12	8	1	0	9	86	7	180	
TRIESTE (RONCHI DEI LEGIONARI)	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	100	0	0	0	0	12	0	0	0	
	RYANAIR	S	60	0	0	82	10	8	0	0	9	85	7	60	
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			62	0	0	82	10	8	0	0	9	85	7	60	
TURIN	RYANAIR	S	60	0	0	82	10	8	0	0	8	85	6	60	
TOTAL TURIN			60	0	0	82	10	8	0	0	8	85	6	60	
VERONA VILLAFRANCA	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	100	0	0	0	0	9	0	0	0	
	EUROPEAN AIR CHARTER	C	6	1	0	50	17	0	33	0	42	75	53	8	
TOTAL VERONA VILLAFRANCA			8	1	0	63	13	0	25	0	33	75	53	8	
TOTAL ITALY			1883	5	6	76	14	7	3	0	12	76	12	2402	
LATVIA															
RIGA	RYANAIR	S	70	0	0	94	3	1	1	0	4	0	0	0	
TOTAL RIGA			70	0	0	94	3	1	1	0	4	0	0	0	
TOTAL LATVIA			70	0	0	94	3	1	1	0	4	0	0	0	
LITHUANIA															
KAUNAS	RYANAIR	S	18	0	0	100	0	0	0	0	3	0	0	0	
TOTAL KAUNAS			18	0	0	100	0	0	0	0	3	0	0	0	
TOTAL LITHUANIA			18	0	0	100	0	0	0	0	3	0	0	0	
MALTA															
MALTA	AIR MALTA	S	44	0	0	73	14	7	7	0	15	81	8	26	
TOTAL MALTA			44	1	0	73	14	7	7	0	15	81	8	26	
TOTAL MALTA			44	1	0	73	14	7	7	0	15	81	8	26	
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	178	0	0	76	13	7	4	0	11	71	13	172	
TOTAL AMSTERDAM			179	0	0	75	13	7	4	0	11	71	13	173	
EINDHOVEN	RYANAIR	S	101	0	1	84	9	6	1	0	8	88	9	106	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 EINDHOVEN			101	0	1	84	9	6	1	0	0	8	88	9	106
ROTTERDAM	TRANSAVIA	S	120	0	0	89	3	1	6	2	0	12	92	4	120
TOTAL ROTTERDAM			120	1	0	89	3	1	6	2	0	12	92	4	120
TOTAL NETHERLANDS			400	1	1	82	9	5	4	1	0	10	82	9	399
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	52	0	0	90	6	0	4	0	0	9	94	7	52
TOTAL BERGEN			52	0	0	90	6	0	4	0	0	9	94	7	52
HAUGESUND	RYANAIR	S	60	0	0	97	2	2	0	0	0	2	100	1	60
TOTAL HAUGESUND			60	0	0	97	2	2	0	0	0	2	100	1	60
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	104	0	0	93	5	2	0	0	0	4	72	30	100
TOTAL OSLO (GARDERMOEN)			104	0	0	93	5	2	0	0	0	4	72	30	100
SANDEFJORD(TORP)	RYANAIR	S	160	0	0	91	7	2	0	1	0	7	93	9	132
TOTAL SANDEFJORD(TORP)			160	0	0	91	7	2	0	1	0	7	93	9	132
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	44	0	0	91	7	2	0	0	0	4	0	0	0
TOTAL TRONDHEIM (VAERNES)			44	0	0	91	7	2	0	0	0	4	0	0	0
TOTAL NORWAY			420	0	0	92	5	2	0	0	0	5	88	13	344
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	60	0	0	67	13	5	7	7	2	38	100	5	2
TOTAL KRAKOW			60	0	0	67	13	5	7	7	2	38	100	5	2
POZNAN	RYANAIR	S	16	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL POZNAN			16	0	0	100	0	0	0	0	0	1	81	9	26
WARSAW	SKY EUROPE	S	52	0	0	65	15	13	6	0	0	17	50	19	60
TOTAL WARSAW			53	1	0	66	15	13	6	0	0	17	55	18	112
WROCLAW	RYANAIR	S	60	0	0	95	5	0	0	0	0	4	0	0	0
TOTAL WROCLAW			60	0	0	95	5	0	0	0	0	4	0	0	0
TOTAL POLAND			189	2	0	78	10	5	4	2	1	18	66	14	182
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	128	1	0	76	13	7	4	0	0	11	80	10	128
	EUROATLANTIC AIRWAYS	C	8	0	0	63	25	13	0	0	0	13	100	5	2
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	17	6	0	0	0	8	33	28	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	86	12	14
TOTAL FARO			162	1	0	77	14	7	3	0	0	11	77	12	179
OPORTO (PORTUGAL)	RYANAIR	S	120	0	0	58	33	10	0	0	0	15	0	0	0
TOTAL OPORTO (PORTUGAL)			120	0	0	58	33	10	0	0	0	15	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			282	1	0	68	22	8	2	0	0	12	77	12	179
<b>RUMANIA</b>															
BUCHAREST (BANEASA)	CHANNEL EXPRESS (INCORP: JET	C	2	2	0	100	0	0	0	0	0	5	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BUCHAREST (BANEASA)			2	2	0	100	0	0	0	0	0	5	0	0	0
TOTAL RUMANIA			2	2	0	100	0	0	0	0	0	5	0	0	0
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	S	96	0	0	66	16	7	9	0	2	28	54	26	54
TOTAL BRATISLAVA			96	0	0	66	16	7	9	0	2	28	54	26	54
TOTAL SLOVAK REPUBLIC			96	0	0	66	16	7	9	0	2	28	54	26	54
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	90	7	2	2	0	0	6	77	13	60
TOTAL LJUBLJANA			60	0	0	90	7	2	2	0	0	6	77	13	60
TOTAL SLOVENIA			60	0	0	90	7	2	2	0	0	6	77	13	60
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	198	0	0	84	8	6	3	0	0	8	80	10	188
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL ALICANTE			200	0	0	84	8	6	3	0	0	8	80	10	205
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	5	5	5	0	0	10	0	0	0
	RYANAIR	S	76	0	0	87	5	3	5	0	0	10	0	0	0
TOTAL ALMERIA			136	0	0	86	5	4	5	0	0	10	0	0	0
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	8	5	0	0	0	5	0	0	0
TOTAL ASTURIAS			62	0	0	87	8	5	0	0	0	5	0	0	0
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	119	0	1	76	12	5	8	0	0	15	68	20	120
TOTAL BARCELONA			119	2	1	76	12	5	8	0	0	15	68	20	120
BILBAO	EASYJET AIRLINE COMPANY LTD	S	126	0	0	81	7	6	6	0	0	11	70	16	120
TOTAL BILBAO			126	0	0	81	7	6	6	0	0	11	70	15	122
GERONA	RYANAIR	S	240	0	0	85	9	5	1	0	0	11	88	7	212
TOTAL GERONA			240	0	0	85	9	5	1	0	0	11	88	6	220
GRANADA	RYANAIR	S	68	0	0	85	9	4	1	0	0	7	0	0	0
TOTAL GRANADA			68	0	0	85	9	4	1	0	0	7	0	0	0
IBIZA	EASYJET AIRLINE COMPANY LTD	S	126	0	0	85	9	6	1	0	0	8	81	12	113
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	50	31	8
	IBERWORLD	C	10	0	0	80	20	0	0	0	0	7	0	0	0
	THOMSONFLY LTD	C	16	0	0	88	6	0	6	0	0	9	79	6	19
TOTAL IBIZA			160	0	0	84	9	5	2	0	0	8	81	11	156
JEREZ	RYANAIR	S	120	0	0	82	11	7	1	0	0	8	84	6	127
TOTAL JEREZ			120	0	0	82	11	7	1	0	0	8	83	6	129
MAHON	FIRST CHOICE AIRWAYS LTD	C	12	0	0	92	8	0	0	0	0	3	80	22	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	4	81	9	16
	THOMAS COOK AIRLINES LTD	C	13	0	0	92	0	8	0	0	0	5	87	6	15
	THOMSONFLY LTD	C	18	0	0	100	0	0	0	0	0	2	100	2	16
TOTAL MAHON			53	0	0	94	4	2	0	0	0	3	88	9	57

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	EASYJET AIRLINE COMPANY LTD	S	196	1	0	78	12	9	2	0	0	10	61	23	194
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	88	6	8
<b>TOTAL MALAGA</b>			<b>204</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>23</b>	<b>210</b>
MURCIA SAN JAVIER	RYANAIR	S	122	0	0	80	11	4	4	1	0	12	92	6	218
<b>TOTAL MURCIA SAN JAVIER</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>6</b>	<b>218</b>
PALMA DE MALLORCA	AIR BERLIN	S	60	0	0	53	18	12	15	2	0	31	77	12	60
	AIR EUROPA	C	10	0	0	10	20	30	40	0	0	70	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	61	13	11	15	0	0	24	69	17	68
	EUROPEAN AIR CHARTER	C	8	0	0	13	13	0	25	38	13	181	14	27	7
	EXCEL AIRWAYS LTD	C	5	0	0	40	0	20	40	0	0	61	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	6	25	6	0	0	19	75	13	16
	IBERWORLD	C	8	0	0	88	0	0	13	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	29	14	14	0	0	24	88	7	8
	THOMSONFLY LTD	C	26	0	0	73	15	12	0	0	0	11	76	11	50
<b>TOTAL PALMA DE MALLORCA</b>			<b>212</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>69</b>	<b>15</b>	<b>231</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	2	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	5	75	11	8
	RYANAIR	S	94	0	0	79	10	7	4	0	0	11	83	7	120
<b>TOTAL REUS</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>144</b>
SANTANDER	RYANAIR	S	60	0	0	67	20	10	3	0	0	13	86	6	22
<b>TOTAL SANTANDER</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>6</b>	<b>22</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	60	0	0	85	5	7	3	0	0	9	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEVILLE	CHANNEL EXPRESS (INCORP: JET	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	RYANAIR	S	86	0	0	88	6	3	2	0	0	7	0	0	0
<b>TOTAL SEVILLE</b>			<b>88</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	64	0	0	91	6	2	2	0	0	7	0	0	0
	RYANAIR	S	120	0	0	55	30	10	5	0	0	20	0	0	0
<b>TOTAL VALENCIA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALLADOLID	RYANAIR	S	60	0	0	87	10	3	0	0	0	6	85	8	61
<b>TOTAL VALLADOLID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>61</b>
ZARAGOZA	RYANAIR	S	60	0	0	90	5	2	3	0	0	6	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>2447</b>	<b>6</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>1895</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	89	7	9
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	20	0	0	24	67	15	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	15	70	16	10
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	100	3	10
<b>TOTAL ARRECIFE</b>			<b>34</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>13</b>	<b>74</b>	<b>12</b>	<b>47</b>
FUERTEVENTURA	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	9	75	25	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>14</b>	<b>18</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	26	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	6	88	7	8
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>9</b>	<b>24</b>
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	6	0	0	17	50	17	17	0	0	30	63	15	8
	FIRST CHOICE AIRWAYS LTD	C	9	1	0	100	0	0	0	0	0	4	100	1	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>23</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>6</b>	<b>40</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>81</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>129</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	160	0	0	71	19	9	1	0	0	12	85	6	112
<b>TOTAL GOTEBORG (SAVE)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>112</b>
MALMO	RYANAIR	S	102	0	0	80	12	5	3	0	0	10	68	12	104
<b>TOTAL MALMO</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>12</b>	<b>104</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	168	0	0	90	5	3	2	0	0	6	92	4	140
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>4</b>	<b>140</b>
<b>TOTAL SWEDEN</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>476</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	12	5	3	0	0	11	62	19	60
<b>TOTAL BASLE MULHOUSE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>19</b>	<b>60</b>
<b>TOTAL SWITZERLAND</b>			<b>60</b>	<b>4</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>19</b>	<b>61</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	50	0	0	50	0	0	61	0	0	0
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	88	2	5	45	24	9	18	3	0	38	34	35	92
	SUNEXPRESS	C	8	0	0	88	13	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	0	0	13	57	63	11	8
	THY TURK HAVA YOLLARI TURKIS	S	6	0	4	83	17	0	0	0	0	8	0	0	0
<b>TOTAL ANTALYA</b>			<b>110</b>	<b>2</b>	<b>9</b>	<b>52</b>	<b>23</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>36</b>	<b>33</b>	<b>100</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	25	50	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	2	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>25</b>	<b>50</b>	<b>8</b>
<b>DALAMAN</b>															
	EXCEL AIRWAYS LTD	C	3	1	0	0	0	67	33	0	0	47	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	75	23	8
	KIBRIS TURKISH AIRLINES - KTHY	S	27	0	0	70	7	15	7	0	0	17	76	13	34
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	12	18	12	0	0	22	88	7	8
	THOMSONFLY LTD	C	10	0	0	80	10	0	10	0	0	17	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL DALAMAN</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>14</b>	<b>58</b>
<b>ISTANBUL</b>	ONUR AIR	C	44	0	0	34	9	34	11	9	2	58	53	26	30
	THY TURK HAVA YOLLARI TURKIS	S	26	0	0	31	27	31	12	0	0	35	0	0	0
<b>TOTAL ISTANBUL</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>16</b>	<b>33</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>49</b>	<b>53</b>	<b>26</b>	<b>30</b>
<b>IZMIR (ADNAM MENDERES)</b>	KIBRIS TURKISH AIRLINES - KTHY	S	20	0	2	70	15	5	10	0	0	22	9	37	11
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	7	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>29</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>17</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>9</b>	<b>37</b>	<b>11</b>
<b>TOTAL TURKEY</b>			<b>291</b>	<b>3</b>	<b>11</b>	<b>55</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>48</b>	<b>27</b>	<b>207</b>
<b>UNITED KINGDOM</b>															
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	276	0	2	79	9	6	5	0	0	13	64	17	268
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>276</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>268</b>
<b>BLACKPOOL</b>	RYANAIR	S	102	0	0	91	7	2	0	0	0	4	96	5	104
<b>TOTAL BLACKPOOL</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>5</b>	<b>104</b>
<b>CITY OF DERRY (EGLINTON)</b>	RYANAIR	S	76	0	2	97	1	1	0	0	0	2	88	7	112
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>112</b>
<b>EDINBURGH</b>	EASYJET AIRLINE COMPANY LTD	S	334	0	0	75	15	4	5	0	0	11	55	34	325
	FLYGLOBESPAN	S	104	0	0	74	9	14	3	0	0	13	0	0	0
<b>TOTAL EDINBURGH</b>			<b>438</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>34</b>	<b>325</b>
<b>GLASGOW</b>	EASYJET AIRLINE COMPANY LTD	S	276	0	0	89	4	4	3	0	0	8	78	15	268
	FLYGLOBESPAN	S	104	0	0	75	14	11	0	0	0	9	0	0	0
<b>TOTAL GLASGOW</b>			<b>380</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>78</b>	<b>15</b>	<b>268</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	68	0	6	81	6	9	3	1	0	14	62	18	256
<b>TOTAL GUERNSEY</b>			<b>68</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>6</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>18</b>	<b>256</b>
<b>ISLE OF MAN</b>	EUROMANX GMBH	S	60	0	0	67	23	7	3	0	0	14	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>36</b>	<b>29</b>	<b>112</b>
<b>JERSEY</b>	VLM (BELGIUM)	C	5	2	0	60	0	40	0	0	0	18	0	0	0
<b>TOTAL JERSEY</b>			<b>5</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MANCHESTER</b>	EASTERN AIRWAYS	S	132	0	0	92	4	2	2	0	0	7	95	7	132
<b>TOTAL MANCHESTER</b>			<b>132</b>	<b>6</b>	<b>0</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>7</b>	<b>132</b>
<b>NEWCASTLE</b>	EASYJET AIRLINE COMPANY LTD	S	232	1	0	72	14	9	3	1	0	14	81	9	224
<b>TOTAL NEWCASTLE</b>			<b>232</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>224</b>
<b>NEWQUAY</b>	RYANAIR	S	120	0	0	85	8	3	3	0	0	8	83	9	118
<b>TOTAL NEWQUAY</b>			<b>120</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>83</b>	<b>9</b>	<b>118</b>
<b>PRESTWICK</b>	RYANAIR	S	305	0	0	83	10	6	1	0	0	8	93	5	299
<b>TOTAL PRESTWICK</b>			<b>305</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>299</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2194</b>	<b>20</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>2220</b>
<b>TOTAL STANSTED</b>			<b>14751</b>	<b>79</b>	<b>68</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>14590</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	52	0	0	90	2	4	4	0	0	6	88	8	52	
	STANSTED	RYANAIR		S D	52	0	0	81	10	4	6	0	0	13	63	19	52	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>14</b>	
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND		S A	133	0	0	71	19	9	2	0	0	11	61	17	136	
	HEATHROW	BMI BRITISH MIDLAND		S D	133	0	0	81	11	5	2	0	0	9	72	14	137	
	MANCHESTER	BMI REGIONAL		S A	91	0	0	87	9	2	1	1	0	7	88	11	74	
	MANCHESTER	BMI REGIONAL		S D	89	0	0	96	1	1	2	0	0	4	89	8	74	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	78	0	0	90	4	5	1	0	0	5	91	5	78	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	78	0	0	88	8	1	3	0	0	6	79	10	78	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	84	1	0	82	7	6	5	0	0	12	97	4	86	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	84	0	0	79	8	5	8	0	0	12	93	4	86	
	GATWICK	BRITISH AIRWAYS PLC		S A	111	0	0	56	22	13	9	1	0	23	66	14	112	
	GATWICK	BRITISH AIRWAYS PLC		S D	111	0	0	60	19	12	9	0	0	21	71	15	112	
	HEATHROW	BRITISH AIRWAYS PLC		S A	196	1	0	63	21	11	5	0	0	16	59	19	192	
	HEATHROW	BRITISH AIRWAYS PLC		S D	196	1	0	68	14	13	6	0	0	17	61	19	192	
	NEWCASTLE	EASTERN AIRWAYS		S A	112	0	2	91	5	3	1	0	0	7	90	4	111	
	NEWCASTLE	EASTERN AIRWAYS		S D	114	0	0	85	7	6	1	1	0	9	88	6	112	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	60	21	15	4	0	0	16	77	8	52	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	46	25	25	4	0	0	21	65	12	52	
<b>TOTAL ABERDEEN</b>					<b>1714</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>12</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS		S A	29	0	1	86	0	3	10	0	0	13	100	1	11	
	GATWICK	ETIHAD AIRWAYS		S D	29	0	1	69	31	0	0	0	0	10	62	15	13	
	HEATHROW	ETIHAD AIRWAYS		S A	43	0	0	86	7	5	2	0	0	6	98	1	43	
	HEATHROW	ETIHAD AIRWAYS		S D	43	0	1	63	16	16	5	0	0	16	70	11	43	
	HEATHROW	GULF AIR		S A	31	0	0	65	13	6	10	3	3	35	76	14	34	
	HEATHROW	GULF AIR		S D	30	0	1	73	10	10	7	0	0	14	70	16	33	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>205</b>	<b>1</b>	<b>4</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>9</b>	
ABUJA																		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	30	0	0	83	13	3	0	0	0	5	48	33	21
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	43	23	17	17	0	0	30	48	20	21
<b>TOTAL ABUJA</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>48</b>	<b>27</b>	<b>27</b>
ACCRA	GATWICK	ASTRAEUS LTD		S A	12	0	0	0	17	17	67	0	0	79	0	0	0
	GATWICK	ASTRAEUS LTD		S D	13	0	0	8	8	31	54	0	0	60	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	73	20	7	0	0	0	8	60	15	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	20	40	33	7	0	0	30	40	30	30
	GATWICK	FLYJET LTD		C A	4	0	0	0	50	25	25	0	0	44	0	100	7
	GATWICK	FLYJET LTD		C D	4	0	0	25	25	25	25	0	0	51	63	56	8
	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	25	25	50	0	0	80	20	53	5
<b>TOTAL ACCRA</b>					<b>97</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>26</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>41</b>	<b>41</b>
ADDIS ABABA	HEATHROW	BMED		S A	13	0	0	69	0	31	0	0	0	18	100	1	16
	HEATHROW	BMED		S D	15	0	0	33	33	27	7	0	0	28	22	45	18
	GATWICK	ETHIOPIAN AIRLINES		S A	8	0	0	38	13	25	13	0	13	97	0	0	0
	GATWICK	ETHIOPIAN AIRLINES		S D	8	0	0	50	13	13	25	0	0	33	0	0	0
	HEATHROW	ETHIOPIAN AIRLINES		S A	17	0	0	53	24	6	18	0	0	23	35	37	17
	HEATHROW	ETHIOPIAN AIRLINES		S D	17	1	0	35	24	24	12	0	6	94	47	27	17
<b>TOTAL ADDIS ABABA</b>					<b>78</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>47</b>	<b>50</b>	<b>28</b>	<b>28</b>
AGADIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	0	0	20	0	0	36	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	40	40	0	20	0	0	44	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	25	0	0	0	0	9	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	0	0	40	0	0	35	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	20	40	0	40	0	0	54	0	0	0
<b>TOTAL AGADIR</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>53</b>	<b>53</b>
AJACCIO	HEATHROW	BMI BRITISH MIDLAND		C A	4	0	0	50	50	0	0	0	0	15	0	50	4

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

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																	MATCHED
AJACCIO	HEATHROW	BMI BRITISH MIDLAND		C D	4	0	0	75	25	0	0	0	0	5	50	22	4
<b>TOTAL AJACCIO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>36</b>	<b>36</b>
ALEXANDRIA (BORG EL ARA)	HEATHROW	BMED		S A	12	0	0	92	8	0	0	0	0	3	0	0	0
	HEATHROW	BMED		S D	12	0	0	67	17	8	8	0	0	17	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALGHERO/SASSARI	GATWICK	ASTRAEUS LTD		C A	5	0	0	0	40	60	0	0	0	36	0	0	0
	GATWICK	ASTRAEUS LTD		C D	4	0	0	0	0	50	50	0	0	65	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C A	4	0	0	75	25	0	0	0	0	6	100	0	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C D	4	0	0	75	25	0	0	0	0	14	75	9	4
	STANSTED	RYANAIR		S A	60	0	0	88	8	2	2	0	0	7	92	6	60
	STANSTED	RYANAIR		S D	60	0	0	87	8	3	2	0	0	8	90	9	59
<b>TOTAL ALGHERO/SASSARI</b>					<b>139</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>7</b>	<b>7</b>
ALGIERS	HEATHROW	AIR ALGERIE		S A	20	0	0	5	25	50	15	5	0	50	32	47	19
	HEATHROW	AIR ALGERIE		S D	20	0	0	75	10	0	10	5	0	25	42	38	19
	GATWICK	BRITISH AIRWAYS PLC		S A	20	0	0	55	15	25	5	0	0	23	24	33	21
	GATWICK	BRITISH AIRWAYS PLC		S D	20	0	0	75	15	5	5	0	0	15	67	13	21
<b>TOTAL ALGIERS</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>41</b>	<b>32</b>	<b>32</b>
ALICANTE	BIRMINGHAM	AIR MALTA		C A	4	0	0	25	25	0	50	0	0	69	0	0	0
	BIRMINGHAM	AIR MALTA		C D	4	0	0	50	0	25	25	0	0	47	0	0	0
	HEATHROW	BMI BRITISH MIDLAND		S A	30	0	0	57	17	23	3	0	0	19	43	26	30
	HEATHROW	BMI BRITISH MIDLAND		S D	30	0	0	60	27	13	0	0	0	16	30	32	30
	BIRMINGHAM	BMIBABY LTD		S A	26	0	0	85	4	4	8	0	0	13	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	26	0	0	81	8	4	8	0	0	14	0	0	0
	MANCHESTER	BMIBABY LTD		S A	30	0	0	50	20	13	17	0	0	30	10	65	30
	MANCHESTER	BMIBABY LTD		S D	30	0	0	80	3	10	7	0	0	17	23	49	30
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C A	4	0	0	0	25	0	75	0	0	105	0	54	4
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		C D	4	0	0	25	25	0	50	0	0	61	100	0	4



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

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																	MATCHED
ALICANTE	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	0	0	0	67	33	0	0	56	0	50	1	
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	50	50	0	0	0	12	67	15	3	
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	0	50	50	0	0	31	100	0	1	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	30	0	0	40	37	13	7	3	35	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	30	0	0	87	3	3	7	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	74	9	9	8	0	13	91	4	64	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	77	0	0	69	14	10	6	0	14	77	9	64	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	64	1	0	73	9	8	9	0	16	87	11	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	66	20	11	3	0	17	85	17	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	63	18	11	5	3	23	89	6	38	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	53	21	21	3	3	23	82	11	38	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	88	6	4	2	0	6	82	8	94	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	99	0	0	80	10	7	3	0	11	78	12	94	
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	72	11	6	11	0	18	65	45	20	
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	83	11	0	0	0	41	75	40	20	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	29	50	15	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	75	8	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	13	1	0	46	8	8	15	0	23	182	88	9	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	1	0	58	0	0	25	0	17	126	88	6	8
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	67	11	0	22	0	25	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	67	11	11	11	0	18	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	35	50	26	8	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	34	43	41	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	69	23	8	0	0	8	67	12	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	69	23	8	0	0	14	63	14	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	26	100	1	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	11	100	1	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	56	19	19	0	0	40	64	21	22	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	81	13	0	0	0	30	81	12	21	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	21	1	0	52	14	24	5	5	36	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	21	0	0	57	29	10	0	5	30	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	26	0	0	96	4	0	0	0	4	0	0	0	

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																	MATCHED	UNMATCHED
ALICANTE																		
	EDINBURGH	FLYGLOBESPAN	S	D	26	0	0	92	8	0	0	0	0	8	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	30	0	1	60	17	3	20	0	0	27	81	7	26	26
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	53	20	17	10	0	0	23	85	7	26	26
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	25	0	50	25	0	0	40	0	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	72	0	0	50	24	17	8	1	0	27	65	19	60	60
	GATWICK	GB AIRWAYS LTD	S	D	72	0	0	39	38	13	10	1	0	29	52	22	60	60
	EDINBURGH	GREECE AIRWAYS	S	A	4	0	0	75	25	0	0	0	0	6	64	92	11	11
	EDINBURGH	GREECE AIRWAYS	S	D	4	0	0	50	25	25	0	0	0	21	62	94	13	13
	GLASGOW	GREECE AIRWAYS	S	A	8	0	0	88	13	0	0	0	0	3	64	94	11	11
	GLASGOW	GREECE AIRWAYS	S	D	8	0	0	63	38	0	0	0	0	12	64	27	11	11
	BIRMINGHAM	MONARCH AIRLINES	S	A	8	0	0	38	38	13	13	0	0	21	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	8	0	0	63	13	25	0	0	0	17	0	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	78	15	9	9
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	5	8	8
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	50	21	7	7	7	7	60	50	46	12	12
	GATWICK	MONARCH AIRLINES	S	A	60	0	0	57	15	17	8	2	2	32	80	8	60	60
	GATWICK	MONARCH AIRLINES	C	D	12	1	0	50	17	17	8	8	0	37	69	23	13	13
	GATWICK	MONARCH AIRLINES	S	D	60	0	1	55	20	18	3	2	2	27	80	10	59	59
	LUTON	MONARCH AIRLINES	S	A	30	0	0	53	20	10	13	3	0	37	87	7	30	30
	LUTON	MONARCH AIRLINES	S	D	30	0	0	77	3	7	10	3	0	26	90	7	30	30
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	0	0	0	25	191	75	16	12	12
	MANCHESTER	MONARCH AIRLINES	S	A	60	0	0	83	3	5	8	0	0	13	88	9	60	60
	MANCHESTER	MONARCH AIRLINES	S	D	60	0	0	87	2	7	5	0	0	10	87	9	60	60
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	0	25	185	75	29	12	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	0	5	87	7	0	7	0	0	10	66	31	50	50
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	86	5	7	7
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	63	27	8	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	30	0	0	80	7	3	10	0	0	19	62	28	55	55
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	0	25	0	0	37	62	14	13	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	13	13	0	45	50	22	12	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	58	0	25	8	0	8	65	67	10	18	18
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	58	0	25	8	0	8	68	82	4	17	17

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ALICANTE	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	10	50	36	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	80	30	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	11	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	7	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	43	90	10	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	32	70	19	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	22	86	5	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	0	0	25	120	63	22	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	1	0	56	6	6	19	0	13	106	41	35	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	1	0	63	6	0	19	0	13	81	56	30	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	12	88	5	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	13	100	2	8
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	0	25	50	0	0	46	75	12	8
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	25	25	50	0	0	0	32	75	12	8
	EDINBURGH	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0
	EDINBURGH	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	88	13	0	0	0	0	6	76	12	21
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	2	76	12	21
	GLASGOW	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	0	1	50	16	8
	GLASGOW	THOMSONFLY LTD	C	D	8	0	0	75	13	13	0	0	0	11	75	9	8
	LUTON	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	5	75	9	4
	LUTON	THOMSONFLY LTD	C	D	8	0	0	88	13	0	0	0	0	5	75	9	4
	MANCHESTER	THOMSONFLY LTD	C	A	12	1	0	50	33	17	0	0	0	14	82	10	17
	MANCHESTER	THOMSONFLY LTD	C	D	12	0	0	67	17	0	17	0	0	18	72	10	18
	NEWCASTLE	THOMSONFLY LTD	C	A	8	0	0	88	13	0	0	0	0	5	100	2	12
	NEWCASTLE	THOMSONFLY LTD	C	D	8	0	0	88	13	0	0	0	0	4	100	1	11
<b>TOTAL ALICANTE</b>					<b>1957</b>	<b>18</b>	<b>7</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>72</b>	<b>18</b>	<b>18</b>
ALMA ATA	HEATHROW	AIR ASTANA	S	A	8	0	0	88	13	0	0	0	0	7	63	19	8
	HEATHROW	AIR ASTANA	S	D	8	0	0	75	13	13	0	0	0	11	75	11	8
	HEATHROW	BMED	S	A	12	0	0	75	8	8	8	0	0	15	38	24	13
	HEATHROW	BMED	S	D	13	0	0	38	31	23	8	0	0	29	54	33	13
<b>TOTAL ALMA ATA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>23</b>	<b>23</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					SEPT 2004						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	3	0	3	0	11	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	53	33	13	0	0	0	14	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	3	3	3	0	0	6	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	7	7	7	0	0	14	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	80	5	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	36	100	2	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	20	40	20	0	0	56	80	7	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	0	0	0	40	162	80	7	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	0	0	0	40	168	100	1	5	5
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	13	0	0	8	38	46	8	0	0	37	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	13	0	0	46	31	15	8	0	0	22	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	53	24	18	6	0	0	24	41	68	17	17
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	47	24	24	6	0	0	26	59	53	17	17
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	25	40	19	5	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	0	20	0	0	28	80	9	5	5
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	59	35	6	0	0	0	14	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	94	0	6	0	0	0	4	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	17	0	0	82	12	0	6	0	0	11	54	26	13	13
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	17	0	0	88	0	6	6	0	0	14	54	30	13	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	20	53	5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	15	40	45	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	16	60	11	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	18	100	2	5	5
	STANSTED	RYANAIR	S	A	38	0	0	92	0	5	3	0	0	6	0	0	0	0
	STANSTED	RYANAIR	S	D	38	0	0	82	11	0	8	0	0	13	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	20	40	40	0	0	53	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	9	20	28	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	15	20	26	5	5
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	9	80	12	5	5
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	5	5	5
<b>TOTAL ALMERIA</b>					<b>407</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>68</b>	<b>21</b>	<b>21</b>	<b>21</b>

ALTENBURG - WALLBURG

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR		S A	30	0	0	87	0	3	10	0	0	9	96	1	28	
	STANSTED	RYANAIR		S D	29	0	0	79	14	3	3	0	0	11	87	5	30	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>3</b>	<b>3</b>	
AMMAN																		
	HEATHROW	BMED		S A	13	0	0	92	8	0	0	0	0	3	89	8	18	
	HEATHROW	BMED		S D	13	0	0	62	0	38	0	0	0	20	71	25	17	
	HEATHROW	ROYAL JORDANIAN		S A	30	0	0	80	17	3	0	0	0	8	50	23	30	
	HEATHROW	ROYAL JORDANIAN		S D	30	0	0	30	30	37	3	0	0	26	10	50	30	
<b>TOTAL AMMAN</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>29</b>	<b>29</b>	
AMMAN (KING HUSSEIN)																		
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND		S A	224	0	0	76	13	8	3	0	0	10	60	20	218	
	HEATHROW	BMI BRITISH MIDLAND		S D	224	0	0	73	14	10	2	0	0	11	65	16	220	
	BIRMINGHAM	BMIBABY LTD		S A	56	0	0	59	9	16	11	5	0	34	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	56	0	0	64	14	7	9	5	0	33	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	156	0	0	78	9	8	6	0	0	12	70	13	157	
	GATWICK	BRITISH AIRWAYS PLC		S D	156	0	0	72	15	8	5	0	0	14	82	9	157	
	HEATHROW	BRITISH AIRWAYS PLC		S A	226	0	0	80	13	4	3	0	0	9	81	9	218	
	HEATHROW	BRITISH AIRWAYS PLC		S D	226	0	0	69	15	9	6	0	0	15	76	10	218	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)		S A	81	0	1	81	2	7	9	0	0	15	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)		S D	81	0	1	80	4	5	11	0	0	17	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	70	17	13	0	0	0	13	43	40	60	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	43	43	10	3	0	0	19	72	14	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	107	0	0	70	18	3	9	0	0	17	73	16	108	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	107	0	0	57	21	13	8	0	0	22	68	16	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	93	0	3	3	0	0	7	77	13	30	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	83	10	3	3	0	0	10	87	8	30	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	138	0	0	79	9	11	1	0	0	11	67	15	155	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	138	0	0	67	18	14	1	0	0	14	69	13	155	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	89	0	0	80	10	6	4	0	0	9	74	11	86	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	89	0	0	72	17	8	3	0	0	13	67	15	86	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BIRMINGHAM	KLM	S	A	85	1	0	86	8	5	0	1	0	8	0	0	0
	BIRMINGHAM	KLM	S	D	85	0	2	80	11	7	2	0	0	10	0	0	0
	HEATHROW	KLM	S	A	259	0	1	83	8	7	2	0	0	8	71	14	263
	HEATHROW	KLM	S	D	259	0	1	73	15	8	3	0	0	14	63	17	261
	MANCHESTER	KLM	S	A	91	0	0	78	14	5	2	0	0	10	73	13	62
	MANCHESTER	KLM	S	D	91	0	0	81	10	4	4	0	0	11	76	12	62
	BIRMINGHAM	KLM CITYHOPPER	S	A	62	0	0	69	19	8	2	2	0	17	71	17	168
	BIRMINGHAM	KLM CITYHOPPER	S	D	60	0	0	65	20	10	3	2	0	18	66	19	162
	EDINBURGH	KLM CITYHOPPER	S	A	150	0	0	80	11	7	3	0	0	10	72	15	149
	EDINBURGH	KLM CITYHOPPER	S	D	150	0	0	77	11	7	4	1	1	16	62	18	149
	GLASGOW	KLM CITYHOPPER	S	A	120	0	0	85	8	3	3	0	0	8	75	13	118
	GLASGOW	KLM CITYHOPPER	S	D	119	1	0	68	18	9	4	0	1	18	59	20	118
	LONDON CITY	KLM CITYHOPPER	S	A	168	0	0	83	7	8	2	0	0	9	87	7	124
	LONDON CITY	KLM CITYHOPPER	S	D	168	0	0	63	21	12	4	0	0	17	62	17	121
	MANCHESTER	KLM CITYHOPPER	S	A	83	0	0	63	14	19	2	1	0	20	60	26	140
	MANCHESTER	KLM CITYHOPPER	S	D	83	0	0	57	25	12	5	1	0	20	60	26	140
	NEWCASTLE	KLM CITYHOPPER	S	A	120	0	0	87	8	3	2	1	0	9	64	21	145
	NEWCASTLE	KLM CITYHOPPER	S	D	120	0	0	85	8	4	2	1	0	10	66	19	145
	LONDON CITY	VLM (BELGIUM)	S	A	85	1	2	86	6	4	5	0	0	9	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	87	0	1	82	8	7	2	1	0	13	0	0	0
<b>TOTAL AMSTERDAM</b>					<b>4725</b>	<b>7</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>16</b>	<b>16</b>
ANCONA	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	5	90	5	30
	STANSTED	RYANAIR	S	D	30	0	0	73	23	3	0	0	0	10	70	14	30
<b>TOTAL ANCONA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>9</b>
ANTALYA	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	39	40	26	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	47	25	31	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	35	50	44	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	35	75	38	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	50	20	20	10	0	0	22	50	23	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	80	10	10	0	0	0	11	88	15	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	75	18	4

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ANTALYA																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	50	15	4	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	8	0	0	50	25	25	0	0	0	19	38	16	8	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	0	75	0	25	0	0	0	15	38	34	8	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	0	75	10	4	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	0	50	0	0	0	21	0	29	4	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	50	0	0	0	0	18	0	22	4	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	25	25	50	0	0	0	24	50	17	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	45	1	1	47	22	9	18	4	0	40	46	26	46	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	43	1	4	44	26	9	19	2	0	35	22	44	46	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	91	0	61	3	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	0	25	95	0	59	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	8	4	
	LUTON	SUNEXPRESS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	SUNEXPRESS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	NEWCASTLE	SUNEXPRESS	C	A	4	0	0	75	25	0	0	0	0	8	75	11	4	
	NEWCASTLE	SUNEXPRESS	C	D	4	0	0	75	0	25	0	0	0	14	75	7	4	
	STANSTED	SUNEXPRESS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	SUNEXPRESS	C	D	4	0	0	75	25	0	0	0	0	14	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	13	0	0	18	100	3	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	0	13	0	0	20	100	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	0	8	8	15	0	54	42	47	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	0	8	8	15	0	57	57	30	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	0	25	0	71	25	38	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	0	25	0	74	25	37	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	50	13	0	38	0	0	48	54	47	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	50	6	13	31	0	0	46	58	44	12	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	50	10	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	0	25	103	75	12	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	38	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	47	0	0	0	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	STANSTED	THY TURK HAVA YOLLARI TURKISH		S A	3	0	2	67	33	0	0	0	0	10	0	0	0		
	STANSTED	THY TURK HAVA YOLLARI TURKISH		S D	3	0	2	100	0	0	0	0	0	5	0	0	0		
<b>TOTAL ANTALYA</b>					<b>323</b>	<b>3</b>	<b>9</b>	<b>59</b>	<b>15</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>33</b>	<b>47</b>	<b>31</b>	<b>31</b>		
ANTIGUA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	6	50	41	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	0	100	0	0	0	0	25	0	187	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	85	8	0	8	0	0	11	100	2	12		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	38	46	8	8	0	0	21	25	29	12		
<b>TOTAL ANTIGUA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>34</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>40</b>	<b>40</b>		
ANTWERP																			
	LONDON CITY	VLM (BELGIUM)		S A	120	0	2	91	3	4	2	0	0	8	94	4	127		
	LONDON CITY	VLM (BELGIUM)		S D	120	0	2	80	16	3	2	0	0	11	93	6	127		
<b>TOTAL ANTWERP</b>					<b>240</b>	<b>2</b>	<b>4</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>5</b>	<b>5</b>		
ARRECIFE																			
	NEWCASTLE	AIR ATLANTA EUROPE LTD		C A	3	0	0	33	33	33	0	0	0	22	0	0	0		
	NEWCASTLE	AIR ATLANTA EUROPE LTD		C D	3	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	AIR EUROPA		C A	5	0	0	100	0	0	0	0	0	4	0	0	0		
	BIRMINGHAM	AIR EUROPA		C D	5	0	0	60	40	0	0	0	0	14	0	0	0		
	BIRMINGHAM	AIR MALTA		C A	5	0	0	80	20	0	0	0	0	5	100	3	4		
	BIRMINGHAM	AIR MALTA		C D	5	0	0	60	20	20	0	0	0	14	80	8	5		
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	40	40	20	0	0	0	17	0	0	0		
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	60	20	20	0	0	0	19	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD		C A	12	1	0	58	17	17	0	8	0	35	40	106	10		
	GATWICK	EXCEL AIRWAYS LTD		C D	11	0	0	36	36	27	0	0	0	22	40	116	10		
	GLASGOW	EXCEL AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	4	100	3	4		
	GLASGOW	EXCEL AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	3	80	7	5		
	MANCHESTER	EXCEL AIRWAYS LTD		C A	16	0	0	69	6	13	13	0	0	19	36	29	11		
	MANCHESTER	EXCEL AIRWAYS LTD		C D	16	1	0	63	13	6	19	0	0	26	82	6	11		
	STANSTED	EXCEL AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	1	80	7	5		
	STANSTED	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	2	100	7	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	24	0	0	54	13	29	4	0	0	22	50	21	20		



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	0	0	46	25	21	8	0	0	28	74	11	19	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	7	25	55	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	20	45	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	71	14	14	0	0	0	12	57	22	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	71	21	7	0	0	0	8	75	13	16	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	24	100	4	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	25	40	25	5	
	GLASGOW	FLYGLOBESPAN	S	A	6	3	3	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	GATWICK	FLYJET LTD	C	A	5	0	0	20	20	40	20	0	0	55	0	0	0	
	GATWICK	FLYJET LTD	C	D	5	0	0	40	20	20	20	0	0	44	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	60	20	0	20	0	0	41	40	21	5	
	MANCHESTER	FLYJET LTD	C	D	5	0	0	80	0	0	0	20	0	42	40	25	5	
	MANCHESTER	FUTURA AIRLINES	C	A	5	0	0	0	100	0	0	0	0	24	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	6	0	0	83	17	0	0	0	0	6	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	44	22	22	11	0	0	23	50	33	8	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	44	33	22	0	0	0	26	44	32	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	100	2	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	100	3	5	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	45	36	18	0	0	0	20	50	21	10	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	20	0	0	0	0	8	90	11	10	
	LUTON	MONARCH AIRLINES	S	A	5	0	0	40	20	20	0	20	0	51	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	5	0	0	0	0	40	40	20	0	93	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	50	50	0	0	0	0	15	40	42	5	
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	83	17	0	0	0	0	10	60	42	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	22	0	0	17	88	4	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	11	22	0	0	38	78	6	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	25	33	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	40	31	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	100	6	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	7	60	12	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	11	0	11	117	50	20	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	0	11	0	11	120	89	6	9	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
ARRECIFE	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	20	0	55	60	185	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	80	80	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	14	7	50	21	7	0	61	50	30	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	36	21	14	21	7	0	51	67	32	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	22	75	17	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	20	60	10	10	0	0	32	60	28	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	0	0	40	0	0	47	72	44	18
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	0	0	33	11	0	68	79	41	19
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	67	14	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	11	10
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	18	60	21	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	13	80	10	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	0	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	9	100	0	4
	GATWICK	THOMSONFLY LTD	C	A	12	1	0	92	0	0	0	8	0	24	92	4	13
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	69	23	0	0	8	0	32	57	14	14
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	0	19	50	19	4
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	20	100	5	5
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	11	100	6	5
	LUTON	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	11	80	9	5
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	13	0	0	0	0	4	89	7	9
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	88	0	13	0	0	0	10	67	11	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	0	25	231	100	0	5
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	3	5
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	2	5
	EDINBURGH	VOLAR AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0
	EDINBURGH	VOLAR AIRLINES	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0
<b>TOTAL ARRECIFE</b>					<b>566</b>	<b>7</b>	<b>3</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>68</b>	<b>23</b>	<b>23</b>
ARUBA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	40	0	283	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	17	50	15	2
<b>TOTAL ARUBA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>149</b>	<b>149</b>

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	0	89	6	6	0	0	0	4	88	14	17	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	0	50	39	6	6	0	0	18	47	30	17	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	8	0	0	38	50	13	0	0	0	20	63	23	8	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	8	0	0	0	25	63	13	0	0	42	13	77	8	
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>27</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>31</b>	<b>31</b>	
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	6	0	0	0	0	2	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	10	0	0	0	9	0	0	0	
<b>TOTAL ASTURIAS</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>10</b>	<b>10</b>	
ATHENS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	62	21	11	6	0	0	16	82	8	79	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	46	19	28	7	0	0	26	71	12	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	82	12	6	0	0	0	8	97	3	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	79	18	3	0	0	0	10	80	9	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	13	17	7	0	0	19	87	6	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	10	10	10	0	0	20	85	9	60	
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	89	11	0	0	0	0	8	75	8	8	
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	89	11	0	0	0	0	9	88	13	8	
	GATWICK	OLYMPIC AIRLINES	S	A	22	0	4	50	23	18	9	0	0	22	0	0	0	
	GATWICK	OLYMPIC AIRLINES	S	D	22	0	4	23	18	41	18	0	0	41	0	0	0	
	HEATHROW	OLYMPIC AIRLINES	S	A	88	1	1	58	24	9	8	0	1	27	80	10	90	
	HEATHROW	OLYMPIC AIRLINES	S	D	88	0	1	43	25	20	10	1	0	30	74	13	90	
	MANCHESTER	OLYMPIC AIRLINES	S	A	9	0	0	33	33	22	11	0	0	25	44	17	9	
	MANCHESTER	OLYMPIC AIRLINES	S	D	9	0	0	22	22	33	22	0	0	39	11	27	9	
<b>TOTAL ATHENS</b>					<b>560</b>	<b>2</b>	<b>10</b>	<b>56</b>	<b>20</b>	<b>16</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>11</b>	<b>11</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	57	33	10	0	0	0	13	77	19	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	77	17	7	0	0	0	12	70	14	30	
	GATWICK	DELTA AIRLINES	S	A	117	0	3	67	12	5	15	2	0	23	70	19	105	
	GATWICK	DELTA AIRLINES	S	D	117	0	3	85	9	3	3	0	0	8	81	14	104	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	63	10	10	17	0	0	27	80	23	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	0	77	7	10	3	3	0	17	87	19	30	
<b>TOTAL ATLANTA</b>					<b>354</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	30	0	0	83	3	7	7	0	0	10	77	14	30	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	30	0	0	60	30	10	0	0	0	13	80	9	30	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>11</b>	
AZORES PONTA DELGADA																		
	GATWICK	SATA	S	A	4	0	0	25	25	50	0	0	0	26	0	0	0	
	GATWICK	SATA	S	D	4	0	0	25	0	50	25	0	0	38	0	0	0	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>20</b>	<b>20</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	66	14	15	5	0	0	17	59	21	59
	HEATHROW	GULF AIR	S	D	59	0	0	51	34	10	5	0	0	17	53	36	59
<b>TOTAL BAHRAIN</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>28</b>	<b>28</b>
BAKU ( HEYDER ALIYEV INT'L	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	13	0	0	69	15	15	0	0	0	14	62	14	13
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	13	0	0	69	15	15	0	0	0	18	77	10	13
	HEATHROW	BMED	S	A	30	0	0	97	0	3	0	0	2	79	12	19	
	HEATHROW	BMED	S	D	30	0	0	60	13	13	7	7	0	34	56	28	18
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>17</b>	<b>17</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	2	90	5	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	17	23	3	0	0	21	63	16	30
<b>TOTAL BALTIMORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>10</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	67	17	10	7	0	0	20	40	25	30
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	30	0	0	67	30	0	3	0	0	12	57	15	30
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>48</b>	<b>20</b>	<b>20</b>
BANGKOK	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	0	78	13	7	2	0	0	8	87	6	55
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	72	22	2	5	0	0	13	56	15	55
<b>TOTAL BANGKOK</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>14</b>	<b>14</b>
BANGOR																	
BANJUL	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	11	44	33	0	0	48	0	28	8
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	11	78	0	11	0	0	32	13	31	8
<b>TOTAL BANJUL</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>44</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>4</b>	<b>48</b>	<b>48</b>
BARCELONA	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	80	7	3	10	0	0	12	73	24	30
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	80	7	3	10	0	0	13	80	13	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	43	18	24	14	0	0	31	71	20	89

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
BARCELONA																		
	GATWICK	BRITISH AIRWAYS PLC		S D	90	0	0	56	16	20	9	0	0	23	61	16	90	
	HEATHROW	BRITISH AIRWAYS PLC		S A	120	0	0	43	26	21	11	0	0	30	48	23	128	
	HEATHROW	BRITISH AIRWAYS PLC		S D	120	0	0	43	23	22	13	0	0	27	45	24	128	
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)		S A	5	0	13	20	20	60	0	0	0	28	44	14	9	
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)		S D	5	0	13	40	40	20	0	0	0	22	89	8	9	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	120	0	0	55	19	15	11	0	0	22	68	19	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	120	0	0	57	25	13	5	0	0	19	69	19	116	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	94	0	0	60	18	14	9	0	0	19	67	15	98	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	94	0	0	48	30	16	6	0	0	20	61	17	98	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	77	17	7	0	0	0	9	73	11	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	47	37	13	3	0	0	17	60	15	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	59	0	1	83	5	5	7	0	0	11	82	18	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	68	18	5	8	0	0	19	55	23	60	
	EDINBURGH	FLYGLOBESPAN		S A	21	0	0	81	10	0	5	5	0	18	0	0	0	
	EDINBURGH	FLYGLOBESPAN		S D	21	0	0	86	10	0	5	0	0	12	0	0	0	
	GLASGOW	FLYGLOBESPAN		S A	28	0	0	86	4	4	4	4	0	18	20	35	5	
	GLASGOW	FLYGLOBESPAN		S D	30	0	0	57	33	7	0	0	3	26	20	36	5	
	HEATHROW	IBERIA		S A	119	0	0	61	23	9	6	1	0	20	57	25	119	
	HEATHROW	IBERIA		S D	118	0	0	74	13	5	7	2	0	17	67	29	119	
	MANCHESTER	MONARCH AIRLINES		S A	30	0	0	33	27	17	23	0	0	39	73	18	30	
	MANCHESTER	MONARCH AIRLINES		S D	30	0	0	80	0	3	17	0	0	22	83	11	30	
<b>TOTAL BARCELONA</b>					<b>1499</b>	<b>6</b>	<b>27</b>	<b>58</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>21</b>	<b>21</b>	
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	22	44	22	11	0	0	30	69	12	13	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	56	33	0	11	0	0	22	69	10	13	
	STANSTED	RYANAIR		S A	30	0	0	70	3	10	17	0	0	23	77	9	30	
	STANSTED	RYANAIR		S D	30	0	0	57	23	10	10	0	0	21	47	17	30	
<b>TOTAL BARI (PALESE)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>12</b>	<b>12</b>	
BARRA																		
	GLASGOW	LOGANAIR		S A	29	0	0	83	3	10	3	0	0	11	70	13	30	
	GLASGOW	LOGANAIR		S D	30	0	0	77	3	10	10	0	0	18	63	17	30	
<b>TOTAL BARRA</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>3</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
<b>BASLE MULHOUSE</b>																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	93	5	1	1	0	0	4	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	1	72	15	11	1	0	0	13	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	50	33	8	8	0	0	20	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	40	42	12	7	0	0	23	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	7	0	3	0	0	7	60	20	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	17	10	3	0	0	14	63	18	30	
	LONDON CITY	SWISS AIRLINES	S	A	79	2	0	94	3	1	3	0	0	4	92	4	72	
	LONDON CITY	SWISS AIRLINES	S	D	79	2	0	66	25	4	5	0	0	16	79	8	72	
	MANCHESTER	SWISS AIRLINES	S	A	52	0	0	92	6	2	0	0	0	4	73	9	52	
	MANCHESTER	SWISS AIRLINES	S	D	52	0	0	90	6	0	4	0	0	5	85	8	52	
<b>TOTAL BASLE MULHOUSE</b>					<b>617</b>	<b>4</b>	<b>1</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>8</b>	
<b>BASTIA</b>																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	25	0	50	0	0	51	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	25	25	0	0	39	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	78	15	9	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	22	50	26	8	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	100	0	0	0	0	0	5	100	1	4	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	100	0	0	0	0	0	10	100	5	4	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	44	33	0	11	11	0	43	50	15	4	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	44	22	11	11	11	0	45	50	18	4	
<b>TOTAL BASTIA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>13</b>	<b>13</b>	
<b>BEAUVAIS</b>																		
<b>BEIJING</b>																		
	HEATHROW	AIR CHINA	S	A	30	0	0	13	7	27	43	10	0	89	33	34	30	
	HEATHROW	AIR CHINA	S	D	30	0	1	40	17	7	30	3	3	81	67	16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	54	19	15	8	4	0	25	76	10	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	31	31	23	12	4	0	42	57	25	21	
<b>TOTAL BEIJING</b>					<b>114</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>18</b>	<b>18</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>64</b>	<b>57</b>	<b>22</b>	<b>22</b>	
<b>BEIRUT</b>																		
	HEATHROW	MEA	S	A	31	0	0	77	16	3	3	0	0	12	70	12	30	
	HEATHROW	MEA	S	D	30	0	0	40	37	13	10	0	0	25	50	24	30	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BEIRUT																	
<b>TOTAL BEIRUT</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>20</b>	<b>20</b>
BELFAST CITY																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	231	0	0	80	10	8	2	0	0	10	74	13	231
	HEATHROW	BMI BRITISH MIDLAND	S	D	232	0	0	71	19	9	1	0	0	11	61	19	232
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	164	0	0	68	15	9	8	1	0	19	75	11	165
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	164	0	0	80	5	9	5	0	0	11	87	5	166
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	185	0	1	84	11	2	2	1	0	8	87	7	181
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	185	0	1	72	17	8	2	0	0	13	79	10	182
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	105	0	3	79	12	8	1	0	0	8	79	10	108
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	105	0	3	71	20	8	1	0	0	12	68	18	108
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	107	0	1	71	16	10	3	0	0	14	78	9	108
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	107	0	1	74	14	7	5	0	0	13	81	10	108
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	109	0	1	90	3	5	2	1	0	7	87	6	112
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	110	1	1	88	4	5	3	1	0	9	83	12	112
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	77	0	1	91	5	0	4	0	0	8	88	6	82
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	77	0	1	90	6	0	4	0	0	8	89	6	82
<b>TOTAL BELFAST CITY</b>					<b>1961</b>	<b>1</b>	<b>14</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>11</b>
BELFAST INTERNATIONAL																	
	BIRMINGHAM	BMIBABY LTD	S	A	77	0	4	56	22	9	13	0	0	24	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	77	0	4	45	19	21	14	0	0	29	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	78	0	0	68	12	5	14	1	0	23	59	27	73
	MANCHESTER	BMIBABY LTD	S	D	78	0	0	76	6	4	13	1	0	20	64	21	74
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	104	0	0	76	12	10	3	0	0	12	76	16	112
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	104	0	0	78	12	7	4	0	0	13	75	16	112
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	65	17	8	9	1	1	23	77	14	116
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	65	18	9	6	1	1	21	72	15	116
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	94	3	1	3	0	0	4	82	12	112
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	89	7	3	2	0	0	6	80	15	112
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	137	0	0	82	9	9	1	0	0	8	95	3	138
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	137	0	0	73	9	13	4	0	0	13	86	9	138
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	71	0	0	73	15	7	4	0	0	12	83	7	60
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	71	0	0	66	21	8	4	0	0	14	87	8	60



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
BELFAST INTERNATIONAL																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	138	0	1	84	7	5	4	0	0	10	74	14	134	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	138	0	1	75	11	7	7	1	0	17	54	20	134	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1676</b>	<b>2</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	76	10	5	10	0	0	13	78	9	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	76	10	14	0	0	0	14	72	15	18	
	HEATHROW	JATAIRWAYS	S	A	30	0	0	80	3	17	0	0	0	10	60	29	30	
	HEATHROW	JATAIRWAYS	S	D	30	0	0	67	10	20	3	0	0	17	33	37	30	
<b>TOTAL BELGRADE</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>25</b>	<b>25</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	53	0	0	66	15	9	8	2	0	18	74	14	38	
	GLASGOW	LOGANAIR	S	D	53	0	0	57	21	13	8	2	0	25	76	16	38	
<b>TOTAL BENBECULA</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>15</b>	<b>15</b>	
BENGHAZI																		
BERGAMO																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	0	75	0	0	0	25	60	10	5	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	25	0	75	0	0	0	35	100	6	5	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	25	25	25	0	25	0	64	75	26	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	50	0	0	25	25	0	74	100	7	4	
	LUTON	RYANAIR	S	A	60	0	0	88	8	3	0	0	0	4	97	11	60	
	LUTON	RYANAIR	S	D	60	0	0	88	7	3	2	0	0	7	77	23	60	
	NEWCASTLE	RYANAIR	S	A	30	0	0	90	7	0	0	0	3	14	0	0	0	
	NEWCASTLE	RYANAIR	S	D	30	0	0	83	10	0	3	0	3	21	0	0	0	
	STANSTED	RYANAIR	S	A	78	0	0	73	15	6	5	0	0	12	78	15	102	
	STANSTED	RYANAIR	S	D	78	0	0	63	27	9	1	0	0	15	66	16	102	
<b>TOTAL BERGAMO</b>					<b>353</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>13</b>	<b>77</b>	<b>16</b>	<b>16</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	30	0	0	63	20	7	10	0	0	18	77	14	30	
	GATWICK	BRAATHENS ASA	S	D	30	0	0	73	0	17	10	0	0	16	83	13	30	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	96	0	0	4	0	0	7	92	6	26	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	85	12	0	4	0	0	11	96	8	26	
<b>TOTAL BERGEN</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERGERAC																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	20	0	1	70	20	0	5	0	5	36	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	21	0	0	52	24	14	5	5	0	33	0	0	0	
	STANSTED	RYANAIR	S	A	38	0	0	92	8	0	0	0	2	94	4	53		
	STANSTED	RYANAIR	S	D	38	0	0	100	0	0	0	0	4	79	7	53		
<b>TOTAL BERGERAC</b>					<b>117</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>6</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	1	1	100	0	0	0	0	3	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	60	40	0	0	0	11	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	79	8	10	4	0	11	90	7	82		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	0	0	71	22	5	2	0	13	77	13	82		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	59	22	7	11	0	20	87	5	30		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	63	19	11	7	0	16	77	12	30		
	STANSTED	RYANAIR	S	A	60	0	0	90	7	2	2	0	6	95	3	60		
	STANSTED	RYANAIR	S	D	60	0	0	65	27	7	2	0	14	92	8	60		
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>359</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>8</b>	<b>8</b>	
BERLIN (TEGEL)																		
	MANCHESTER	AIR BERLIN	S	A	9	0	0	11	22	44	22	0	43	0	0	0		
	MANCHESTER	AIR BERLIN	S	D	9	0	0	22	11	44	22	0	43	0	0	0		
	STANSTED	AIR BERLIN	S	A	82	0	0	74	12	11	2	0	12	80	10	60		
	STANSTED	AIR BERLIN	S	D	82	0	0	63	18	13	5	0	18	57	16	60		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	80	10	3	7	0	10	70	16	30		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	93	0	3	3	0	6	83	12	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	59	21	15	5	0	17	59	24	147		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	72	13	10	5	0	14	60	22	147		
<b>TOTAL BERLIN (TEGEL)</b>					<b>540</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>19</b>	<b>19</b>		
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	86	14	0	0	0	6	90	5	21		
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	81	14	5	0	0	9	81	12	21		
<b>TOTAL BERMUDA</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>9</b>		
BIARRITZ																		
	STANSTED	RYANAIR	S	A	38	0	0	82	16	0	3	0	8	86	4	51		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BIARRITZ	STANSTED	RYANAIR		S D	37	0	0	84	14	3	0	0	0	8	76	11	51
<b>TOTAL BIARRITZ</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>8</b>
BILBAO	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	63	0	0	87	3	6	3	0	0	6	82	10	60
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	63	0	0	75	11	5	10	0	0	16	58	21	60
	HEATHROW	IBERIA		S A	30	0	0	83	10	7	0	0	0	8	73	17	30
	HEATHROW	IBERIA		S D	30	0	0	83	13	3	0	0	0	7	83	11	30
<b>TOTAL BILBAO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>16</b>	<b>16</b>
BILLUND	GATWICK	MAERSK AIR		S A	78	0	0	69	22	4	5	0	0	14	82	9	78
	GATWICK	MAERSK AIR		S D	78	0	0	81	13	1	5	0	0	11	85	6	78
	BIRMINGHAM	SUN AIR OF SCANDINAVIA		S A	23	0	3	17	35	30	13	4	0	42	0	0	0
	BIRMINGHAM	SUN AIR OF SCANDINAVIA		S D	23	0	3	52	13	22	9	4	0	31	0	0	0
	EDINBURGH	SUN AIR OF SCANDINAVIA		S A	4	0	0	75	0	0	0	25	0	76	50	21	8
	EDINBURGH	SUN AIR OF SCANDINAVIA		S D	4	0	0	75	0	0	0	25	0	74	75	12	8
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	48	0	0	42	35	10	10	2	0	31	46	20	48
	MANCHESTER	SUN AIR OF SCANDINAVIA		S D	48	0	0	65	15	10	8	2	0	25	83	10	48
<b>TOTAL BILLUND</b>					<b>306</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>20</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>11</b>	<b>11</b>
BIRMINGHAM	EDINBURGH	BMIBABY LTD		S A	60	0	0	68	12	7	12	2	0	25	0	0	0
	EDINBURGH	BMIBABY LTD		S D	60	0	0	70	7	12	10	2	0	26	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	119	0	0	92	5	3	0	0	0	4	82	9	113
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	102	0	0	86	7	3	4	0	0	9	76	11	113
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	114	0	0	86	6	4	4	0	0	7	86	8	134
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	113	0	0	91	3	3	4	0	0	7	89	7	93
	NEWCASTLE	EASTERN AIRWAYS		S A	86	0	0	91	6	1	2	0	0	5	100	1	88
	NEWCASTLE	EASTERN AIRWAYS		S D	86	1	0	95	2	1	1	0	0	2	99	1	88
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S A	154	0	2	77	9	6	7	1	0	14	81	10	159
	EDINBURGH	FLYBE.BRITISH EUROPEAN		S D	153	1	3	76	8	9	5	1	0	13	80	11	158
	GLASGOW	FLYBE.BRITISH EUROPEAN		S A	146	0	6	71	13	7	9	0	0	15	75	14	160

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BIRMINGHAM	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	146	0	5	73	12	9	6	1	0	16	75	14	160
<b>TOTAL BIRMINGHAM</b>					<b>1339</b>	<b>7</b>	<b>16</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>9</b>
BISHKEK (FRUNZE)	HEATHROW	BMED	S	A	13	0	0	77	8	8	8	0	0	15	90	7	10
	HEATHROW	BMED	S	D	13	0	0	23	15	15	46	0	0	52	33	27	12
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>12</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>59</b>	<b>18</b>	<b>18</b>
BLACKPOOL	STANSTED	RYANAIR	S	A	51	0	0	94	4	2	0	0	0	2	98	7	52
	STANSTED	RYANAIR	S	D	51	0	0	88	10	2	0	0	0	5	94	3	52
<b>TOTAL BLACKPOOL</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>5</b>	<b>5</b>
BODRUM (MILAS)	GATWICK	ASTRAEUS LTD	C	A	4	0	0	0	25	25	50	0	0	83	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	0	50	0	0	42	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	3	1	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	50	14	21	0	14	0	43	50	44	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	33	17	33	8	8	0	45	25	55	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	79	75	8	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	0	25	25	0	113	50	15	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	8	75	63	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	50	77	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	85	0	10	0	5	0	18	100	1	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	74	5	11	11	0	0	18	80	7	15
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	50	12	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	22	25	20	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	0	10	92	6	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	69	8	15	8	0	0	19	83	9	12
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	41	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	0	59	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	7	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	75	15	4

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	37	63	19	8	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	48	88	7	8	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	50	45	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	23	50	41	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	27	25	25	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	16	0	27	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	75	12	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	50	13	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	38	0	0	0	18	50	22	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	20	63	18	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	2	0	100	0	0	0	0	0	0	75	39	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	67	38	9	
	EDINBURGH	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	2	75	8	4	
	EDINBURGH	ONUR AIR	C	D	4	0	0	0	100	0	0	0	0	21	0	21	4	
	GATWICK	ONUR AIR	C	A	6	0	0	83	0	0	17	0	0	16	75	5	4	
	GATWICK	ONUR AIR	C	D	4	0	0	25	0	25	50	0	0	87	75	10	4	
	MANCHESTER	ONUR AIR	C	A	10	0	0	80	10	10	0	0	0	10	75	12	4	
	MANCHESTER	ONUR AIR	C	D	10	0	0	60	10	20	10	0	0	17	0	34	4	
	GLASGOW	PEGASUS AIRLINES	C	A	7	0	0	86	0	14	0	0	0	7	0	0	0	
	GLASGOW	PEGASUS AIRLINES	C	D	8	0	0	88	0	13	0	0	0	8	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	0	25	0	67	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	23	100	8	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	8	8	17	8	0	51	83	15	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	8	8	31	0	0	47	67	18	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	0	0	8	25	0	71	92	5	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	17	0	0	33	0	77	82	9	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	1	0	57	14	14	14	0	0	22	100	0	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	25	0	0	26	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	25	50	0	0	0	30	100	0	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	THOMSONFLY LTD	C	D	4	0	0	0	25	50	25	0	0	49	100	0	3	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	2	4	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	22	0	0	0	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	32	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	12	100	0	4	
<b>TOTAL BODRUM (MILAS)</b>					<b>380</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>72</b>	<b>16</b>	<b>16</b>	
BOGOTA																		
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	87	0	0	64	18	14	3	0	0	16	64	15	86	
	GATWICK	BRITISH AIRWAYS PLC	S	D	87	0	0	38	33	18	10	0	0	25	40	22	86	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	3	0	7	0	0	7	60	20	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	7	0	7	0	0	14	53	21	30	
<b>TOTAL BOLOGNA</b>					<b>235</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>19</b>	<b>19</b>	
BORDEAUX																		
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	60	20	7	10	3	0	28	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	70	10	10	7	3	0	26	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	60	17	13	7	3	0	26	43	27	30	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	77	13	7	0	3	0	15	80	14	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	64	0	0	44	30	22	5	0	0	24	72	14	68	
	GATWICK	BRITISH AIRWAYS PLC	S	D	64	0	0	52	30	16	3	0	0	21	66	14	68	
<b>TOTAL BORDEAUX</b>					<b>248</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>15</b>	<b>15</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	0	78	17	5	0	0	0	7	68	28	56	
	HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	93	3	3	0	0	0	5	86	9	56	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	83	13	0	0	3	0	16	97	2	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	83	7	3	3	3	0	15	93	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	84	8	6	2	0	0	6	88	22	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	57	31	2	9	1	0	21	68	15	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	0	7	3	3	0	18	66	22	41	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	20	3	3	3	0	26	38	26	42	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
BOSTON																	
<b>TOTAL BOSTON</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>17</b>	<b>17</b>
BRATISLAVA																	
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	4	2	7	75	25	0	0	0	0	8	43	49	7
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	5	0	8	20	40	0	40	0	0	61	29	39	7
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	7	3	0	0	0	4	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	33	0	3	0	0	13	0	0	0
	MANCHESTER	SKY EUROPE	S	A	14	0	0	86	7	7	0	0	0	5	0	0	0
	MANCHESTER	SKY EUROPE	S	D	14	0	0	79	14	7	0	0	0	7	0	0	0
	STANSTED	SKY EUROPE	S	A	48	0	0	83	4	2	8	0	2	21	74	19	27
	STANSTED	SKY EUROPE	S	D	48	0	0	48	27	13	10	0	2	36	33	33	27
<b>TOTAL BRATISLAVA</b>					<b>193</b>	<b>2</b>	<b>15</b>	<b>70</b>	<b>17</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>54</b>	<b>23</b>	<b>23</b>
BREMEN																	
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	A	64	0	0	81	16	2	2	0	0	9	92	4	48
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	D	64	0	0	81	14	3	2	0	0	10	94	4	48
<b>TOTAL BREMEN</b>					<b>129</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>4</b>
BRESCIA/MONTICHIARI																	
	GATWICK	ASTRAEUS LTD	C	A	7	0	0	43	14	29	14	0	0	26	43	49	7
	GATWICK	ASTRAEUS LTD	C	D	8	0	0	50	0	38	13	0	0	32	50	51	8
	MANCHESTER	ASTRAEUS LTD	C	A	3	0	0	67	0	33	0	0	0	13	33	32	3
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	25	25	0	0	0	18	75	11	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	13	100	7	4
	STANSTED	RYANAIR	S	A	37	0	0	86	3	5	5	0	0	11	72	13	60
	STANSTED	RYANAIR	S	D	37	0	0	68	14	11	8	0	0	18	50	22	60
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>102</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>23</b>	<b>23</b>
BREST																	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	17	0	0	88	0	6	6	0	0	12	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	17	0	0	71	24	0	6	0	0	17	0	0	0
<b>TOTAL BREST</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRIDGETOWN																	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	78	11	0	11	0	0	10	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	78	0	11	0	11	0	35	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
BRIDGETOWN																		
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	63	27	3	7	0	0	13	67	41	30	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	80	13	3	3	0	0	12	83	10	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	19	0	0	79	11	5	5	0	0	12	72	24	18	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	18	0	0	56	33	11	0	0	0	16	32	39	19	
<b>TOTAL BRIDGETOWN</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>32</b>	<b>32</b>	
BRINDISI																		
	STANSTED	RYANAIR		S A	30	0	0	27	50	17	7	0	0	28	73	15	30	
	STANSTED	RYANAIR		S D	30	0	0	83	7	3	7	0	0	11	83	7	30	
<b>TOTAL BRINDISI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>28</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>11</b>	
BRISTOL																		
	MANCHESTER	AIR SOUTHWEST		S A	21	0	0	38	33	14	14	0	0	31	82	9	22	
	MANCHESTER	AIR SOUTHWEST		S D	21	0	2	67	5	14	14	0	0	23	91	6	44	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	129	0	0	78	12	7	4	0	0	11	63	19	108	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	129	0	0	72	15	9	5	0	0	15	73	17	106	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	86	0	0	85	13	0	2	0	0	6	85	6	79	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S D	111	0	0	86	10	5	0	0	0	6	88	6	109	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	86	0	0	83	10	6	1	0	0	8	73	13	78	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	86	0	0	59	20	19	2	0	0	17	59	21	78	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	78	0	0	90	6	4	0	0	0	4	79	11	78	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	78	0	0	73	18	9	0	0	0	11	69	17	78	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	86	0	0	86	12	1	1	0	0	6	87	10	82	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	86	0	0	87	7	6	0	0	0	8	87	9	82	
<b>TOTAL BRISTOL</b>					<b>997</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>13</b>	<b>13</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR		S A	30	0	0	93	0	7	0	0	0	3	0	0	0	
	STANSTED	RYANAIR		S D	30	0	0	70	23	3	3	0	0	14	0	0	0	
<b>TOTAL BRNO (TURANY)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</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>	
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND		S A	180	0	0	81	7	10	2	0	0	10	63	21	175	
	HEATHROW	BMI BRITISH MIDLAND		S D	180	0	0	78	13	8	2	0	0	10	57	24	175	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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
BRUSSELS	EDINBURGH	BMI REGIONAL	S	A	73	0	0	82	12	3	3	0	0	9	81	8	77
	EDINBURGH	BMI REGIONAL	S	D	73	0	0	81	14	4	1	0	0	8	76	9	78
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	70	0	0	67	16	4	11	1	0	22	84	11	69
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	70	0	0	80	4	6	9	1	0	14	74	13	70
	HEATHROW	BRITISH AIRWAYS PLC	S	A	219	0	1	63	19	13	5	0	0	22	67	14	212
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	61	20	14	5	0	0	19	64	15	211
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	124	0	2	84	6	6	4	0	0	10	87	8	121
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	125	0	2	83	6	7	3	0	0	9	79	9	122
	GATWICK	SN BRUSSELS AIRLINES	S	A	48	0	0	81	15	4	0	0	0	9	71	12	48
	GATWICK	SN BRUSSELS AIRLINES	S	D	49	0	0	67	16	10	6	0	0	15	65	15	48
	GLASGOW	SN BRUSSELS AIRLINES	S	A	39	0	0	92	3	3	3	0	0	4	0	0	0
	GLASGOW	SN BRUSSELS AIRLINES	S	D	39	0	0	90	3	3	5	0	0	9	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	A	4	0	0	75	0	0	25	0	0	25	50	12	4
	HEATHROW	SN BRUSSELS AIRLINES	S	D	4	0	0	75	0	0	25	0	0	25	100	1	4
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	81	0	0	83	10	4	4	0	0	10	86	7	79
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	81	0	0	86	7	4	1	1	0	9	95	2	79
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	74	0	0	91	4	5	0	0	0	5	79	8	72
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	73	0	1	90	5	1	3	0	0	6	69	11	71
	LONDON CITY	VLM (BELGIUM)	S	A	114	0	0	68	19	7	6	0	0	16	73	12	114
	LONDON CITY	VLM (BELGIUM)	S	D	114	0	0	78	10	4	9	0	0	14	80	10	114
<b>TOTAL BRUSSELS</b>					<b>2059</b>	<b>2</b>	<b>6</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</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>3</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>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
BUCHAREST (OTOPENI)	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	33	17	0	0	0	17	67	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	40	17	0	0	0	19	53	23	30
	HEATHROW	TAROM	S	A	30	0	0	83	13	3	0	0	0	6	87	7	30
	HEATHROW	TAROM	S	D	30	0	0	70	27	3	0	0	0	12	77	14	30

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
<b>BUCHAREST (OTOPENI)</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	<b>15</b>
<b>BUDAPEST</b>																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	19	24	43	14	0	0	41	45	33	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	29	52	10	10	0	0	30	59	28	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	66	16	12	6	1	0	19	58	21	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	37	34	23	6	0	0	24	45	26	60
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	18	0	0	44	11	22	22	0	0	41	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	17	1	1	71	18	6	6	0	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	27	30	30	13	0	0	35	0	38	1
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	33	7	10	0	0	23	100	6	1
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	55	37	7	2	0	0	15	93	6	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	72	17	10	2	0	0	14	73	16	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	78	11	7	4	0	0	11	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	48	26	19	7	0	0	23	0	0	0
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	60	0	0	53	20	10	17	0	0	22	63	21	60
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	60	0	0	77	13	3	7	0	0	13	77	15	60
	STANSTED	MALEV (HUNGARIAN AIRLINES)	S	A	26	0	0	85	8	0	8	0	0	9	87	7	52
	STANSTED	MALEV (HUNGARIAN AIRLINES)	S	D	26	0	0	31	35	27	8	0	0	31	65	13	52
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	A	30	0	0	73	23	0	3	0	0	10	77	8	30
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	D	30	0	0	47	30	20	3	0	0	21	30	27	30
	LUTON	WIZZ AIR	S	A	29	1	0	55	10	14	10	7	3	65	81	7	63
	LUTON	WIZZ AIR	S	D	29	0	0	24	28	28	10	10	0	60	56	16	63
<b>TOTAL BUDAPEST</b>					<b>782</b>	<b>2</b>	<b>1</b>	<b>54</b>	<b>24</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>17</b>	<b>17</b>
<b>BUENOS AIRES</b>																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	88	12	0	0	0	0	7	59	10	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	53	29	6	12	0	0	20	72	10	18
<b>TOTAL BUENOS AIRES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>10</b>	<b>10</b>
<b>BURGAS</b>																	
	BIRMINGHAM	BH AIR	C	A	10	0	0	50	40	10	0	0	0	15	50	56	4
	BIRMINGHAM	BH AIR	C	D	8	0	0	50	13	38	0	0	0	24	25	70	4
	EDINBURGH	BH AIR	C	A	9	0	0	67	11	11	11	0	0	19	38	29	8

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
BURGAS	EDINBURGH	BH AIR	C	D	8	0	0	50	25	13	13	0	0	23	13	36	8
	GATWICK	BH AIR	C	A	8	0	0	88	13	0	0	0	0	3	100	2	5
	GATWICK	BH AIR	C	D	8	0	0	100	0	0	0	0	0	3	100	4	4
	GLASGOW	BH AIR	C	A	4	0	0	100	0	0	0	0	0	8	38	21	8
	GLASGOW	BH AIR	C	D	4	0	0	75	25	0	0	0	0	15	50	24	8
	MANCHESTER	BH AIR	C	A	23	0	0	39	30	22	4	4	0	31	61	18	18
	MANCHESTER	BH AIR	C	D	22	0	0	45	18	23	9	5	0	34	65	18	17
	NEWCASTLE	BH AIR	C	A	8	0	0	100	0	0	0	0	0	3	75	16	8
	NEWCASTLE	BH AIR	C	D	8	0	0	100	0	0	0	0	0	3	63	14	8
	STANSTED	BH AIR	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0
	STANSTED	BH AIR	C	D	4	0	0	25	50	0	25	0	0	30	0	0	0
	STANSTED	BULGARIA AIR	C	A	5	0	0	60	20	20	0	0	0	14	100	0	4
	STANSTED	BULGARIA AIR	C	D	5	0	0	0	60	20	20	0	0	38	75	8	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	34	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	47	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	15	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	58	25	17	0	0	0	13	50	20	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	62	15	23	0	0	0	17	38	27	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	100	0	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	100	5	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	0	38	13	0	0	32	50	15	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	33	22	22	22	0	0	35	50	17	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	28	100	1	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	25	25	25	0	118	25	14	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	25	25	0	119	25	19	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	22	75	8	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	27	100	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	44	50	37	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	32	75	26	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	75	6	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	14	4

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	75	45	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	15	4	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	25	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
<b>TOTAL BURGAS</b>					<b>278</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>19</b>	<b>19</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
CAEN																		
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	18	25	41	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	50	25	0	0	0	20	75	17	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	0	0	33	33	33	0	0	0	32	100	6	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	75	25	0	0	0	0	8	33	14	3	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	46	8	46	0	0	0	27	42	24	12	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	46	8	0	0	0	18	42	19	12	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	79	6	9	6	0	0	15	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	79	6	6	9	0	0	19	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	29	0	1	34	17	31	17	0	0	36	33	40	30	
	GATWICK	MERIDIANA AIR	S	D	28	0	0	39	25	25	11	0	0	25	73	13	30	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>173</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>17</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>27</b>	<b>27</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	7	0	0	0	5	100	0	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	33	20	7	0	0	28	53	16	30	
	HEATHROW	EGYPT AIR	S	A	30	0	0	67	10	17	7	0	0	20	53	25	30	
	HEATHROW	EGYPT AIR	S	D	30	0	0	40	33	10	17	0	0	29	10	44	30	
<b>TOTAL CAIRO</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>54</b>	<b>21</b>	<b>21</b>	
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	12	0	1	58	0	25	17	0	0	35	0	0	0	
	HEATHROW	AIR INDIA	S	D	11	0	1	73	18	9	0	0	0	13	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	0	17	85	11	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	38	8	8	0	0	24	46	36	13	
<b>TOTAL CALCUTTA</b>					<b>49</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>24</b>	<b>24</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	60	0	0	90	7	2	2	0	0	4	77	46	60	
	HEATHROW	AIR CANADA	S	D	60	0	0	65	25	7	3	0	0	16	32	31	60	
	MANCHESTER	ZOOM AIRLINES	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL CALGARY</b>					<b>123</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>39</b>	<b>39</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	
CALVI																			
	GATWICK	ASTRAEUS LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD		C D	4	0	0	75	0	25	0	0	0	8	0	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	75	25	0	0	0	0	7	100	0	0	4	
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	0	25	0	0	0	14	50	24	0	4	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C A	4	0	0	100	0	0	0	0	0	2	67	8	0	3	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C D	4	0	0	50	50	0	0	0	0	11	100	1	0	4	
<b>TOTAL CALVI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>7</b>	<b>0</b>	<b>7</b>	
CAMPBELTOWN																			
	GLASGOW	LOGANAIR		S A	40	0	0	90	3	0	8	0	0	8	91	7	0	44	
	GLASGOW	LOGANAIR		S D	41	0	0	83	10	0	7	0	0	13	86	9	0	44	
<b>TOTAL CAMPBELTOWN</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>8</b>	
CANCUN																			
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	40	71	0	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	8	25	101	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	0	0	0	50	0	128	0	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	0	0	50	0	0	80	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	50	0	0	0	19	25	43	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	1	0	50	0	50	0	0	0	22	25	31	0	4	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	25	0	50	0	0	66	0	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	50	25	0	0	25	0	51	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	25	25	25	25	0	0	53	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	0	0	0	25	0	45	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	7	1	0	86	0	0	14	0	0	21	33	210	0	9	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	9	0	0	11	56	22	11	0	0	39	0	268	0	8	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	3	1	0	67	0	0	0	33	0	64	60	42	0	5	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	25	0	0	25	0	80	0	54	0	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	9	0	0	78	11	11	0	0	0	8	22	114	0	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	8	0	0	75	13	13	0	0	0	12	36	83	0	11	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	0	0	25	329	75	8	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	12	100	5	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	4	25	160	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	7	75	122	0	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CANCUN																		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	0	0	25	25	0	75	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	25	0	25	25	25	0	82	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	22	0	0	0	14	71	19	7	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	25	0	0	0	0	9	63	14	8	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	11	100	0	4	
	MANCHESTER	THOMSONFLY LTD	C	D	9	4	0	56	22	11	11	0	0	18	86	8	7	
<b>TOTAL CANCUN</b>					<b>135</b>	<b>7</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>38</b>	<b>45</b>	<b>88</b>	<b>88</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	3	0	0	3	79	17	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	17	7	17	0	0	29	41	56	29	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	80	20	0	0	0	0	6	68	12	38	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	67	27	3	3	0	0	13	63	15	38	
<b>TOTAL CAPE TOWN</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>24</b>	<b>24</b>	
CAPRI																		
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	60	0	0	92	5	2	2	0	0	5	95	2	60	
	STANSTED	RYANAIR	S	D	60	0	0	72	17	8	3	0	0	15	88	8	60	
<b>TOTAL CARCASSONNE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>5</b>	<b>5</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	A	74	0	0	86	7	4	1	1	0	10	72	15	76	
	EDINBURGH	BMIBABY LTD	S	D	74	0	0	74	14	8	3	1	0	15	57	22	76	
<b>TOTAL CARDIFF WALES</b>					<b>152</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	<b>17</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	GB AIRWAYS LTD	S	A	2	0	0	0	0	100	0	0	0	33	100	10	2	
	HEATHROW	GB AIRWAYS LTD	S	D	2	0	0	0	50	50	0	0	0	34	50	31	2	
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	47	37	17	0	0	0	17	50	26	30	
	HEATHROW	ROYAL AIR MAROC	S	D	26	0	0	77	4	19	0	0	0	11	67	24	30	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>25</b>	<b>25</b>	
CATANIA (FONTANAROSSA)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	30	25	52	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	1	50	32	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	23	0	0	70	22	9	0	0	0	12	6	40	17	
	GATWICK	BRITISH AIRWAYS PLC		S D	23	0	0	61	17	22	0	0	0	18	59	19	17	
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	10	50	17	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	8	100	4	4	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	75	0	0	0	25	0	68	25	22	4	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	0	0	0	25	0	61	75	6	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	50	0	25	0	0	31	0	51	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	2	67	29	3	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	25	50	25	0	0	0	20	50	27	4	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	75	0	0	25	0	0	23	50	17	4	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>42</b>	<b>27</b>	<b>27</b>	
CHANIA																		
	BIRMINGHAM	AEGEAN AIRLINES		C A	4	0	0	75	25	0	0	0	0	12	0	0	0	
	BIRMINGHAM	AEGEAN AIRLINES		C D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	8	0	0	50	0	25	25	0	0	45	25	48	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	8	0	0	38	13	25	25	0	0	34	25	79	4	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	5	0	0	80	0	20	0	0	0	12	67	45	3	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	5	0	0	80	0	0	20	0	0	22	50	47	4	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	10	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	21	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	7	0	0	100	0	0	0	0	0	1	88	8	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	6	0	0	100	0	0	0	0	0	7	57	14	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	37	75	6	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	32	50	9	4	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	67	11	11	0	11	0	36	67	14	9	
	GATWICK	MONARCH AIRLINES		C D	9	0	0	56	11	11	11	11	0	40	44	17	9	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	50	25	25	0	0	0	16	25	22	4	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	50	0	50	0	0	0	22	50	19	4	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	50	25	25	0	0	0	22	0	34	4	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	50	50	0	0	0	0	18	25	27	4	
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	50	0	25	25	0	0	30	100	5	4	
	MANCHESTER	THOMSONFLY LTD		C D	3	0	0	67	0	33	0	0	0	15	75	12	4	
<b>TOTAL CHANIA</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>36</b>	<b>36</b>	



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
CHARLOTTE																			
	GATWICK	US AIRWAYS		S A	30	0	0	80	10	7	3	0	0	9	67	18	30		
	GATWICK	US AIRWAYS		S D	30	0	0	60	23	10	7	0	0	21	60	18	30		
<b>TOTAL CHARLOTTE</b>					<b>60</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>15</b>	<b>63</b>	<b>18</b>	<b>18</b>		
CHICAGO (O'HARE)																			
	HEATHROW	AIR INDIA		S A	11	0	1	91	9	0	0	0	0	2	100	0	13		
	HEATHROW	AIR INDIA		S D	13	0	0	38	15	15	31	0	0	47	50	18	12		
	GLASGOW	AMERICAN AIRLINES		S A	30	0	0	87	7	3	3	0	0	7	87	9	30		
	GLASGOW	AMERICAN AIRLINES		S D	30	0	0	87	3	3	7	0	0	8	80	9	30		
	HEATHROW	AMERICAN AIRLINES		S A	150	0	0	87	5	3	3	1	0	10	88	6	150		
	HEATHROW	AMERICAN AIRLINES		S D	150	0	0	82	15	2	1	0	0	8	81	8	150		
	MANCHESTER	AMERICAN AIRLINES		S A	30	0	0	77	7	7	7	3	0	19	73	13	30		
	MANCHESTER	AMERICAN AIRLINES		S D	30	0	0	83	3	10	3	0	0	10	90	5	30		
	MANCHESTER	BMI BRITISH MIDLAND		S A	30	0	0	80	7	3	10	0	0	14	70	63	30		
	MANCHESTER	BMI BRITISH MIDLAND		S D	30	0	0	83	3	10	3	0	0	11	97	5	30		
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	1	0	72	8	13	7	0	0	17	85	15	60		
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	43	32	22	2	2	0	25	48	28	60		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	6	0	0	50	0	50	0	0	0	24	89	2	9		
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	6	0	0	50	50	0	0	0	0	15	89	4	9		
	HEATHROW	UNITED AIRLINES		S A	90	0	0	63	11	17	7	2	0	22	76	9	90		
	HEATHROW	UNITED AIRLINES		S D	90	0	0	81	16	3	0	0	0	8	80	11	90		
<b>TOTAL CHICAGO (O'HARE)</b>					<b>816</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>12</b>		
CINCINNATI																			
	GATWICK	DELTA AIRLINES		S A	30	0	0	77	13	7	3	0	0	11	45	15	29		
	GATWICK	DELTA AIRLINES		S D	30	1	0	87	10	3	0	0	0	8	77	10	30		
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>61</b>	<b>12</b>	<b>12</b>		
CITY OF DERRY (EGLINTON)																			
	GLASGOW	LOGANAIR		S A	29	0	0	69	14	10	7	0	0	16	90	4	30		
	GLASGOW	LOGANAIR		S D	30	0	0	57	27	10	7	0	0	20	87	10	30		
	MANCHESTER	LOGANAIR		S A	26	0	0	73	4	19	4	0	0	16	0	0	0		
	MANCHESTER	LOGANAIR		S D	26	0	0	62	12	19	8	0	0	20	0	0	0		
	STANSTED	RYANAIR		S A	38	0	1	97	0	3	0	0	0	2	96	3	56		
	STANSTED	RYANAIR		S D	38	0	1	97	3	0	0	0	0	2	80	11	56		
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>187</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>9</b>	<b>9</b>		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
CLEVELAND																		
	GATWICK	CONTINENTAL AIRLINES		S A	30	0	0	80	10	10	0	0	0	7	77	11	30	
	GATWICK	CONTINENTAL AIRLINES		S D	30	0	0	83	13	3	0	0	0	8	93	5	30	
<b>TOTAL CLEVELAND</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>	
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	87	0	1	70	22	6	1	1	0	13	69	13	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	89	0	0	75	12	11	1	0	0	11	68	17	91	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	54	21	17	8	0	0	23	50	12	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	52	27	13	8	0	0	23	75	9	4	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S A	26	0	0	92	8	0	0	0	0	3	0	0	0	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S D	26	0	0	85	15	0	0	0	0	7	0	0	0	
	EDINBURGH	EUROWINGS LUFTVERKEHRS		S A	27	0	0	74	11	15	0	0	0	10	50	16	22	
	EDINBURGH	EUROWINGS LUFTVERKEHRS		S D	27	0	0	63	19	15	4	0	0	16	18	26	22	
	GATWICK	EUROWINGS LUFTVERKEHRS		S A	50	0	6	74	14	10	2	0	0	13	80	10	60	
	GATWICK	EUROWINGS LUFTVERKEHRS		S D	50	0	6	72	14	10	4	0	0	13	80	9	60	
	STANSTED	EUROWINGS LUFTVERKEHRS		S A	61	0	0	92	3	3	2	0	0	6	95	3	60	
	STANSTED	EUROWINGS LUFTVERKEHRS		S D	60	0	0	82	5	8	5	0	0	11	92	8	60	
	MANCHESTER	HAPAG LLOYD EXPRESS		S A	29	1	1	55	28	17	0	0	0	17	58	17	38	
	MANCHESTER	HAPAG LLOYD EXPRESS		S D	29	1	1	69	7	17	7	0	0	20	66	13	38	
	NEWCASTLE	HAPAG LLOYD EXPRESS		S A	17	0	0	76	18	0	6	0	0	12	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS		S D	17	0	0	53	24	18	6	0	0	20	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE		S A	79	0	0	81	11	4	4	0	0	11	62	19	86	
	HEATHROW	LUFTHANSA CITY LINE		S D	79	0	0	84	11	0	5	0	0	11	70	16	86	
<b>TOTAL COLOGNE (BONN)</b>					<b>857</b>	<b>5</b>	<b>15</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>13</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES		S A	47	0	0	83	6	6	2	0	2	24	71	33	51	
	HEATHROW	SRILANKAN AIRLINES		S D	47	0	0	55	13	17	13	0	2	44	57	30	51	
<b>TOTAL COLOMBO</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>64</b>	<b>31</b>	<b>31</b>	
CONNAUGHT																		
	BIRMINGHAM	BMIBABY LTD		S A	31	0	0	58	13	16	13	0	0	30	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	31	0	0	48	19	16	13	3	0	33	0	0	0	
	MANCHESTER	BMIBABY LTD		S A	30	0	0	80	0	10	10	0	0	16	59	31	29	
	MANCHESTER	BMIBABY LTD		S D	30	0	0	80	3	3	13	0	0	16	87	9	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	29	0	0	69	10	10	10	0	0	15	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
CONNAUGHT																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	23	3	7	0	0	14	0	0	0	
	GATWICK	RYANAIR	S	A	30	0	0	83	3	0	13	0	0	13	0	0	0	
	GATWICK	RYANAIR	S	D	30	0	0	87	0	7	7	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	83	10	3	3	0	0	9	79	53	29	
	STANSTED	RYANAIR	S	D	30	0	0	87	7	3	3	0	0	8	97	6	30	
<b>TOTAL CONNAUGHT</b>					<b>301</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>30</b>	<b>30</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	90	6	4	0	0	0	5	92	6	52	
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	88	6	4	2	0	0	8	92	8	52	
	GLASGOW	BMI REGIONAL	S	A	30	0	0	93	7	0	0	0	0	3	90	5	30	
	GLASGOW	BMI REGIONAL	S	D	30	0	0	97	3	0	0	0	0	2	90	5	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	0	0	73	14	8	5	0	0	14	71	14	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	66	17	12	5	0	0	15	71	16	157	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	94	4	0	2	0	0	4	79	13	86	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	75	16	6	2	0	0	12	65	18	86	
	GATWICK	MAERSK AIR	S	A	82	0	0	70	16	12	2	0	0	13	91	5	78	
	GATWICK	MAERSK AIR	S	D	82	0	0	65	20	10	6	0	0	15	96	4	78	
	MANCHESTER	MAERSK AIR	S	A	26	0	0	38	35	27	0	0	0	21	0	0	0	
	MANCHESTER	MAERSK AIR	S	D	25	0	0	68	16	8	8	0	0	18	0	0	0	
	BIRMINGHAM	SAS	S	A	56	0	0	86	7	4	4	0	0	10	85	7	82	
	BIRMINGHAM	SAS	S	D	56	0	0	80	9	7	4	0	0	15	85	7	81	
	HEATHROW	SAS	S	A	172	0	0	59	28	9	3	0	0	16	66	16	172	
	HEATHROW	SAS	S	D	172	0	0	65	21	9	5	0	0	15	78	11	171	
	MANCHESTER	SAS	S	A	85	0	0	71	24	2	4	0	0	15	76	10	107	
	MANCHESTER	SAS	S	D	85	0	0	79	13	4	5	0	0	11	94	2	107	
	NEWCASTLE	SAS	S	A	30	0	0	97	0	3	0	0	0	2	0	0	0	
	NEWCASTLE	SAS	S	D	30	0	0	97	3	0	0	0	0	1	0	0	0	
	EDINBURGH	STERLING EUROPEAN AIRLINES	S	A	9	0	0	56	33	11	0	0	0	17	0	0	0	
	EDINBURGH	STERLING EUROPEAN AIRLINES	S	D	9	0	0	67	22	11	0	0	0	10	0	0	0	
	HEATHROW	VARIG	S	A	13	0	0	77	8	8	8	0	0	17	77	7	13	
	HEATHROW	VARIG	S	D	13	0	0	0	15	31	46	8	0	78	8	60	13	
<b>TOTAL COPENHAGEN</b>					<b>1621</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>10</b>	<b>10</b>	
CORFU																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
CORFU																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	25	0	50	25	0	0	32	50	90	4	4
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	25	0	50	25	0	0	53	50	92	4	4
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	25	25	0	50	0	0	73	0	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	0	50	25	0	25	0	72	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	20	2	0	35	10	30	20	5	0	56	62	33	21	21
	GATWICK	EXCEL AIRWAYS LTD	C	D	23	0	0	52	13	26	9	0	0	27	62	28	21	21
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	0	0	38	13	13	25	13	0	64	100	0	4	4
	GLASGOW	EXCEL AIRWAYS LTD	C	D	8	0	0	38	0	25	25	13	0	60	100	2	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	16	0	0	25	25	13	25	6	6	75	50	48	20	20
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	16	0	0	50	6	13	13	13	6	72	70	44	20	20
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	9	100	7	4	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	40	0	60	0	0	0	26	100	0	4	4
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	72	0	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	49	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	17	33	0	0	0	21	100	0	2	2
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	16	100	4	2	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	68	18	14	0	0	0	12	95	3	21	21
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	0	0	75	8	17	0	0	0	11	95	6	21	21
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	12	100	1	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	17	100	4	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	17	75	11	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	23	50	19	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	38	13	6	38	6	0	58	63	25	16	16
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	47	24	12	12	6	0	38	73	17	15	15
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	83	1	1
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	79	1	1
	GATWICK	FLYJET LTD	C	A	4	0	0	0	0	25	75	0	0	92	50	33	4	4
	GATWICK	FLYJET LTD	C	D	4	0	0	0	0	0	100	0	0	133	75	30	4	4
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	50	25	25	0	0	38	0	47	4	4

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
CORFU																		
	MANCHESTER	FLYJET LTD		C D	4	0	0	75	25	0	0	0	0	5	50	11	4	
	BIRMINGHAM	MONARCH AIRLINES		C A	8	0	0	88	0	0	13	0	0	18	100	0	8	
	BIRMINGHAM	MONARCH AIRLINES		C D	8	0	0	88	13	0	0	0	4	100	0	7		
	GATWICK	MONARCH AIRLINES		C A	24	0	0	67	0	17	17	0	0	28	58	19	19	
	GATWICK	MONARCH AIRLINES		C D	25	0	0	60	24	4	12	0	0	21	84	9	19	
	LUTON	MONARCH AIRLINES		C A	4	0	0	25	0	50	25	0	0	52	75	6	4	
	LUTON	MONARCH AIRLINES		C D	4	0	0	25	0	0	75	0	0	76	100	0	4	
	MANCHESTER	MONARCH AIRLINES		C A	20	0	0	60	15	0	20	5	0	36	56	17	16	
	MANCHESTER	MONARCH AIRLINES		C D	23	0	0	61	22	4	13	0	0	25	81	7	16	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	25	0	25	25	0	75	75	44	8	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	25	25	0	50	0	0	45	38	50	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	0	0	50	13	13	13	13	0	42	58	12	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	8	0	0	50	13	13	25	0	0	34	83	7	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	50	0	0	0	0	14	50	28	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	25	25	0	0	0	19	50	43	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	0	0	25	0	25	154	50	13	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	25	50	0	0	0	29	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	14	0	0	86	7	7	0	0	0	8	76	11	17	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	15	0	0	73	20	7	0	0	0	9	75	13	16	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	7	0	0	86	14	0	0	0	0	3	86	3	7	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	9	0	0	78	0	0	11	11	0	45	75	6	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	13	0	0	38	8	15	31	8	0	57	33	171	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	12	0	0	58	8	17	17	0	0	27	73	12	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	9	0	0	78	0	0	11	11	0	38	75	11	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	9	0	0	78	0	0	11	11	0	41	75	17	8	
	BIRMINGHAM	THOMSONFLY LTD		C A	5	0	0	60	20	20	0	0	0	13	100	0	8	
	BIRMINGHAM	THOMSONFLY LTD		C D	5	0	0	40	0	40	20	0	0	41	88	8	8	
	GATWICK	THOMSONFLY LTD		C A	22	0	0	73	9	5	9	0	5	38	70	24	20	
	GATWICK	THOMSONFLY LTD		C D	23	0	0	78	13	0	4	4	0	19	70	14	20	
	GLASGOW	THOMSONFLY LTD		C A	5	0	0	40	40	0	20	0	0	44	100	7	4	
	GLASGOW	THOMSONFLY LTD		C D	5	0	0	80	20	0	0	0	0	5	100	4	4	
	LUTON	THOMSONFLY LTD		C A	5	0	0	60	20	0	0	20	0	55	71	17	7	
	LUTON	THOMSONFLY LTD		C D	5	0	0	100	0	0	0	0	0	5	67	18	6	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CORFU																		
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	62	8	23	8	0	0	20	81	10	16	
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	79	0	21	0	0	9	88	6	16		
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	20	20	40	20	0	41	75	13	4		
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	20	20	40	20	0	52	75	13	4		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	25	25	25	25	0	41	67	67	3		
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	40	20	20	20	0	38	75	76	4		
<b>TOTAL CORFU</b>					<b>628</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>34</b>	<b>73</b>	<b>21</b>	<b>21</b>	
CORK																		
	BIRMINGHAM	AER ARRAN	S	A	55	1	1	95	2	2	2	0	3	75	23	56		
	BIRMINGHAM	AER ARRAN	S	D	56	0	0	89	2	5	4	0	9	68	23	56		
	EDINBURGH	AER ARRAN	S	A	44	0	0	84	14	0	2	0	7	69	31	26		
	EDINBURGH	AER ARRAN	S	D	44	0	0	82	9	7	2	0	9	54	38	26		
	HEATHROW	AER LINGUS	S	A	146	0	0	72	18	8	3	0	13	70	23	119		
	HEATHROW	AER LINGUS	S	D	146	0	0	70	16	9	5	0	14	63	24	120		
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	47	20	13	20	0	36	0	0	0		
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	17	3	7	63	10	91	0	0	0		
	MANCHESTER	BMIBABY LTD	S	A	48	0	0	81	2	2	13	2	23	57	20	30		
	MANCHESTER	BMIBABY LTD	S	D	48	0	0	81	6	2	10	0	17	80	13	30		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	93	3	0	3	0	6	80	15	30		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	29	0	0	90	0	7	3	0	8	87	12	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	63	8	20	8	0	19	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	57	20	15	8	0	20	0	0	0		
	GLASGOW	LOGANAIR	S	A	29	0	0	86	7	7	0	0	6	80	8	25		
	GLASGOW	LOGANAIR	S	D	29	0	0	72	21	7	0	0	11	73	17	30		
	STANSTED	RYANAIR	S	A	120	0	0	80	12	7	2	0	9	74	10	89		
	STANSTED	RYANAIR	S	D	120	0	0	77	16	6	2	0	11	83	8	89		
<b>TOTAL CORK</b>					<b>1123</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>21</b>	<b>21</b>	
CUNAGUA ( CAYO COCO)																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	25	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	50	25	25	0	0	19	60	23	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	11	50	51	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	1	0	60	20	0	0	20	0	76	60	90	5	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CUNAGUA ( CAYO COCO)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	28	60	121	5
<b>TOTAL CUNAGUA ( CAYO COCO)</b>					<b>22</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>78</b>	<b>78</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	0	56	28	0	12	0	4	50	35	68	26
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	25	0	0	20	32	40	8	0	0	34	4	54	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	16	100	1	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	1	58	25	17	0	0	0	17	62	14	13
<b>TOTAL DACCA</b>					<b>75</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>24</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>40</b>	<b>43</b>	<b>43</b>
DALAMAN	GATWICK	AIR ATLANTA EUROPE LTD	C	A	5	0	0	40	20	20	0	20	0	61	50	16	4
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	4	1	0	0	50	0	25	25	0	108	25	57	4
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	5	0	0	40	20	20	0	20	0	73	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	6	0	0	0	33	17	33	17	0	98	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	50	25	0	0	40	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	20	0	60	20	0	0	40	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	50	50	0	0	64	0	90	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	75	25	0	0	50	25	68	4
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	0	0	25	433	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	25	25	0	0	26	0	0	0
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	25	38	4
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	0	161	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	33	0	0	55	21	15	6	0	3	48	53	87	34
	GATWICK	EXCEL AIRWAYS LTD	C	D	32	0	0	50	25	19	3	0	3	50	45	59	33
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	66	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	72	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	22	0	0	64	18	0	5	9	5	96	81	17	16
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	24	0	0	67	8	0	8	13	4	100	73	19	15
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	44	11	22	22	0	0	40	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	12	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	54	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	0	0	0	11	95	88	17	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	8	78	18	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	36	0	0	94	3	0	3	0	0	6	83	13	23
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	35	0	0	63	20	11	6	0	0	18	61	25	23
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	3	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	75	11	4



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	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	3	0	0	100	0	0	0	0	0	3	100	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	56	11	22	11	0	0	26	75	16	20
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	56	6	17	22	0	0	30	70	20	20
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	20	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	25	4
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	5	0	0	80	0	0	20	0	0	29	0	0	0
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	80	0	20	0	0	0	11	75	27	4
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	60	20	20	0	0	0	16	50	42	4
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	14	0	0	57	7	14	21	0	0	34	46	38	13
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	14	1	0	57	14	7	21	0	0	31	23	65	13
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	15	0	0	67	7	20	7	0	0	16	88	8	17
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	0	75	8	8	8	0	0	17	65	19	17
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	75	13	4
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	15	75	10	4
	GATWICK	MONARCH AIRLINES	C	A	26	0	0	58	12	4	27	0	0	35	59	20	17
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	35	23	19	23	0	0	44	71	20	17
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	42	0	17	25	0	17	207	25	30	4
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	54	0	15	23	0	8	105	50	18	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	14	0	0	71	0	14	14	0	0	22	92	7	13
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	0	0	21	7	0	37	75	15	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	0	11	11	11	0	39	62	99	13
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	33	11	22	22	11	0	52	50	119	12
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	50	67	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	50	73	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	90	0	0	10	0	0	8	81	13	21
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	0	0	74	0	17	9	0	0	20	75	15	20
	GATWICK	ONUR AIR	C	A	9	0	0	56	0	22	11	11	0	52	25	38	4
	GATWICK	ONUR AIR	C	D	9	0	0	33	22	0	22	22	0	79	0	85	4
	GLASGOW	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	ONUR AIR	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	ONUR AIR	C	A	9	0	0	89	0	11	0	0	0	7	100	2	12

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
DALAMAN																		
	MANCHESTER	ONUR AIR	C	D	9	0	0	22	22	22	33	0	0	51	25	46	12	
	NEWCASTLE	ONUR AIR	C	A	5	0	0	40	0	40	0	0	20	100	33	46	3	
	NEWCASTLE	ONUR AIR	C	D	5	0	0	0	20	20	40	0	20	132	0	79	4	
	BIRMINGHAM	PEGASUS AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	BIRMINGHAM	PEGASUS AIRLINES	C	D	4	0	0	25	25	25	0	0	25	207	0	0	0	
	EDINBURGH	PEGASUS AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	EDINBURGH	PEGASUS AIRLINES	C	D	4	0	0	50	50	0	0	0	0	19	0	0	0	
	GATWICK	PEGASUS AIRLINES	C	A	7	0	0	86	14	0	0	0	0	5	100	1	4	
	GATWICK	PEGASUS AIRLINES	C	D	6	0	0	50	33	17	0	0	0	14	50	22	4	
	MANCHESTER	PEGASUS AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	PEGASUS AIRLINES	C	A	8	0	0	100	0	0	0	0	0	4	75	39	4	
	NEWCASTLE	PEGASUS AIRLINES	C	D	8	0	0	75	25	0	0	0	0	10	75	33	4	
	LUTON	SUNEXPRESS	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	LUTON	SUNEXPRESS	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	5	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	5	50	21	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	25	0	0	68	16	8	8	0	0	17	81	16	27	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	27	0	0	67	15	11	7	0	0	18	58	21	26	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	2	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	6	88	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	39	0	0	59	8	10	18	3	3	61	70	17	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	40	0	0	63	18	0	18	3	0	33	76	16	21	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	13	13	0	49	88	10	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	0	22	0	50	88	13	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	19	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	22	11	0	0	25	75	15	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	50	24	4	
	GATWICK	THOMSONFLY LTD	C	A	13	1	0	69	23	0	8	0	0	15	88	19	8	
	GATWICK	THOMSONFLY LTD	C	D	14	0	0	79	14	0	7	0	0	14	89	21	9	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	0	0	100	0	0	0	46	75	10	4	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	0	50	25	25	0	0	39	100	8	4	
	LUTON	THOMSONFLY LTD	C	A	4	1	0	75	25	0	0	0	0	10	100	1	4	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DALAMAN																		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	25	100	4	4	
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	46	23	15	15	0	0	24	33	22	9	
	MANCHESTER	THOMSONFLY LTD	C	D	15	1	0	67	7	27	0	0	0	13	78	14	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	6	100	1	4	
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	29	0	0	0	
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
<b>TOTAL DALAMAN</b>					<b>1015</b>	<b>6</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>66</b>	<b>29</b>	<b>29</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	77	0	0	66	18	6	8	1	0	21	90	6	72	
	GATWICK	AMERICAN AIRLINES	S	D	77	0	0	86	10	3	1	0	0	9	74	12	72	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	57	23	13	7	0	0	17	80	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	63	20	10	7	0	0	17	80	14	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>214</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>10</b>	
DAMASCUS																		
	HEATHROW	BMED	S	A	25	0	0	80	8	4	8	0	0	10	90	6	29	
	HEATHROW	BMED	S	D	25	0	0	48	24	4	20	4	0	46	69	12	29	
	HEATHROW	SYRIANAIR	S	A	12	0	0	0	25	42	33	0	0	52	46	22	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	31	62	8	0	0	0	21	38	23	13	
	MANCHESTER	SYRIANAIR	S	A	8	0	0	13	38	38	13	0	0	35	0	50	9	
	MANCHESTER	SYRIANAIR	S	D	8	0	0	25	0	50	25	0	0	53	71	15	7	
<b>TOTAL DAMASCUS</b>					<b>91</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>24</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>62</b>	<b>16</b>	<b>16</b>	
DAMMAM																		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	3	0	0	33	0	67	0	0	0	39	0	0	0	
<b>TOTAL DAMMAM</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	0	7	92	3	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	0	8	0	0	10	69	12	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>8</b>	
DEAUVILLE																		
DEER LAKE (NEWFOUNDLAN																		
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	67	0	33	0	0	0	11	0	0	0	

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																	MATCHED	UNMATCHED
DEER LAKE (NEWFOUNDLAN	GATWICK	ASTRAEUS LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
DELHI	BIRMINGHAM	AIR INDIA		S A	13	0	0	77	0	15	8	0	0	13	0	0	0	0
	BIRMINGHAM	AIR INDIA		S D	13	0	0	85	8	0	0	8	0	23	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	83	10	3	3	0	0	7	97	2	30	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	43	27	30	0	0	0	22	43	22	30	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	40	17	33	7	3	0	37	8	47	13	13
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	63	20	13	3	0	0	15	69	20	13	13
<b>TOTAL DELHI</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>19</b>	<b>19</b>	<b>19</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	60	23	13	3	0	0	18	93	2	30	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	63	7	27	0	3	0	28	67	16	30	30
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>9</b>
DETROIT	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	87	10	3	0	0	0	6	73	11	30	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	57	30	10	3	0	0	17	77	13	30	30
	GATWICK	NORTHWEST AIRLINES		S A	30	0	0	73	7	10	10	0	0	21	93	5	29	29
	GATWICK	NORTHWEST AIRLINES		S D	30	0	0	73	20	3	3	0	0	9	97	12	30	30
<b>TOTAL DETROIT</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>10</b>	<b>10</b>	<b>10</b>
DINARD	LUTON	RYANAIR		S A	29	0	1	86	7	7	0	0	0	5	0	0	0	0
	LUTON	RYANAIR		S D	30	0	0	77	10	10	3	0	0	11	0	0	0	0
	STANSTED	RYANAIR		S A	30	0	1	63	20	17	0	0	0	13	82	7	38	38
	STANSTED	RYANAIR		S D	30	0	0	50	23	23	3	0	0	20	63	14	38	38
<b>TOTAL DINARD</b>					<b>119</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>11</b>
DJIBOUTI	GATWICK	DAALLO AIRLINES		S A	7	0	0	29	43	14	14	0	0	35	83	7	6	6
	GATWICK	DAALLO AIRLINES		S D	6	0	0	33	17	33	17	0	0	40	13	94	8	8
<b>TOTAL DJIBOUTI</b>					<b>13</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>37</b>	<b>43</b>	<b>57</b>	<b>57</b>	<b>57</b>
DNEPROPETROVSK																		

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

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						Plan (8)											
DNEPROPETROVSK	EDINBURGH	UKRAINE INTERNATIONAL AIRLINES	C	A	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL DNEPROPETROVSK</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
DOHA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	1	97	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	23	23	3	0	24	43	29	30	
	GATWICK	QATAR AIRWAYS	S	A	30	0	0	83	7	7	0	3	11	0	0	0	
	GATWICK	QATAR AIRWAYS	S	D	30	0	0	63	30	7	0	0	14	0	0	0	
	HEATHROW	QATAR AIRWAYS	S	A	60	0	0	75	13	8	3	0	10	88	6	60	
	HEATHROW	QATAR AIRWAYS	S	D	60	0	0	60	28	5	5	0	23	70	12	60	
	MANCHESTER	QATAR AIRWAYS	S	A	17	0	0	65	6	18	12	0	25	89	5	18	
	MANCHESTER	QATAR AIRWAYS	S	D	17	0	0	76	12	6	6	0	12	56	22	18	
<b>TOTAL DOHA</b>					<b>274</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>11</b>	
DORTMUND	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	96	2	2	0	0	2	98	1	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	90	8	2	0	0	6	89	6	54	
<b>TOTAL DORTMUND</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>4</b>	<b>94</b>	<b>3</b>	<b>3</b>	
DRESDEN																	
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	90	5	3	2	0	5	87	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	48	25	18	8	0	23	68	13	60	
	BIRMINGHAM	EMIRATES	S	A	60	0	0	82	13	5	0	0	8	83	9	30	
	BIRMINGHAM	EMIRATES	S	D	60	0	0	73	18	8	0	0	9	50	19	30	
	GATWICK	EMIRATES	S	A	88	1	2	89	7	5	0	0	5	75	9	91	
	GATWICK	EMIRATES	S	D	89	0	1	69	24	6	2	0	12	67	11	91	
	GLASGOW	EMIRATES	S	A	30	0	0	63	27	3	7	0	18	70	10	30	
	GLASGOW	EMIRATES	S	D	30	0	0	80	13	3	3	0	15	70	15	30	
	HEATHROW	EMIRATES	S	A	150	0	0	58	27	12	3	0	16	40	21	120	
	HEATHROW	EMIRATES	S	D	151	0	0	42	32	19	7	0	25	37	26	120	
	MANCHESTER	EMIRATES	S	A	60	0	0	77	10	12	2	0	10	58	15	60	
	MANCHESTER	EMIRATES	S	D	60	0	0	65	20	13	2	0	14	63	16	60	
<b>TOTAL DUBAI</b>					<b>898</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>15</b>	<b>15</b>	
DUBLIN																	

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																	MATCHED	UNMATCHED
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	99	0	0	81	11	4	4	0	0	11	88	6	104	
	BIRMINGHAM	AER LINGUS	S	D	99	0	0	55	30	8	7	0	0	20	77	11	103	
	EDINBURGH	AER LINGUS	S	A	30	0	0	80	7	13	0	0	0	12	50	22	54	
	EDINBURGH	AER LINGUS	S	D	30	0	0	53	27	17	3	0	0	18	39	29	54	
	GLASGOW	AER LINGUS	S	A	82	0	0	83	6	9	2	0	0	9	63	16	76	
	GLASGOW	AER LINGUS	S	D	82	0	0	74	15	7	4	0	0	12	47	25	77	
	HEATHROW	AER LINGUS	S	A	386	1	0	61	21	14	4	0	0	18	58	18	385	
	HEATHROW	AER LINGUS	S	D	386	0	0	69	17	10	3	0	0	14	70	15	385	
	MANCHESTER	AER LINGUS	S	A	127	0	0	78	10	7	5	0	0	12	90	6	135	
	MANCHESTER	AER LINGUS	S	D	126	0	1	78	9	9	4	1	0	13	86	7	135	
	HEATHROW	BMI BRITISH MIDLAND	S	A	185	0	0	68	14	16	3	0	0	15	46	24	192	
	HEATHROW	BMI BRITISH MIDLAND	S	D	185	0	0	72	11	14	3	0	0	14	58	21	191	
	GATWICK	BRITISH AIRWAYS PLC	S	A	110	0	0	70	8	15	7	0	0	16	71	14	112	
	GATWICK	BRITISH AIRWAYS PLC	S	D	110	0	0	74	11	13	3	0	0	13	71	15	112	
	LONDON CITY	CITY JET	S	A	120	1	0	83	5	6	7	0	0	13	93	5	121	
	LONDON CITY	CITY JET	S	D	120	0	0	55	26	8	11	0	0	22	80	11	120	
	GLASGOW	LOGANAIR	S	A	30	0	0	63	20	10	3	3	0	23	0	0	0	
	GLASGOW	LOGANAIR	S	D	30	0	0	53	27	13	7	0	0	20	0	0	0	
	MANCHESTER	LUXAIR	S	A	29	0	1	72	17	3	3	3	0	20	86	6	29	
	MANCHESTER	LUXAIR	S	D	30	0	0	80	3	7	7	3	0	21	97	14	30	
	BIRMINGHAM	RYANAIR	S	A	72	0	1	85	10	4	1	0	0	7	88	7	77	
	BIRMINGHAM	RYANAIR	S	D	72	0	1	72	18	4	6	0	0	13	74	11	77	
	EDINBURGH	RYANAIR	S	A	86	1	0	81	6	5	7	1	0	15	84	8	86	
	EDINBURGH	RYANAIR	S	D	86	0	0	73	15	3	6	2	0	17	73	12	86	
	GATWICK	RYANAIR	S	A	150	0	0	68	14	9	8	1	0	20	77	12	179	
	GATWICK	RYANAIR	S	D	150	0	0	66	13	10	9	1	0	20	80	12	179	
	LUTON	RYANAIR	S	A	113	0	0	83	8	4	4	0	0	10	93	4	146	
	LUTON	RYANAIR	S	D	113	0	0	92	5	0	2	1	0	6	88	6	146	
	MANCHESTER	RYANAIR	S	A	116	1	0	69	12	11	8	0	0	19	87	6	117	
	MANCHESTER	RYANAIR	S	D	116	0	0	74	7	6	12	1	0	19	88	6	117	
	NEWCASTLE	RYANAIR	S	A	56	0	0	86	7	5	2	0	0	9	95	3	56	
	NEWCASTLE	RYANAIR	S	D	56	0	0	79	13	7	2	0	0	12	89	6	56	
	STANSTED	RYANAIR	S	A	323	0	4	77	12	7	2	1	0	13	72	12	379	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					325	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	325	0	2	82	10	5	2	0	0	9	78	9	378
<b>TOTAL DUBLIN</b>					<b>4231</b>	<b>6</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>12</b>
DUBROVNIK	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	10	75	17	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	25	0	0	0	19	50	34	4
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	0	50	50	0	0	0	37	100	0	4
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	25	0	25	0	0	25	100	2	4
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	33	30	20	17	0	0	30	100	2	16
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	30	27	37	7	0	0	31	88	4	16
	GATWICK	CROATIA AIRLINES	S	A	18	0	0	56	11	22	6	6	0	30	53	46	17
	GATWICK	CROATIA AIRLINES	S	D	18	0	0	33	33	22	6	6	0	35	35	60	17
	GLASGOW	CROATIA AIRLINES	C	A	3	0	0	0	67	33	0	0	0	29	0	0	0
	GLASGOW	CROATIA AIRLINES	C	D	3	0	0	33	33	33	0	0	0	30	0	0	0
	MANCHESTER	CROATIA AIRLINES	S	A	9	0	0	33	33	22	11	0	0	33	50	27	8
	MANCHESTER	CROATIA AIRLINES	S	D	9	0	0	33	11	22	33	0	0	41	38	31	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	50	22	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	21	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	15	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	50	0	0	0	0	14	100	2	4
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	25	75	0	0	0	0	16	100	9	4
	MANCHESTER	GB AIRWAYS LTD	S	A	14	0	0	29	50	21	0	0	0	21	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	14	0	0	86	14	0	0	0	0	5	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	23	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	16	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	26	0	0	0
<b>TOTAL DUBROVNIK</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>26</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>24</b>	<b>24</b>
DUNDEE	LONDON CITY	SCOT AIRWAYS	S	A	100	0	0	50	25	17	7	1	0	24	89	9	99
	LONDON CITY	SCOT AIRWAYS	S	D	100	0	0	37	33	22	8	0	0	26	84	9	99
<b>TOTAL DUNDEE</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>29</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>86</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DURHAM TEES VALLEY		HEATHROW	BMI BRITISH MIDLAND	S	A	81	0	0	88	5	5	2	0	0	8	73	13	82
		HEATHROW	BMI BRITISH MIDLAND	S	D	81	0	0	90	6	1	2	0	0	6	78	10	82
<b>TOTAL DURHAM TEES VALLEY</b>						<b>164</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>12</b>
DUSSELDORF		STANSTED	AIR BERLIN	S	A	77	0	1	94	3	1	3	0	0	4	90	6	77
		STANSTED	AIR BERLIN	S	D	74	0	1	85	9	3	3	0	0	8	79	8	78
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	0	0	82	8	6	4	1	0	11	86	6	103
		BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	81	11	2	5	2	0	13	93	3	104
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	83	9	5	3	0	0	9	86	7	104
		MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	77	1	0	88	4	5	3	0	0	5	91	5	104
		HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	83	9	5	3	0	0	9	67	18	167
		HEATHROW	BRITISH AIRWAYS PLC	S	D	170	0	0	71	18	8	4	0	0	13	61	17	166
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	73	0	0	90	5	4	0	0	0	7	88	6	74
		BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	73	0	0	82	12	5	0	0	0	8	76	8	74
		LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	44	0	0	82	7	7	5	0	0	12	0	0	0
		LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	44	0	0	36	43	11	9	0	0	24	0	0	0
		NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	72	24	4	0	0	0	9	85	3	26
		NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	64	24	12	0	0	0	12	85	7	26
		HEATHROW	LUFTHANSA	S	A	146	0	0	85	12	3	0	0	0	7	61	17	146
		HEATHROW	LUFTHANSA	S	D	146	0	0	87	8	3	1	0	0	7	73	13	144
		MANCHESTER	LUFTHANSA CITY LINE	S	A	78	0	0	73	18	8	1	0	0	12	70	14	77
		MANCHESTER	LUFTHANSA CITY LINE	S	D	78	0	0	87	6	3	4	0	0	8	84	9	77
<b>TOTAL DUSSELDORF</b>						<b>1583</b>	<b>2</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>10</b>



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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	232	0	0	75	18	5	3	0	0	10	52	26	231	
	HEATHROW	BMI BRITISH MIDLAND	S	D	232	0	0	77	17	6	1	0	0	9	53	22	231	
	MANCHESTER	BMI REGIONAL	S	A	121	0	0	87	7	4	2	0	0	7	79	11	121	
	MANCHESTER	BMI REGIONAL	S	D	115	0	0	94	1	3	3	0	0	6	86	7	122	
	BIRMINGHAM	BMIBABY LTD	S	A	60	0	0	72	8	8	10	2	0	23	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	60	0	0	58	20	10	8	3	0	30	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	164	3	0	88	7	4	1	0	0	6	85	8	164	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	164	3	0	90	4	5	1	0	0	6	79	9	164	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	118	0	0	81	7	8	5	0	0	13	81	9	69	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	118	0	0	65	19	9	6	0	0	19	65	17	69	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	149	0	0	70	17	7	5	1	0	15	81	10	155	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	150	0	0	79	6	9	5	1	0	14	88	6	155	
	GATWICK	BRITISH AIRWAYS PLC	S	A	174	0	0	47	22	20	10	2	0	29	54	20	176	
	GATWICK	BRITISH AIRWAYS PLC	S	D	174	0	0	54	17	19	9	1	0	24	66	16	176	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	356	0	0	55	23	18	4	0	0	19	41	26	310	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	356	0	0	58	21	17	4	0	0	19	56	22	311	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	61	0	0	66	11	18	5	0	0	18	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	61	0	0	85	7	5	3	0	0	8	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	66	17	10	7	0	0	18	66	16	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	60	23	9	8	0	0	20	57	19	116	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	164	0	0	85	9	3	3	0	0	7	74	14	163	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	164	0	0	76	12	9	4	0	0	12	66	18	163	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	167	0	0	84	9	4	4	0	0	8	58	31	163	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	167	0	0	67	21	5	7	0	0	15	52	37	162	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	153	0	3	82	8	7	3	1	0	9	82	8	158	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	155	0	1	75	10	6	8	1	0	17	76	11	159	
	STANSTED	FLYGLOBESPAN	S	A	52	0	0	79	8	12	2	0	0	10	0	0	0	
	STANSTED	FLYGLOBESPAN	S	D	52	0	0	69	10	17	4	0	0	16	0	0	0	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	197	2	13	71	16	9	5	0	0	15	73	12	209
	LONDON CITY	SCOT AIRWAYS	S	D	198	2	12	74	16	8	2	0	0	12	84	8	208
<b>TOTAL EDINBURGH</b>					<b>4567</b>	<b>22</b>	<b>29</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>17</b>
EINDHOVEN	BIRMINGHAM	KLM CITYHOPPER	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0
	BIRMINGHAM	KLM CITYHOPPER	C	D	2	0	0	100	0	0	0	0	0	11	0	0	0
	HEATHROW	KLM CITYHOPPER	S	A	65	0	0	69	22	5	5	0	0	13	0	0	0
	HEATHROW	KLM CITYHOPPER	S	D	65	0	0	85	8	2	6	0	0	10	0	0	0
	STANSTED	RYANAIR	S	A	50	0	1	86	6	6	2	0	0	8	87	8	54
	STANSTED	RYANAIR	S	D	51	0	0	82	12	6	0	0	0	7	88	11	52
<b>TOTAL EINDHOVEN</b>					<b>235</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>16</b>	<b>16</b>
EL ALAMEIN	GATWICK	ASTRAEUS LTD	C	A	2	1	0	50	0	50	0	0	0	29	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	0	33	0	0	0	24	0	0	0
<b>TOTAL EL ALAMEIN</b>					<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	0	15	0	0	20	92	7	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	31	0	0	0	19	62	27	13
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>17</b>	<b>17</b>
ERFURT																	
ESBJERG	LUTON	RYANAIR	S	A	30	0	0	93	0	7	0	0	0	4	0	0	0
	LUTON	RYANAIR	S	D	30	0	0	90	3	0	7	0	0	8	0	0	0
<b>TOTAL ESBJERG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>4</b>
EXETER	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	56	0	0	61	18	20	2	0	0	16	47	22	30
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	56	0	0	54	20	25	2	0	0	19	73	11	30
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	63	17	7	10	3	0	28	53	21	30
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	67	17	3	10	3	0	28	97	4	30
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	73	7	10	10	0	0	18	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	73	3	13	10	0	0	21	0	0	0
<b>TOTAL EXETER</b>					<b>232</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>15</b>	<b>15</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	4	0	0	25	25	50	0	0	0	31	0	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	4	0	0	25	0	25	50	0	0	56	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	25	0	0	0	0	5	100	2	8	8
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	0	0	0	20	0	52	89	8	9	9
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	20	37	40	0	3	0	34	33	26	30	30
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	97	3	0	0	0	0	1	97	2	30	30
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	17	0	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	0	25	0	0	16	0	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	30	0	0	93	0	0	7	0	0	10	0	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	30	0	0	67	17	10	3	3	0	21	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	63	18	16	3	0	0	17	62	40	34	34
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	63	21	13	3	0	0	16	76	21	34	34
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	53	0	4	77	13	8	2	0	0	9	80	20	59	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	53	0	4	72	17	6	6	0	0	16	80	13	59	59
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	64	1	0	80	9	9	2	0	0	9	83	10	64	64
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	72	17	5	6	0	0	13	78	11	64	64
	STANSTED	EUROATLANTIC AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	7	100	10	1	1
	STANSTED	EUROATLANTIC AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	19	100	0	1	1
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	3	0	0	0	0	0	100	0	0	104	100	1	4	4
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	3	0	0	0	0	0	100	0	0	118	100	0	4	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	6	0	0	50	0	0	33	0	17	123	100	5	4	4
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	6	0	0	33	17	0	33	0	17	124	100	0	3	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	43	21	21	14	0	0	32	64	35	11	11
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	69	15	8	8	0	0	16	57	49	14	14
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	86	0	0	14	0	0	17	58	43	12	12
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	57	0	14	29	0	0	42	56	35	9	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	5	67	19	9	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	38	13	0	0	0	15	78	15	9	9
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	10	100	2	5	5
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	60	20	0	0	0	26	80	11	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	43	30	17	0	9	0	36	54	15	24	24
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	50	36	5	0	9	0	33	79	8	24	24

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	56	39	9	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	33	49	9	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	23	1	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	19	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	30	0	0	67	20	13	0	0	0	14	50	21	26	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	30	0	0	70	20	3	7	0	0	12	73	16	26	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	5	33	31	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	10	33	25	9	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	21	0	0	29	33	33	5	0	0	26	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	21	0	0	48	33	14	0	0	5	41	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	8	0	0	88	13	0	0	0	0	8	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	47	23	10	17	3	0	37	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	40	7	27	23	3	0	52	0	0	0	
	GATWICK	FLYJET LTD	C	A	3	0	0	0	33	33	33	0	0	52	50	23	2	
	GATWICK	FLYJET LTD	C	D	3	0	0	67	33	0	0	0	0	6	0	23	2	
	GATWICK	GB AIRWAYS LTD	S	A	90	0	0	49	22	12	13	3	0	31	75	11	91	
	GATWICK	GB AIRWAYS LTD	S	D	90	0	0	32	21	22	20	4	0	47	58	16	91	
	BIRMINGHAM	MONARCH AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	9	78	9	9	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	89	3	9	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	38	13	13	0	0	35	23	78	13	
	GATWICK	MONARCH AIRLINES	S	A	35	0	0	49	20	14	14	3	0	36	60	18	30	
	GATWICK	MONARCH AIRLINES	S	D	35	0	0	51	17	14	14	3	0	31	77	16	30	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	13	13	13	0	0	24	38	71	13	
	LUTON	MONARCH AIRLINES	S	A	21	0	0	76	10	14	0	0	0	12	54	18	13	
	LUTON	MONARCH AIRLINES	S	D	21	0	0	71	24	5	0	0	0	10	85	5	13	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	44	11	33	11	0	0	30	33	32	9	
	MANCHESTER	MONARCH AIRLINES	S	A	47	0	0	70	15	13	2	0	0	14	73	12	30	
	MANCHESTER	MONARCH AIRLINES	S	D	47	0	0	74	15	6	4	0	0	12	83	7	30	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	11	11	11	0	0	23	56	32	9	
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	18	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
FARO	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	22	0	0	82	5	0	14	0	0	19	80	12	20
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	100	0	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	2	100	1	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	22	0	0	91	0	0	5	5	0	19	52	28	21
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	22	0	0	0	6	0	80	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	22	0	0	0	6	0	249	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	22	0	11	0	14	59	47	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	11	61	28	18	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	1	100	2	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	2	60	12	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	50	14	7	29	0	39	60	14	20	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	31	15	15	23	15	64	70	15	20	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	43	43	0	0	14	40	33	27	3	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	0	13	40	60	25	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	13	47	7	7	20	7	102	29	34	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	15	0	8	8	33	71	23	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	0	0	8	29	92	4	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	92	0	0	0	8	28	92	6	13	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	5	86	19	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	5	86	4	7	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	5	89	3	9	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	100	4	9	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	33	33	22	11	0	25	44	20	9	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	11	0	22	0	20	89	6	9	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	4	60	30	5	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	5	60	25	5	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	3	75	7	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	7	50	11	4	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	78	11	0	11	0	13	62	12	13	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	78	11	0	11	0	14	92	4	13	
<b>TOTAL FARO</b>					<b>1540</b>	<b>5</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>20</b>	<b>20</b>
FEZ																	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FEZ	GATWICK	GB AIRWAYS LTD		S A	8	1	0	63	25	0	13	0	0	13	0	0	0
<b>TOTAL FEZ</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C A	4	0	0	75	0	0	25	0	0	22	75	4	4
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C D	4	0	0	75	0	0	25	0	0	21	100	4	4
	GATWICK	MONARCH AIRLINES		C A	4	0	0	0	50	50	0	0	0	31	0	46	4
	GATWICK	MONARCH AIRLINES		C D	4	0	0	25	50	25	0	0	0	24	50	27	4
<b>TOTAL FIGARI</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>20</b>	<b>20</b>
FLORENCE	GATWICK	MERIDIANA AIR		S A	41	0	0	54	24	20	2	0	0	17	63	20	46
	GATWICK	MERIDIANA AIR		S D	42	0	1	36	24	21	19	0	0	30	43	36	46
<b>TOTAL FLORENCE</b>					<b>83</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>24</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>28</b>	<b>28</b>
FORLI	STANSTED	RYANAIR		S A	60	0	0	58	25	15	2	0	0	16	77	10	60
	STANSTED	RYANAIR		S D	60	0	0	55	32	12	2	0	0	17	75	12	60
<b>TOTAL FORLI</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>28</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>11</b>
FRANKFURT MAIN	LONDON CITY	AUGSBURG AIRWAYS GMBH		S A	66	0	0	80	12	8	0	0	0	9	77	10	22
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S D	66	0	0	62	14	20	5	0	0	18	86	11	22
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	122	0	0	90	4	2	4	0	0	7	87	7	126
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	124	0	0	84	7	5	4	0	0	9	83	10	126
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD		S A	19	0	0	95	5	0	0	0	0	2	79	12	24
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S A	68	0	0	84	7	3	6	0	0	10	84	10	68
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD		S D	67	0	0	64	13	13	9	0	0	22	51	20	68
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	134	0	0	74	16	7	4	0	0	12	79	9	136
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	137	0	0	80	9	5	5	0	0	10	88	6	136
	HEATHROW	BRITISH AIRWAYS PLC		S A	220	0	0	70	15	10	4	0	0	14	59	17	207

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	220	0	0	57	24	12	6	0	0	18	55	20	208	
	BIRMINGHAM	LUFTHANSA	S	A	107	0	1	92	7	2	0	0	5	87	8	90		
	BIRMINGHAM	LUFTHANSA	S	D	107	0	1	85	11	1	2	1	0	10	83	11	90	
	EDINBURGH	LUFTHANSA	S	A	90	0	0	79	10	9	2	0	0	11	0	0	0	
	EDINBURGH	LUFTHANSA	S	D	90	0	0	74	13	11	1	0	0	12	0	0	0	
	HEATHROW	LUFTHANSA	S	A	299	0	0	65	22	10	3	0	0	15	64	16	300	
	HEATHROW	LUFTHANSA	S	D	299	0	0	75	12	10	4	0	0	13	74	14	300	
	MANCHESTER	LUFTHANSA	S	A	120	0	0	78	12	6	4	0	0	12	80	12	120	
	MANCHESTER	LUFTHANSA	S	D	120	0	0	87	7	3	3	1	0	10	92	6	120	
<b>TOTAL FRANKFURT MAIN</b>					<b>2476</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>12</b>	
FREETOWN																		
	GATWICK	ASTRAEUS LTD	S	A	8	0	0	38	0	25	38	0	0	47	25	63	8	
	GATWICK	ASTRAEUS LTD	S	D	9	0	0	0	33	11	56	0	0	58	13	43	8	
<b>TOTAL FREETOWN</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>53</b>	<b>53</b>	
FRIEDRICHSHAFEN																		
	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	5	93	4	30	
	STANSTED	RYANAIR	S	D	30	0	0	73	13	13	0	0	0	12	73	12	30	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>8</b>	
FUERTEVENTURA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	60	74	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	60	74	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	60	15	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	7	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	11	80	6	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	17	80	8	10	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	0	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	1	0	50	25	17	8	0	0	20	93	7	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	0	17	8	0	0	16	79	7	14	
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	23	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	7	100	4	5		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	15	80	9	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	100	3	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	1	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	6	33	20	9			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	37	33	26	9			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	7	80	51	5			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	4	40	64	5			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	13	0	0	9	78	17	9			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	3	56	27	9			
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	3	80	13	5			
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	100	4	5			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	1	5			
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	4	80	6	5			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	0	0	0	9	65	92	3	12			
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	45	36	0	0	9	74	73	8	11			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	11	80	12	5			
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	15	80	7	5			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	22	0	22	64	44	11			
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	11	22	0	24	64	45	11			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	1	0	75	0	25	0	0	17	0	0	0			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	28	0	0	0			
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	0	25	267	100	0	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	100	1	4			
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	75	5	4			
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	11	75	17	4			
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	0	0	0	25	337	25	79	4		
	MANCHESTER	THOMSONFLY LTD	C	D	3	1	0	100	0	0	0	0	2	25	90	4			
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	4	75	25	4			
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	14	75	26	4			
<b>TOTAL FUERTEVENTURA</b>					<b>233</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>26</b>	<b>76</b>	<b>18</b>	<b>18</b>		
FUNCHAL																			
	GATWICK	AIR PORTUGAL	S	A	19	0	0	53	26	21	0	0	0	16	58	22	12		



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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)												
FUNCHAL																		
	GATWICK	AIR PORTUGAL		S D	19	0	0	68	16	16	0	0	0	14	33	32	12	
	HEATHROW	AIR PORTUGAL		S A	9	0	0	56	44	0	0	0	0	13	67	14	9	
	HEATHROW	AIR PORTUGAL		S D	9	0	0	11	67	22	0	0	0	25	22	28	9	
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	11	50	49	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	25	75	0	0	0	0	18	75	29	4	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	40	75	37	4	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	3	75	39	4	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	17	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	6	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	17	50	25	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	8	25	19	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	5	100	4	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	12	0	0	42	33	17	8	0	0	23	62	17	13	
	GATWICK	GB AIRWAYS LTD		S D	12	0	0	42	33	17	8	0	0	24	31	24	13	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	25	25	25	0	0	40	100	4	4	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	0	25	50	25	0	0	58	100	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	0	25	25	25	0	102	0	29	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	0	0	50	0	0	53	0	33	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	0	0	25	25	0	70	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	0	0	25	25	0	74	100	0	4	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	12	75	35	4	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	6	50	49	4	
	LUTON	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	13	75	14	4	
	LUTON	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	4	50	20	4	
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	50	25	0	25	0	0	46	50	19	4	
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	75	0	0	25	0	0	38	100	7	4	
<b>TOTAL FUNCHAL</b>					<b>176</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>27</b>	<b>27</b>	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
GALWAY																		
	EDINBURGH	AER ARRAN	S	A	26	0	0	88	0	8	4	0	0	11	58	42	26	
	EDINBURGH	AER ARRAN	S	D	26	0	0	88	0	4	8	0	0	12	46	45	26	
	LUTON	AER ARRAN	S	A	59	0	1	83	2	8	7	0	0	11	82	19	60	
	LUTON	AER ARRAN	S	D	60	0	0	72	12	8	7	2	0	16	83	18	60	
	MANCHESTER	AER ARRAN	S	A	43	0	1	95	2	2	0	0	0	2	83	15	30	
	MANCHESTER	AER ARRAN	S	D	42	1	1	83	7	5	5	0	0	7	70	15	30	
	LONDON CITY	EUROMANX GMBH	S	A	22	0	0	68	23	0	9	0	0	14	0	0	0	
	LONDON CITY	EUROMANX GMBH	S	D	22	0	0	55	32	5	9	0	0	19	0	0	0	
<b>TOTAL GALWAY</b>					<b>302</b>	<b>2</b>	<b>3</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>21</b>	<b>21</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	174	0	0	58	17	16	8	1	0	23	70	14	176	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	174	0	0	48	21	20	10	1	0	27	53	22	176	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	169	0	0	71	9	12	7	1	0	19	76	11	169	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	169	0	0	67	12	14	6	2	0	23	68	15	168	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	186	2	0	65	21	10	4	0	0	16	66	15	189	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	186	1	1	73	13	9	5	1	0	15	75	12	189	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	114	0	0	77	12	9	2	0	0	10	79	8	116	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	114	0	0	61	26	9	4	0	0	16	72	15	116	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	73	0	1	79	10	7	4	0	0	13	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	74	0	0	82	7	7	4	0	0	10	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	78	9	7	6	0	0	14	66	14	116	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	59	22	11	9	0	0	21	52	22	116	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	33	0	0	0	16	33	26	3	
<b>TOTAL GATWICK</b>					<b>1671</b>	<b>41</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>15</b>	<b>15</b>	
GDANSK																		
	LUTON	WIZZ AIR	S	A	42	0	0	62	14	17	7	0	0	21	43	19	30	
	LUTON	WIZZ AIR	S	D	42	0	0	50	24	17	10	0	0	24	50	20	30	
<b>TOTAL GDANSK</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>18</b>	<b>18</b>	
GENEVA																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	3	0	0	33	33	0	33	0	0	37	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	28	0	0	0	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GENEVA	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	68	0	0	90	3	1	6	0	0	9	87	8	68
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	65	0	0	55	25	12	8	0	0	22	54	20	67
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	56	0	0	84	5	5	4	2	0	13	80	14	54
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	55	0	0	85	7	4	2	2	0	11	78	12	55
	GATWICK	BRITISH AIRWAYS PLC	S	A	77	0	0	62	17	18	3	0	0	16	87	8	76
	GATWICK	BRITISH AIRWAYS PLC	S	D	77	0	0	74	13	9	4	0	0	13	72	10	76
	HEATHROW	BRITISH AIRWAYS PLC	S	A	236	1	0	89	5	6	1	0	0	6	75	11	171
	HEATHROW	BRITISH AIRWAYS PLC	S	D	236	1	0	72	15	9	4	0	0	14	73	13	171
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	61	19	14	6	0	0	18	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	50	24	19	7	0	0	22	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	10	20	7	0	0	18	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	40	27	17	17	0	0	29	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	90	0	0	93	2	1	1	1	1	11	90	4	90
	GATWICK	EASYJET SWITZERLAND	S	D	90	0	0	78	13	6	3	0	0	12	76	10	90
	LONDON CITY	SWISS AIRLINES	S	A	97	1	0	87	8	3	2	0	0	6	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	96	1	0	56	34	7	2	0	0	17	0	0	0
<b>TOTAL GENEVA</b>					<b>1488</b>	<b>16</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>10</b>
GENOA	STANSTED	RYANAIR	S	A	34	0	0	71	15	12	3	0	0	14	89	5	56
	STANSTED	RYANAIR	S	D	34	0	0	71	18	9	3	0	0	13	61	14	56
<b>TOTAL GENOA</b>					<b>68</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>14</b>	<b>76</b>	<b>11</b>	<b>11</b>
GERONA	MANCHESTER	FLYJET LTD	C	A	3	0	0	33	33	0	0	33	0	69	0	0	0
	MANCHESTER	FLYJET LTD	C	D	3	0	0	33	33	0	33	0	0	65	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	100	2	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	75	5	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	100	0	5	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	0	8	100	0	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	40	48	5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	25	50	4

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						Plan (8)											
GERONA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	2	0	86	14	0	0	0	0	4	63	90	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	5	78	29	9
	LUTON	RYANAIR	S	A	31	0	0	94	0	3	0	3	0	12	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	81	13	3	0	3	0	15	0	0	0
	STANSTED	RYANAIR	S	A	120	0	0	86	7	5	1	1	1	13	92	5	106
	STANSTED	RYANAIR	S	D	120	0	0	83	11	5	1	0	0	9	84	9	106
	NEWCASTLE	SPANAIR	C	A	4	0	0	25	0	50	25	0	0	41	0	0	0
	NEWCASTLE	SPANAIR	C	D	4	0	0	25	0	25	50	0	0	51	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	80	4	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	32	80	11	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	17	0	0	20	63	61	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	0	63	62	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	58	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	77	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	18	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	18	4
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	75	13	0	13	0	0	23	100	4	8
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	88	0	0	13	0	0	23	75	15	8
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	6	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	10	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	67	16	3
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	75	0	13	13	0	0	22	56	15	9
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	0	13	13	0	0	23	38	21	8
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	10	4
<b>TOTAL GERONA</b>					<b>459</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>12</b>	<b>12</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	43	0	0	49	23	19	7	2	0	29	60	21	57
	GATWICK	GB AIRWAYS LTD	S	D	43	0	0	26	30	30	12	2	0	40	58	20	59
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	13	33	37	17	0	0	39	0	0	0

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GIBRALTAR																		
	HEATHROW	GB AIRWAYS LTD		S D	30	0	0	87	10	3	0	0	0	7	0	0	0	
	LUTON	MONARCH AIRLINES		S A	30	0	0	80	7	10	3	0	0	10	83	17	29	
	LUTON	MONARCH AIRLINES		S D	30	0	0	73	17	7	3	0	0	14	76	13	29	
	MANCHESTER	MONARCH AIRLINES		S A	17	0	0	71	18	12	0	0	0	12	56	66	16	
	MANCHESTER	MONARCH AIRLINES		S D	17	0	0	76	18	6	0	0	0	8	63	20	16	
<b>TOTAL GIBRALTAR</b>					<b>240</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>23</b>	<b>23</b>	
GLASGOW																		
	HEATHROW	BMI BRITISH MIDLAND		S A	223	0	0	85	9	5	2	0	0	8	64	19	228	
	HEATHROW	BMI BRITISH MIDLAND		S D	224	0	0	77	17	4	2	0	0	10	59	19	228	
	NEWCASTLE	BMI BRITISH MIDLAND		C A	3	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND		C D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	MANCHESTER	BMI REGIONAL		S A	87	0	0	85	5	3	7	0	0	11	79	9	112	
	MANCHESTER	BMI REGIONAL		S D	91	0	0	87	1	4	8	0	0	10	89	6	115	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	137	0	0	94	1	3	2	0	0	4	91	5	158	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	137	0	0	88	4	3	4	0	0	7	77	11	158	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	145	0	0	73	8	11	8	0	0	16	68	12	149	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	147	1	0	78	2	9	10	1	0	19	81	10	152	
	GATWICK	BRITISH AIRWAYS PLC		S A	169	0	0	63	14	14	8	2	0	24	67	15	168	
	GATWICK	BRITISH AIRWAYS PLC		S D	169	0	0	60	18	15	7	1	0	22	73	13	169	
	HEATHROW	BRITISH AIRWAYS PLC		S A	326	0	1	71	15	10	3	1	0	14	56	21	306	
	HEATHROW	BRITISH AIRWAYS PLC		S D	327	0	0	61	20	13	6	0	0	19	59	21	306	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	160	0	0	94	4	2	1	0	0	3	86	10	160	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	160	0	0	87	6	6	1	0	0	7	80	14	160	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	138	0	0	93	1	2	3	0	0	5	86	8	134	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	138	0	0	85	7	5	4	0	0	11	69	21	134	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	147	1	5	81	6	8	4	1	0	11	79	12	160	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	146	1	6	65	15	12	8	0	0	20	74	15	160	
	STANSTED	FLYGLOBESPAN		S A	52	0	0	81	13	6	0	0	0	6	0	0	0	
	STANSTED	FLYGLOBESPAN		S D	52	0	0	69	15	15	0	0	0	12	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	3	0	0	67	33	0	0	0	0	8	0	0	0	
<b>TOTAL GLASGOW</b>					<b>3185</b>	<b>9</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GOTEBORG																		
	BIRMINGHAM	CITY AIRLINE	S	A	22	0	0	32	50	18	0	0	0	21	43	15	23	
	BIRMINGHAM	CITY AIRLINE	S	D	26	0	0	69	23	8	0	0	0	11	85	8	26	
	MANCHESTER	CITY AIRLINE	S	A	48	0	0	71	25	0	4	0	0	14	85	7	47	
	MANCHESTER	CITY AIRLINE	S	D	48	0	0	94	2	0	4	0	0	8	100	1	47	
	HEATHROW	SAS	S	A	60	0	0	73	23	2	2	0	0	10	75	9	60	
	HEATHROW	SAS	S	D	60	0	0	85	13	2	0	0	0	5	98	4	61	
<b>TOTAL GOTEBORG</b>					<b>264</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>7</b>	<b>7</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	80	0	0	86	10	3	1	0	0	7	95	2	56	
	STANSTED	RYANAIR	S	D	80	0	0	55	28	16	1	0	0	18	75	11	56	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>160</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>6</b>	<b>6</b>	
GRANADA																		
	GATWICK	MONARCH AIRLINES	S	A	30	0	0	97	3	0	0	0	0	1	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	29	1	1	86	7	7	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	34	0	0	94	3	0	3	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	34	0	0	76	15	9	0	0	0	10	0	0	0	
<b>TOTAL GRANADA</b>					<b>127</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	82	0	12	6	0	0	12	50	170	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	53	29	12	6	0	0	17	59	97	17	
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>134</b>	<b>134</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	30	0	0	50	37	10	3	0	0	15	73	8	30	
	STANSTED	RYANAIR	S	D	30	0	0	47	40	10	3	0	0	20	70	12	30	
<b>TOTAL GRAZ</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>38</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>10</b>	<b>10</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	50	25	0	25	0	0	30	80	23	5	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	14	50	13	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	20	40	40	0	0	0	29	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	40	40	0	20	0	0	28	50	18	4	
<b>TOTAL GRENADA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>25</b>	<b>25</b>	
GRENOBLE																		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
GRENOBLE																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	17	7	7	0	0	15	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	40	10	7	0	0	22	0	0	0	
	STANSTED	RYANAIR	S	A	8	0	2	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL GRENOBLE</b>					<b>76</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>22</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	117	0	3	82	10	8	0	0	0	8	84	8	119	
	GATWICK	AURIGNY AIR SERVICES	S	D	116	0	4	66	23	9	1	0	0	13	73	12	119	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	67	0	7	85	6	3	6	0	0	13	79	10	102	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	67	0	7	81	13	0	6	0	0	12	87	6	101	
	STANSTED	AURIGNY AIR SERVICES	S	A	34	0	3	88	0	6	3	3	0	14	61	17	128	
	STANSTED	AURIGNY AIR SERVICES	S	D	34	0	3	74	12	12	3	0	0	13	63	19	128	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	57	3	10	30	0	0	31	82	13	34	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	29	0	0	59	21	10	10	0	0	20	74	14	35	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	133	0	8	88	7	1	4	1	0	10	97	3	120	
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	134	0	7	84	8	1	6	1	0	13	89	6	120	
<b>TOTAL GUERNSEY</b>					<b>761</b>	<b>0</b>	<b>42</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	115	0	1	87	6	6	1	0	0	5	94	3	116	
	STANSTED	RYANAIR		S D	115	0	0	74	11	13	2	0	0	13	81	9	116	
<b>TOTAL HAHN</b>					<b>230</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA		S A	30	0	0	87	10	0	3	0	0	8	70	21	30	
	HEATHROW	AIR CANADA		S D	30	0	0	60	23	13	3	0	0	16	63	15	30	
	GATWICK	THOMAS COOK AIRLINES LTD		S A	5	0	0	80	0	0	0	20	0	70	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD		S D	5	0	0	40	20	20	0	20	0	60	100	0	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD		S A	4	0	0	50	0	50	0	0	0	21	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		S D	4	0	0	50	0	25	25	0	0	34	0	0	0	
<b>TOTAL HALIFAX INT</b>					<b>78</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>16</b>	<b>16</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN		S A	22	0	0	59	14	18	9	0	0	21	0	0	0	
	MANCHESTER	AIR BERLIN		S D	22	0	0	64	14	14	9	0	0	18	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	48	0	0	83	8	8	0	0	0	7	98	4	47	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	48	0	0	88	4	2	6	0	0	8	96	4	47	
	HEATHROW	BRITISH AIRWAYS PLC		S A	118	0	0	73	14	9	4	0	0	14	65	16	118	
	HEATHROW	BRITISH AIRWAYS PLC		S D	118	0	0	59	20	15	5	0	0	19	58	20	118	
	EDINBURGH	HAPAG LLOYD EXPRESS		S A	13	0	0	77	23	0	0	0	0	6	0	0	0	
	EDINBURGH	HAPAG LLOYD EXPRESS		S D	12	0	1	67	17	17	0	0	0	14	0	0	0	
	HEATHROW	LUFTHANSA		S A	89	0	0	85	11	3	0	0	0	5	79	9	89	
	HEATHROW	LUFTHANSA		S D	89	0	0	88	9	2	1	0	0	7	75	11	89	
	MANCHESTER	LUFTHANSA CITY LINE		S A	51	0	0	75	8	14	4	0	0	14	56	19	52	
	MANCHESTER	LUFTHANSA CITY LINE		S D	51	0	0	80	6	8	6	0	0	12	79	13	52	
<b>TOTAL HAMBURG</b>					<b>681</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>13</b>	<b>13</b>	
HANGZHOU																		
HANOVER																		
	STANSTED	AIR BERLIN		S A	29	0	0	59	14	17	10	0	0	21	90	6	30	
	STANSTED	AIR BERLIN		S D	29	0	0	52	14	24	10	0	0	26	77	11	30	
	HEATHROW	BMI BRITISH MIDLAND		S A	52	0	0	77	12	8	4	0	0	10	67	15	73	
	HEATHROW	BMI BRITISH MIDLAND		S D	52	0	0	88	6	4	2	0	0	8	70	13	73	



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HANOVER																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	100	0	0	0	0	0	1	100	0	30	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	90	10	0	0	0	0	3	93	4	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	90	4	0	6	0	0	8	92	6	52	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	94	2	2	2	0	0	5	84	5	51	
	GATWICK	BRITISH AIRWAYS PLC	S	A	78	0	0	71	14	9	6	0	0	17	74	11	73	
	GATWICK	BRITISH AIRWAYS PLC	S	D	78	0	0	60	19	15	5	0	0	19	71	11	73	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	17	0	0	53	18	12	12	6	0	37	77	8	13	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	17	0	0	35	12	24	24	6	0	58	77	10	13	
<b>TOTAL HANOVER</b>					<b>516</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	<b>9</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	15	1	0	33	7	13	27	7	13	115	44	37	16	
	GATWICK	AIR ZIMBABWE	S	D	15	1	1	27	20	7	33	7	7	107	41	22	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	1	92	0	8	0	0	0	3	69	15	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	23	15	15	0	0	28	23	29	13	
<b>TOTAL HARARE</b>					<b>55</b>	<b>3</b>	<b>2</b>	<b>47</b>	<b>13</b>	<b>11</b>	<b>20</b>	<b>4</b>	<b>5</b>	<b>68</b>	<b>44</b>	<b>26</b>	<b>26</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	33	56	0	11	0	0	33	22	24	9	
	GATWICK	AIR ALGERIE	C	D	9	0	0	67	11	0	22	0	0	28	89	12	9	
	GATWICK	ASTRAEUS LTD	C	A	13	0	0	77	23	0	0	0	0	11	47	36	17	
	GATWICK	ASTRAEUS LTD	C	D	13	0	0	77	23	0	0	0	0	9	82	11	17	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	0	11	11	0	48	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	44	0	11	0	0	22	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>22</b>	<b>22</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	1	100	1	30	
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	4	100	1	30	
<b>TOTAL HAUGESUND</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>1</b>	<b>1</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	7	0	1	14	14	14	29	0	29	334	25	38	8	
	GATWICK	CUBANA	S	D	7	0	1	14	29	0	29	0	29	340	38	44	8	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
HAVANA	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	11	22	22	44	0	0	51	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	44	11	22	22	0	0	29	0	0	0
<b>TOTAL HAVANA</b>					<b>32</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>19</b>	<b>16</b>	<b>31</b>	<b>0</b>	<b>13</b>	<b>170</b>	<b>31</b>	<b>41</b>	<b>41</b>
HEATHROW	EDINBURGH	BMI BRITISH MIDLAND	S	A	232	0	0	82	14	3	1	0	0	8	54	22	231
	EDINBURGH	BMI BRITISH MIDLAND	S	D	232	0	0	73	20	5	1	0	0	11	48	27	231
	GLASGOW	BMI BRITISH MIDLAND	S	A	224	0	0	82	13	3	2	0	0	9	53	22	228
	GLASGOW	BMI BRITISH MIDLAND	S	D	223	0	0	80	14	5	1	0	0	9	59	22	228
	MANCHESTER	BMI BRITISH MIDLAND	S	A	202	0	0	80	10	7	3	0	0	11	56	22	201
	MANCHESTER	BMI BRITISH MIDLAND	S	D	201	0	1	84	8	5	3	0	0	7	74	14	201
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	356	0	0	55	23	17	4	0	0	20	49	24	311
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	356	0	0	60	21	15	4	0	0	18	47	24	311
	GLASGOW	BRITISH AIRWAYS PLC	S	A	327	0	0	58	21	15	6	0	0	20	54	23	306
	GLASGOW	BRITISH AIRWAYS PLC	S	D	327	0	0	71	16	9	4	0	0	15	62	20	306
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	292	0	1	50	23	18	9	0	0	23	43	25	280
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	292	1	1	75	9	11	5	0	0	13	71	13	281
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	196	0	0	53	21	21	5	0	0	20	53	21	167
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	195	0	0	65	18	12	4	0	0	16	72	16	167
	MANCHESTER	QANTAS	S	A	34	0	0	79	9	6	6	0	0	12	77	13	60
	MANCHESTER	QANTAS	S	D	4	0	0	75	25	0	0	0	0	5	87	13	30
<b>TOTAL HEATHROW</b>					<b>3693</b>	<b>5</b>	<b>3</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>21</b>	<b>21</b>
HELSINKI	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	82	8	5	3	2	0	12	70	14	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	72	18	7	3	0	0	14	53	22	60
	BIRMINGHAM	CITY AIRLINE	S	A	26	0	0	62	31	8	0	0	0	13	88	8	25
	BIRMINGHAM	CITY AIRLINE	S	D	22	0	0	64	27	9	0	0	0	15	82	9	22
	HEATHROW	FINNAIR	S	A	120	0	0	77	17	6	1	0	0	9	78	8	120
	HEATHROW	FINNAIR	S	D	120	0	0	76	17	6	2	0	0	11	83	9	120
	MANCHESTER	FINNAIR	S	A	56	0	0	66	27	4	4	0	0	17	77	9	56
	MANCHESTER	FINNAIR	S	D	56	0	0	95	0	2	4	0	0	7	95	4	56
<b>TOTAL HELSINKI</b>					<b>523</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>10</b>
HERAKLION	MANCHESTER	AEGEAN AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
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																	MATCHED	UNMATCHED
HERAKLION																		
	MANCHESTER	AEGEAN AIRLINES	C	D	4	0	0	0	50	50	0	0	0	32	0	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	0
	GATWICK	ALEXANDAIR	C	A	5	0	0	80	0	0	20	0	0	16	0	0	0	0
	MANCHESTER	ALEXANDAIR	C	A	5	1	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	ALEXANDAIR	C	D	6	0	0	83	0	0	17	0	0	24	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	34	50	18	4	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	0	25	0	0	38	50	18	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	20	0	0	75	0	10	10	0	5	39	70	27	10	10
	GATWICK	EXCEL AIRWAYS LTD	C	D	22	0	0	68	14	5	9	0	5	38	50	49	8	8
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	90	7	10	10
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	56	31	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	14	0	0	57	14	7	14	0	7	48	60	14	5	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	16	0	0	69	6	13	6	0	6	37	80	22	5	5
	STANSTED	EXCEL AIRWAYS LTD	C	A	3	1	0	67	33	0	0	0	0	7	100	0	1	1
	STANSTED	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	100	5	1	1
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	19	75	6	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	13	100	4	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	76	6	12	6	0	0	14	64	13	14	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	78	17	6	0	0	0	8	42	21	12	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	25	202	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	75	25	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	60	0	30	10	0	0	20	82	17	11	11
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	50	20	20	10	0	0	21	78	11	9	9
	GATWICK	FLYJET LTD	C	A	3	1	0	67	0	33	0	0	0	10	0	0	0	0
	GATWICK	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	0
	MANCHESTER	FLYJET LTD	C	A	4	0	0	50	0	25	25	0	0	35	0	46	4	4
	MANCHESTER	FLYJET LTD	C	D	5	0	0	40	0	40	20	0	0	26	75	12	4	4
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	22	56	11	11	0	0	34	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	33	33	22	11	0	0	38	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	12	0	0	67	17	17	0	0	0	14	69	106	13	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	13	0	0	54	15	23	0	8	0	29	73	15	11	11
	GATWICK	MONARCH AIRLINES	C	A	21	1	0	43	10	19	29	0	0	42	67	42	21	21

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GATWICK	MONARCH AIRLINES	C	D	22	1	0	41	18	18	23	0	0	35	47	39	19	
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	82	9	0	9	0	0	13	77	19	13	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	55	27	18	0	0	0	20	67	15	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	19	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	63	82	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	38	62	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	27	38	64	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	80	6	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15	100	6	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	1	58	132	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	9	83	18	12	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	75	12	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	10	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	27	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	33	64	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	0	8	17	0	8	109	78	11	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	0	8	15	0	0	18	71	8	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	25	22	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	11	50	18	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	8	0	17	17	0	55	67	34	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	8	0	17	17	0	54	63	39	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	17	100	3	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	21	100	1	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	23	100	3	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	38	100	11	3	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	14	4	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	22	0	0	0	0	8	100	2	9	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	11	22	0	0	0	12	100	5	9	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	89	0	11	0	0	0	4	89	3	9	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	0	11	0	0	0	8	100	0	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	8	100	0	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	2	5	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
HERAKLION	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	7	4
<b>TOTAL HERAKLION</b>					<b>520</b>	<b>8</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>31</b>	<b>31</b>
HOLGUIN (FRANK PAIS)	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	20	60	0	0	0	34	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	0	50	0	0	59	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	8	80	44	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	20	72	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	25	75	0	0	79	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	0	0	50	25	0	107	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	20	0	24	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>23</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>68</b>	<b>68</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	84	13	2	0	0	0	6	84	6	70
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	56	23	13	8	0	0	21	54	24	69
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	90	0	0	74	16	6	4	0	0	11	54	25	90
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	90	0	0	50	30	10	9	1	0	27	54	27	90
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>22</b>	<b>22</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	50	0	0	82	8	10	0	0	0	7	88	8	43
	GATWICK	BRITISH AIRWAYS PLC	S	D	50	0	0	80	12	6	2	0	0	11	74	13	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	7	0	3	0	3	51	93	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	90	10	0	0	0	0	7	93	6	30
	GATWICK	CONTINENTAL AIRLINES	S	A	55	1	1	71	15	9	5	0	0	16	80	9	60
	GATWICK	CONTINENTAL AIRLINES	S	D	56	0	0	79	11	7	2	0	2	37	87	9	60
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	7	0	0	71	14	0	14	0	0	15	78	8	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	6	0	0	83	17	0	0	0	0	8	78	9	9
<b>TOTAL HOUSTON</b>					<b>284</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>85</b>	<b>9</b>	<b>9</b>
HURGHADA	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	4	0	0	0	0	50	25	25	0	105	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	4	0	0	0	0	75	0	25	0	104	0	0	0

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
HURGHADA																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	20	80	0	0	0	0	16	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	20	60	20	0	0	0	22	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	21	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	73	13	7	7	0	0	17	100	1	8	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	60	27	13	0	0	0	14	88	8	8	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	14	0	0	57	14	7	21	0	0	26	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	1	0	54	15	8	23	0	0	32	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	44	22	11	22	0	0	51	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	11	11	0	22	0	54	0	0	0	0
	GLASGOW	FLYGLOBESPAN	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0	0
	GLASGOW	FLYGLOBESPAN	C	D	5	0	0	60	20	20	0	0	0	22	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	19	80	11	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	20	0	10	0	0	15	100	1	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	33	11	11	0	0	25	40	96	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	33	0	11	0	0	16	60	10	5	5
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	63	25	0	13	0	0	14	100	0	3	3
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	0	13	13	0	0	17	100	0	2	2
<b>TOTAL HURGHADA</b>					<b>163</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>69</b>	<b>21</b>	<b>21</b>	<b>21</b>

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	20	0	0	70	15	10	5	0	0	14	69	23	13	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	68	11	16	5	0	0	18	50	32	12	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	63	0	0	89	5	5	2	0	0	7	88	9	57	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	81	13	6	0	0	0	8	75	15	56	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	4	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	7	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	19	75	16	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	9	50	20	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	1	0	86	0	0	0	0	14	83	75	9	16	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	25	0	0	0	0	9	69	11	13	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	100	0	2	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	100	0	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	1	0	78	11	6	0	6	0	18	70	10	20	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	88	6	6	0	0	0	7	89	8	19	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	32	50	26	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	37	4	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	25	50	25	0	0	0	29	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	16	0	0	38	19	25	19	0	0	38	45	31	22	
	GATWICK	GB AIRWAYS LTD	S	D	16	0	0	50	25	13	13	0	0	33	59	27	22	
	STANSTED	IBERWORLD	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	IBERWORLD	C	D	5	0	0	60	40	0	0	0	0	12	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	0	20	20	0	57	100	2	3	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	20	0	59	100	4	3	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	16	33	21	3	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	67	17	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	56	33	0	0	11	0	31	100	3	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	12	0	0	92	0	0	8	0	0	9	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	0	11	0	29	75	10	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	13	0	0	77	23	0	0	0	0	6	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	1	67	36	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	8	67	40	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	0	13	25	0	0	33	71	24	7	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	23	67	34	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	76	6	0	18	0	0	14	53	56	15
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	78	0	6	17	0	0	18	81	50	16
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	100	0	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	50	11	22	6	6	6	67	81	14	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	16	0	0	75	0	13	6	6	0	31	81	17	21
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	14	0	29	14	14	203	75	14	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	13	13	25	13	0	69	100	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	50	0	0	17	17	17	170	47	24	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	0	0	22	11	11	113	69	12	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	13	13	0	55	100	3	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	16	89	4	9
	BIRMINGHAM	THOMSONFLY LTD	C	A	14	0	0	93	7	0	0	0	0	2	92	5	12
	BIRMINGHAM	THOMSONFLY LTD	C	D	13	0	0	85	15	0	0	0	0	6	83	9	12
	EDINBURGH	THOMSONFLY LTD	C	A	4	0	0	50	0	0	25	25	0	95	0	0	0
	EDINBURGH	THOMSONFLY LTD	C	D	4	0	0	50	0	0	25	25	0	94	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	22	0	0	59	18	5	14	0	5	48	85	12	26
	GATWICK	THOMSONFLY LTD	C	D	20	1	0	75	5	10	5	0	5	42	92	11	25
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	67	11	0	11	11	0	43	46	85	13
	GLASGOW	THOMSONFLY LTD	C	D	8	0	0	75	13	0	0	13	0	34	31	39	13
	LUTON	THOMSONFLY LTD	C	A	12	0	0	83	8	8	0	0	0	6	86	16	14
	LUTON	THOMSONFLY LTD	C	D	13	0	0	100	0	0	0	0	0	5	85	8	13
	MANCHESTER	THOMSONFLY LTD	C	A	16	2	0	81	0	6	13	0	0	14	80	29	20
	MANCHESTER	THOMSONFLY LTD	C	D	17	2	0	88	0	6	6	0	0	11	76	14	21
	NEWCASTLE	THOMSONFLY LTD	C	A	8	0	0	75	25	0	0	0	0	8	92	4	12
	NEWCASTLE	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	4	100	2	12
	STANSTED	THOMSONFLY LTD	C	A	8	0	0	75	13	0	13	0	0	13	90	4	10
	STANSTED	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	4	67	8	9
<b>TOTAL IBIZA</b>					<b>726</b>	<b>8</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>72</b>	<b>20</b>	<b>20</b>
INNSBRUCK	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	3	88	5	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	75	8	8



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
INNSBRUCK																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	86	14	0	0	0	0	5	88	4	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	86	6	7	
	EDINBURGH	LAUDA-AIR	C	A	3	0	0	100	0	0	0	0	0	100	0	0	3	
	EDINBURGH	LAUDA-AIR	C	D	2	0	0	100	0	0	0	0	0	100	5	2		
	GATWICK	LAUDA-AIR	S	A	12	0	0	92	8	0	0	0	3	94	3	18		
	GATWICK	LAUDA-AIR	S	D	12	0	0	100	0	0	0	0	2	100	3	18		
	BIRMINGHAM	TYROLEAN AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	TYROLEAN AIRWAYS	C	D	2	0	0	100	0	0	0	0	1	0	0	0		
	NEWCASTLE	TYROLEAN AIRWAYS	C	A	3	0	0	67	33	0	0	0	9	0	0	0		
	NEWCASTLE	TYROLEAN AIRWAYS	C	D	2	0	0	50	50	0	0	0	11	0	0	0		
<b>TOTAL INNSBRUCK</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>11</b>	<b>11</b>	
INVERNESS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	87	10	3	0	0	5	70	13	30		
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	80	20	0	0	0	9	63	16	30		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	90	0	0	68	20	7	4	1	18	80	8	89		
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	90	0	0	69	18	8	3	2	17	87	8	89		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	70	0	0	63	24	6	7	0	17	75	11	69		
	BIRMINGHAM	EASTERN AIRWAYS	S	D	69	0	1	83	10	4	3	0	9	93	7	69		
	MANCHESTER	EASTERN AIRWAYS	S	A	70	0	2	79	13	0	6	3	17	83	9	69		
	MANCHESTER	EASTERN AIRWAYS	S	D	70	0	2	89	3	1	6	1	11	97	3	70		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	43	27	17	10	3	32	63	29	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	40	23	27	7	3	32	53	32	30		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	79	5	16	0	0	12	92	9	38		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	74	18	5	3	0	14	84	8	38		
	EDINBURGH	LOGANAIR	S	A	66	0	0	74	11	6	9	0	18	76	11	72		
	EDINBURGH	LOGANAIR	S	D	3	0	0	33	0	33	33	0	50	100	0	1		
<b>TOTAL INVERNESS</b>					<b>724</b>	<b>2</b>	<b>5</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>10</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	8	15	0	19	69	31	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	31	0	0	20	77	13	13		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	21	0	0	71	14	5	5	5	22	82	9	17		
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	21	0	0	81	5	10	5	0	13	59	18	17		

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
ISLAMABAD	HEATHROW	PAKISTAN INTL AIRLINES	S	A	16	0	0	13	13	31	44	0	0	64	8	54	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	16	0	0	31	31	19	19	0	0	35	23	31	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	25	0	0	32	20	32	8	8	0	48	44	48	25
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	16	0	0	56	25	13	6	0	0	24	50	41	18
<b>TOTAL ISLAMABAD</b>					<b>141</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>32</b>	<b>32</b>
ISLAY	GLASGOW	LOGANAIR	S	A	47	2	0	74	6	4	15	0	0	21	88	19	48
	GLASGOW	LOGANAIR	S	D	48	1	0	56	23	8	10	2	0	27	81	25	48
<b>TOTAL ISLAY</b>					<b>95</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>6</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>22</b>	<b>22</b>
ISLE OF MAN	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	80	0	0	68	14	14	5	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	80	0	0	59	16	20	5	0	0	20	0	0	0
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	67	13	10	10	0	0	16	0	0	0
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	67	13	10	10	0	0	18	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	135	0	0	63	21	7	10	0	0	20	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	137	1	0	79	7	7	7	0	0	15	0	0	0
	BIRMINGHAM	EASTERN AIRWAYS	S	A	68	0	2	94	3	1	0	1	0	6	97	2	69
	BIRMINGHAM	EASTERN AIRWAYS	S	D	69	0	1	96	1	3	0	0	0	2	94	5	70
	NEWCASTLE	EASTERN AIRWAYS	S	A	26	4	0	100	0	0	0	0	0	0	100	0	22
	NEWCASTLE	EASTERN AIRWAYS	S	D	25	4	1	92	8	0	0	0	0	2	85	10	26
	GLASGOW	EUROMANX GMBH	S	A	50	0	0	88	8	2	2	0	0	8	0	0	0
	GLASGOW	EUROMANX GMBH	S	D	50	0	0	92	4	2	2	0	0	5	0	0	0
	LONDON CITY	EUROMANX GMBH	S	A	61	0	0	85	3	10	2	0	0	9	0	0	0
	LONDON CITY	EUROMANX GMBH	S	D	61	0	0	62	20	15	3	0	0	19	0	0	0
	MANCHESTER	EUROMANX GMBH	S	A	82	0	0	60	26	11	2	1	0	21	0	0	0
	MANCHESTER	EUROMANX GMBH	S	D	82	0	0	84	7	4	4	1	0	11	0	0	0
	STANSTED	EUROMANX GMBH	S	A	30	0	0	60	27	10	3	0	0	18	0	0	0
	STANSTED	EUROMANX GMBH	S	D	30	0	0	73	20	3	3	0	0	11	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	28	0	2	43	29	18	11	0	0	25	63	19	30

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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)												
ISLE OF MAN																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	29	0	1	83	3	7	7	0	0	14	60	19	30	
	GLASGOW	LOGANAIR	S	A	29	0	0	90	7	3	0	0	5	66	12	29		
	GLASGOW	LOGANAIR	S	D	29	0	0	90	7	3	0	0	7	83	9	30		
<b>TOTAL ISLE OF MAN</b>					<b>1241</b>	<b>10</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>10</b>	<b>10</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	13	20	2	0	0	15	57	16	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	18	48	25	8	0	0	30	38	23	60	
	GATWICK	MNG AIRLINES	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0	
	MANCHESTER	ONUR AIR	C	A	7	0	0	71	14	14	0	0	0	14	50	18	4	
	MANCHESTER	ONUR AIR	C	D	8	0	0	50	25	25	0	0	0	21	0	27	4	
	STANSTED	ONUR AIR	C	A	22	0	0	45	9	32	5	9	0	40	73	16	15	
	STANSTED	ONUR AIR	C	D	22	0	0	23	9	36	18	9	5	76	33	36	15	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	90	0	0	31	28	31	10	0	0	28	44	25	90	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	90	0	0	33	26	30	11	0	0	29	43	27	90	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	57	20	17	7	0	0	21	52	22	21	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	37	27	23	13	0	0	27	48	24	21	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	13	0	0	54	15	23	8	0	0	30	0	0	0	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	13	0	0	8	38	38	15	0	0	39	0	0	0	
<b>TOTAL ISTANBUL</b>					<b>449</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>27</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>45</b>	<b>25</b>	<b>25</b>	
IZMIR (ADNAM MENDERES)																		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	12	1	0	58	8	8	8	8	8	83	33	22	12	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	11	0	0	36	27	9	18	0	9	88	25	31	12	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	11	0	0	64	18	9	9	0	0	26	17	29	6	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	2	78	11	0	11	0	0	18	0	47	5	
	NEWCASTLE	PEGASUS AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	PEGASUS AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	40	0	30	30	0	0	47	55	13	11	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
IZMIR (ADNAM MENDERES)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	40	0	20	40	0	0	56	50	17	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	0	0	10	10	10	69	75	8	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	0	0	20	0	10	64	100	0	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>115</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>9</b>	<b>9</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>45</b>	<b>51</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	30	0	0	53	30	7	10	0	0	22	87	8	30
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	40	37	17	7	0	0	22	73	11	30
<b>TOTAL JEDDAH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>33</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>11</b>	<b>11</b>
JEREZ	STANSTED	RYANAIR	S	A	60	0	0	92	5	3	0	0	0	4	94	3	64
	STANSTED	RYANAIR	S	D	60	0	0	72	17	10	2	0	0	12	75	10	63
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	25	31	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	10	4
<b>TOTAL JEREZ</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>14</b>
JERSEY	EDINBURGH	BMI REGIONAL	S	A	4	0	0	100	0	0	0	0	0	100	3	7	
	EDINBURGH	BMI REGIONAL	S	D	4	0	0	75	0	25	0	0	0	13	100	4	7
	GLASGOW	BMI REGIONAL	S	A	4	0	0	75	0	25	0	0	0	12	100	4	7
	GLASGOW	BMI REGIONAL	S	D	4	0	0	75	0	25	0	0	0	12	71	12	7
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	50	13	17	20	0	0	35	13	45	30
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	47	17	23	13	0	0	29	50	28	30
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	6	0	0	100	0	0	0	0	0	2	75	38	12
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	42	0	0	60	14	14	12	0	0	26	72	17	46
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	42	0	0	67	10	12	12	0	0	22	72	20	46
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	6	0	0	100	0	0	0	0	0	6	69	20	13
	GATWICK	BRITISH AIRWAYS PLC	S	A	156	0	0	60	12	14	10	4	0	28	70	17	158
	GATWICK	BRITISH AIRWAYS PLC	S	D	156	0	0	54	19	15	8	3	0	28	68	15	158
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	38	0	0	39	32	26	3	0	0	23	66	22	38
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	39	0	0	54	28	15	3	0	0	18	59	16	37
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	8	0	0	63	25	0	13	0	0	17	75	22	4
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	8	0	0	63	25	0	13	0	0	16	50	37	4
	GATWICK	FLYBE.BRITISH EUROPEAN	S	A	117	0	3	77	11	7	4	1	0	16	86	10	124

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
JERSEY																		
	GATWICK	FLYBE.BRITISH EUROPEAN	S	D	117	0	3	75	9	9	6	1	0	16	84	8	124	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	8	0	0	50	38	13	0	0	0	18	0	47	4	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	8	0	0	75	13	13	0	0	0	15	50	20	4	
	LUTON	FLYBE.BRITISH EUROPEAN	S	A	4	0	0	100	0	0	0	0	0	1	75	10	4	
	LUTON	FLYBE.BRITISH EUROPEAN	S	D	4	0	0	50	50	0	0	0	0	11	50	23	4	
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	A	4	0	0	50	25	25	0	0	0	14	75	8	4	
	MANCHESTER	FLYBE.BRITISH EUROPEAN	C	D	4	0	0	75	0	25	0	0	0	12	75	9	4	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	21	0	0	76	19	0	5	0	0	13	75	27	4	
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	21	0	0	76	5	10	10	0	0	18	25	32	4	
	LONDON CITY	VLM (BELGIUM)	S	A	62	0	0	81	6	8	3	2	0	14	97	1	78	
	LONDON CITY	VLM (BELGIUM)	S	D	61	1	1	56	23	15	5	2	0	23	94	5	78	
	STANSTED	VLM (BELGIUM)	C	A	3	1	0	67	0	33	0	0	0	15	0	0	0	
	STANSTED	VLM (BELGIUM)	C	D	2	1	0	50	0	50	0	0	0	23	0	0	0	
<b>TOTAL JERSEY</b>					<b>1023</b>	<b>15</b>	<b>7</b>	<b>64</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>15</b>	<b>15</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	95	3	0	2	0	0	4	90	31	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	50	30	13	7	0	0	24	40	51	60	
	GATWICK	NATIONWIDE AIR	S	A	13	0	0	69	15	15	0	0	0	13	77	11	13	
	GATWICK	NATIONWIDE AIR	S	D	13	0	0	92	0	8	0	0	0	4	85	8	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	60	0	0	73	18	7	2	0	0	11	58	19	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	60	0	0	73	18	3	5	0	0	13	63	31	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53	30	17	0	0	0	17	50	18	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	50	23	17	10	0	0	25	40	42	30	
<b>TOTAL JOHANNESBURG</b>					<b>326</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>31</b>	<b>31</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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		
KALAMATA																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	24	75	11	4	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	0	25	0	0	27	50	11	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	35	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	0	25	0	25	291	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	63	25	0	13	0	0	22	38	42	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	25	50	13	13	0	0	24	38	45	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	0	25	0	25	280	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	34	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	12	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	50	25	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	66	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	20	100	1	4	
<b>TOTAL KALAMATA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>67</b>	<b>18</b>	<b>18</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	69	0	23	8	0	0	17	85	7	13	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	23	23	15	8	0	60	38	20	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	31	0	0	55	23	19	3	0	0	16	74	10	43	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	39	0	0	44	21	21	15	0	0	27	69	25	49	
<b>TOTAL KARACHI</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>17</b>	<b>17</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	52	0	0	83	10	2	6	0	0	9	96	2	52	
	STANSTED	RYANAIR	S	D	52	0	0	63	21	13	2	0	0	17	71	11	52	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>7</b>	
KATOWICE																		
	LUTON	WIZZ AIR	S	A	47	2	0	91	2	4	2	0	0	5	82	9	57	
	LUTON	WIZZ AIR	S	D	48	2	0	46	29	17	8	0	0	27	61	23	57	
<b>TOTAL KATOWICE</b>					<b>95</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>17</b>	<b>17</b>	
KAUNAS																		

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KAUNAS																		
	STANSTED	RYANAIR		S A	9	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR		S D	9	0	0	100	0	0	0	0	0	4	0	0	0	0
<b>TOTAL KAUNAS</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
KAVALLA																		
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	100	4	5	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	7	80	8	5	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	75	0	0	25	0	0	19	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	75	25	0	0	0	0	6	100	1	4	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	75	0	25	0	0	0	15	100	2	4	
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	75	0	0	25	0	0	19	100	0	4	
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	75	0	0	25	0	0	31	100	4	4	
<b>TOTAL KAVALLA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>7</b>	<b>7</b>	
KEFALLINIA																		
	GATWICK	ASTRAEUS LTD		C A	4	0	0	75	0	0	25	0	0	16	80	19	5	
	GATWICK	ASTRAEUS LTD		C D	4	0	0	50	25	0	25	0	0	27	40	21	5	
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	50	0	50	0	0	0	25	50	27	8	
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	50	25	25	0	0	0	19	63	19	8	
	BIRMINGHAM	BMI BRITISH MIDLAND		C A	4	0	0	0	0	50	25	0	25	412	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND		C D	4	0	0	0	25	50	25	0	0	48	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		C A	3	1	0	67	0	0	0	33	0	109	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		C D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND		C A	3	0	0	0	33	33	33	0	0	57	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND		C D	4	0	0	0	0	75	25	0	0	59	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER		C A	7	1	0	43	14	0	43	0	0	54	100	3	4	
	MANCHESTER	EUROPEAN AIR CHARTER		C D	7	0	0	43	0	14	29	14	0	72	75	14	4	
	GATWICK	EXCEL AIRWAYS LTD		C A	16	0	0	88	6	0	6	0	0	7	67	17	12	
	GATWICK	EXCEL AIRWAYS LTD		C D	16	0	0	94	6	0	0	0	0	6	42	27	12	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	8	0	0	75	0	13	13	0	0	22	83	17	6	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	8	0	0	63	13	0	25	0	0	26	83	23	6	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	0	100	0	4	



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KEFALLINIA	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	1	83	7	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	67	25	8	0	0	0	12	67	11	12
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	25	110	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	25	101	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	2	0	100	0	0	0	0	0	0	100	2	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	25	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	100	2	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	12	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	25	25	0	111	75	7	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	25	25	0	114	75	9	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	50	55	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	47	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	6	100	1	5
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	20	20	20	20	0	20	112	100	1	5
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	20	20	20	40	0	0	48	80	8	5
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	2	5
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	3	4
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	3	5
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	80	5	5
<b>TOTAL KEFALLINIA</b>					<b>218</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>74</b>	<b>16</b>	<b>16</b>
KEFLAVIK	GLASGOW	ICELANDAIR	S	A	18	0	0	61	22	11	6	0	0	18	53	12	17
	GLASGOW	ICELANDAIR	S	D	18	0	0	22	56	17	6	0	0	27	53	16	17
	HEATHROW	ICELANDAIR	S	A	60	0	0	62	20	13	5	0	0	16	57	15	60
	HEATHROW	ICELANDAIR	S	D	60	0	0	55	22	17	7	0	0	21	47	20	60
	STANSTED	JET X	S	A	55	0	0	69	22	9	0	0	0	13	0	0	0
	STANSTED	JET X	S	D	55	0	0	84	11	5	0	0	0	7	0	0	0
<b>TOTAL KEFLAVIK</b>					<b>266</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>11</b>	<b>11</b>
KERRY COUNTY																	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
KERRY COUNTY																		
	MANCHESTER	AER ARRAN	S	A	22	0	0	95	0	0	5	0	0	4	69	20	13	
	MANCHESTER	AER ARRAN	S	D	22	0	0	100	0	0	0	0	0	1	85	13	13	
	STANSTED	RYANAIR	S	A	59	0	1	90	5	5	0	0	0	5	85	9	60	
	STANSTED	RYANAIR	S	D	60	0	0	93	2	5	0	0	0	6	67	12	60	
<b>TOTAL KERRY COUNTY</b>					<b>163</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>11</b>	<b>11</b>	
KHARTOUM																		
	HEATHROW	BMED	S	A	17	0	0	41	18	29	12	0	0	31	83	10	12	
	HEATHROW	BMED	S	D	15	0	0	20	47	20	13	0	0	32	15	42	13	
<b>TOTAL KHARTOUM</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>48</b>	<b>27</b>	<b>27</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	7	23	10	3	0	27	76	69	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	17	17	10	0	0	22	76	11	21	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	87	7	3	0	3	0	17	63	25	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	70	23	3	0	3	0	20	63	18	30	
<b>TOTAL KIEV (BORISPOL)</b>					<b>122</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>29</b>	<b>29</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	28	0	0	57	21	14	7	0	0	26	25	89	32	
	HEATHROW	AIR JAMAICA	S	D	29	0	0	41	7	31	17	0	3	70	0	112	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	31	0	0	0	17	82	10	11	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	15	46	38	0	0	0	24	42	23	12	
<b>TOTAL KINGSTON</b>					<b>83</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>23</b>	<b>87</b>	<b>87</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	20	0	0	70	15	15	0	0	0	11	96	3	23	
	EDINBURGH	LOGANAIR	S	D	54	0	0	70	15	4	9	2	0	23	75	14	55	
<b>TOTAL KIRKWALL</b>					<b>74</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>11</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	3	93	5	30	
	STANSTED	RYANAIR	S	D	30	0	0	70	20	10	0	0	0	12	57	15	30	
<b>TOTAL KLAGENFURT</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>10</b>	<b>10</b>	
KOS																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	50	0	50	0	0	0	17	0	0	0	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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
KOS	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	50	0	50	0	0	0	22	0	0	0
	GATWICK	ALEXANDAIR	C	A	4	0	0	25	0	0	75	0	0	90	0	0	0
	GATWICK	ALEXANDAIR	C	D	9	0	0	22	33	0	33	11	0	73	0	0	0
	MANCHESTER	ALEXANDAIR	C	A	4	0	0	25	25	25	0	0	25	357	0	0	0
	MANCHESTER	ALEXANDAIR	C	D	4	0	0	0	25	0	50	0	25	400	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	38	25	25	13	0	0	26	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	7	0	0	71	14	14	0	0	0	13	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	50	25	0	25	0	0	26	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	8	50	51	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	6	25	46	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	71	18	0	12	0	0	19	79	12	24
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	63	13	6	19	0	0	27	75	40	24
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	58	25	8	0	0	8	119	71	91	14
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	58	8	25	0	0	8	128	64	39	14
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	15	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	27	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	49	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	16	100	0	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	10	10	0	0	0	10	100	4	10
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	16	80	12	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	12	50	13	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	0	17	0	0	14	60	12	10
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	50	33	0	17	0	0	29	56	109	18
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	17	0	17	0	0	26	67	33	18
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	10	44	17	9
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	8	100	0	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	14	100	5	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	21	60	13	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	40	0	0	0	0	8	67	16	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	17	44	34	9

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
KOS	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	6	75	10	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	7	80	16	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	54	67	21	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	20	0	59	89	14	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	33	11	0	0	24	64	18	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	18	80	15	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	33	60	23	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	0	25	0	0	39	60	37	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	1	0	86	0	14	0	0	0	8	33	66	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	50	0	0	0	0	10	50	54	10
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	5	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	60	13	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	27	75	7	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	31	75	12	4
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	33	22	33	11	0	0	29	88	6	8
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	44	33	0	22	0	0	25	78	12	9
	LUTON	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	20	50	22	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	20	75	23	4
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	7	75	10	4
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	9	75	7	4
<b>TOTAL KOS</b>					<b>330</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>69</b>	<b>28</b>	<b>28</b>
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	43	23	23	10	0	0	27	71	11	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	37	30	27	7	0	0	28	71	15	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	3	3	0	0	6	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	17	7	7	0	0	16	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	A	26	0	0	31	27	23	19	0	0	37	83	7	30
	GATWICK	LOT-POLISH AIRLINES	S	D	26	0	0	46	23	19	12	0	0	26	63	14	30
	MANCHESTER	SKY EUROPE	S	A	13	0	0	85	0	8	8	0	0	14	0	0	0
	MANCHESTER	SKY EUROPE	S	D	13	0	0	77	8	8	8	0	0	15	0	0	0
	STANSTED	SKY EUROPE	S	A	30	0	0	80	10	0	3	7	0	19	100	0	1
	STANSTED	SKY EUROPE	S	D	30	0	0	53	17	10	10	7	3	57	100	9	1
<b>TOTAL KRAKOW</b>					<b>260</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>73</b>	<b>11</b>	<b>11</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
KUALA LUMPUR (SEPANG)		HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	76	0	0	89	4	3	1	3	0	9	87	9	77
		HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	76	0	0	62	24	7	8	0	0	19	71	15	77
		MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	18	0	0	89	6	6	0	0	0	6	94	3	17
		MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	18	0	0	89	6	6	0	0	0	4	88	6	17
<b>TOTAL KUALA LUMPUR (SEPANG)</b>						<b>188</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>11</b>
KUWAIT		HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	3	0	0	0	4	100	0	30
		HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	10	17	17	0	0	26	77	11	30
		HEATHROW	KUWAIT AIRWAYS	S	A	33	0	0	55	21	12	9	3	0	27	83	15	36
		HEATHROW	KUWAIT AIRWAYS	S	D	33	0	0	9	58	24	9	0	0	30	41	28	34
<b>TOTAL KUWAIT</b>						<b>126</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	21	0	0	52	10	19	19	0	0	30	0	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	21	0	0	48	19	14	19	0	0	30	0	0	0	0
	STANSTED	RYANAIR	S	A	33	0	0	88	9	0	0	3	0	9	94	2	34	34
	STANSTED	RYANAIR	S	D	34	0	0	85	6	6	3	0	0	10	91	4	34	34
<b>TOTAL LA ROCHELLE</b>					<b>109</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>3</b>
LA ROMANA																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	25	55	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	20	0	39	3	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	8	25	67	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15	40	18	5	5
<b>TOTAL LA ROMANA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>25</b>	<b>43</b>	<b>43</b>	<b>43</b>
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	33	49	16	2	0	0	21	40	22	30	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	19	35	37	9	0	0	33	13	37	30	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	43	0	0	88	7	5	0	0	0	5	40	21	30	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	43	0	0	21	28	30	21	0	0	38	7	34	30	30
<b>TOTAL LAGOS</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>28</b>	<b>28</b>	<b>28</b>
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	15	38	15	31	0	0	46	38	77	13	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	15	31	15	31	8	0	61	38	52	13	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	56	22	0	0	0	26	60	95	5	5
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	78	0	11	11	0	0	21	38	47	8	8
<b>TOTAL LAHORE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>32</b>	<b>16</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>53</b>	<b>52</b>	<b>52</b>	<b>52</b>
LARNACA																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	0	0	100	0	0	0	34	0	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	60	20	0	20	0	0	22	80	5	5	5
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	0	0	25	0	0	24	100	8	5	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	50	0	0	62	18	16	4	0	0	17	32	33	34	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	51	0	0	43	33	16	8	0	0	24	32	30	34	34
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	78	11	11	0	0	0	10	100	3	9	9

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LARNACA	BIRMINGHAM	CYPRUS AIRWAYS	S	D	9	0	0	56	11	33	0	0	0	24	78	15	9
	HEATHROW	CYPRUS AIRWAYS	S	A	77	0	0	61	25	12	1	1	0	19	61	18	75
	HEATHROW	CYPRUS AIRWAYS	S	D	77	0	0	38	39	17	4	3	0	29	56	19	75
	MANCHESTER	CYPRUS AIRWAYS	S	A	12	0	0	75	8	0	17	0	0	16	71	16	17
	MANCHESTER	CYPRUS AIRWAYS	S	D	12	0	0	58	17	8	17	0	0	23	59	27	17
	STANSTED	CYPRUS AIRWAYS	S	A	16	0	0	94	6	0	0	0	0	3	86	4	21
	STANSTED	CYPRUS AIRWAYS	S	D	16	0	0	50	38	13	0	0	0	17	52	32	21
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	19	67	62	9
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	33	57	54	7
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	52	100	5	4
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	54	75	12	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	13	0	0	69	15	8	8	0	0	16	38	42	13
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	12	0	0	50	25	17	8	0	0	19	9	68	11
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	11	29	40	7
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	22	29	46	7
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	16	0	0	13	19	44	13	13	0	71	40	26	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	16	0	0	0	31	31	25	13	0	77	40	26	5
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	0	25	0	75	0	0	98	0	0	0
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	25	25	50	0	0	92	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	1	0	12	18	29	29	12	0	73	77	10	13
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	31	38	13	13	6	0	53	77	10	13
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	14	0	0	64	7	0	14	7	7	116	35	115	17
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	67	17	0	8	8	0	28	29	107	17
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	117	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	25	127	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	12	0	0	42	33	17	0	8	0	32	33	23	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	12	0	0	67	25	0	0	8	0	32	44	24	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	20	100	2	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	4	100	4	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	12	0	0	25	42	8	25	0	0	40	56	18	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	12	0	0	50	25	8	17	0	0	25	78	20	9

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	GATWICK	FLYJET LTD	C	A	4	0	0	50	25	25	0	0	0	21	0	120	4	
	GATWICK	FLYJET LTD	C	D	4	1	0	0	50	25	25	0	0	43	0	120	4	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	25	50	0	25	0	81	25	41	4	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	10	4	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	25	25	50	0	0	0	26	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	A	8	1	0	75	13	13	0	0	0	11	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	D	8	0	0	50	25	25	0	0	0	20	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD	S	D	7	0	1	14	57	29	0	0	0	30	25	50	4	
	GLASGOW	HELIOS AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	20	0	0	0	
	GLASGOW	HELIOS AIRWAYS LTD	S	D	4	0	0	0	25	75	0	0	0	38	0	0	0	
	HEATHROW	HELIOS AIRWAYS LTD	S	A	29	0	0	69	17	10	3	0	0	15	42	20	19	
	HEATHROW	HELIOS AIRWAYS LTD	S	D	29	0	0	76	7	17	0	0	0	11	68	12	19	
	LUTON	HELIOS AIRWAYS LTD	S	A	30	0	2	80	13	3	3	0	0	10	85	5	33	
	LUTON	HELIOS AIRWAYS LTD	S	D	29	1	2	48	28	21	3	0	0	21	55	19	33	
	MANCHESTER	HELIOS AIRWAYS LTD	S	A	4	0	0	50	25	25	0	0	0	21	0	0	0	
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	8	0	0	25	25	25	25	0	0	32	0	0	0	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	33	0	58	4	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	51	0	64	4	
	STANSTED	HELIOS AIRWAYS LTD	S	A	4	1	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	HELIOS AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	15	40	14	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	6	5	
	LUTON	MONARCH AIRLINES	C	A	4	1	0	25	25	0	25	25	0	91	0	38	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	0	25	0	25	0	75	50	14	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	0	50	0	0	66	0	74	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	67	40	47	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	21	78	9	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	5	78	12	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	20	0	0	0	16	20	72	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	18	0	65	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	26	62	23	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	25	13	0	0	29	62	23	13	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LARNACA	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	4	60	40	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	13	0	0	0	0	5	100	2	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	15	0	0	0	13	67	11	15
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	0	8	8	0	0	13	79	11	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	37	50	62	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	1	0	100	0	0	0	0	0	9	80	11	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	57	14	14	7	7	0	42	58	33	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	0	8	0	31	77	29	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	21	40	42	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	34	80	19	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	23	100	1	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	5
	GATWICK	THOMSONFLY LTD	C	A	8	1	0	50	13	13	13	13	0	59	22	31	9
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	0	0	13	13	0	49	67	16	9
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	0	0	50	50	0	0	65	75	10	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	22	100	2	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	1	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	8	4
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	22	11	33	33	0	0	53	75	180	8
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	0	0	25	0	0	30	88	6	8
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	25	0	25	50	0	0	54	50	14	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4
<b>TOTAL LARNACA</b>					<b>984</b>	<b>9</b>	<b>5</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>30</b>	<b>30</b>
LAS PALMAS	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	10	100	2	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	3	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	77	50	39	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	87	75	32	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	22	100	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	19	100	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	4	75	15	8

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	38	25	0	0	0	18	25	34	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	55	18	18	9	0	0	21	54	17	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	58	8	8	25	0	0	30	69	16	13	
	GLASGOW	FLYGLOBESPAN	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	8	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	2	0	0	0	0	0	50	0	50	293	0	26	2	
	MANCHESTER	FLYJET LTD	C	D	2	0	0	0	0	0	50	0	50	270	50	9	2	
	MANCHESTER	FUTURA AIRLINES	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	46	46	0	8	0	0	19	50	30	8	
	GATWICK	GB AIRWAYS LTD	S	D	12	0	0	42	42	8	8	0	0	21	50	33	8	
	GLASGOW	IBERWORLD	C	A	3	0	0	33	0	0	33	0	33	154	100	0	4	
	GLASGOW	IBERWORLD	C	D	4	0	0	25	0	0	50	0	25	155	100	3	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	30	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	30	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	18	75	9	4	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	0	29	0	14	0	41	100	3	4	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	14	0	0	14	0	34	100	7	4	
	LUTON	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	7	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	75	25	0	0	0	0	13	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	100	9	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	13	0	0	0	0	4	83	7	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	13	38	0	0	0	20	31	23	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	38	61	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	38	44	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	63	13	0	25	0	0	24	50	12	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	38	25	13	25	0	0	37	75	12	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	0	13	13	0	0	18	50	26	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	0	25	13	0	0	27	76	22	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	11	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	11	4	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	11	100	0	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	25	0	0	22	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	25	0	0	22	38	20	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	0	25	0	0	22	56	21	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	34	100	2	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	42	100	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	13	25	0	0	33	75	10	16
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	0	25	0	0	29	88	4	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	11	100	1	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	19	100	1	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	38	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	20	56	56	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	24	89	9	9
	GATWICK	THOMSONFLY LTD	C	A	12	0	0	83	8	0	8	0	0	9	88	10	17
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	92	0	0	8	0	0	12	71	16	17
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	15	25	53	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	14	25	45	4
	LUTON	THOMSONFLY LTD	C	A	5	1	0	100	0	0	0	0	0	2	100	0	5
	LUTON	THOMSONFLY LTD	C	D	6	0	0	83	17	0	0	0	0	8	80	11	5
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	69	0	15	15	0	0	26	92	4	13
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	62	8	8	23	0	0	33	77	9	13
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	4	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	12	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	2	4
<b>TOTAL LAS PALMAS</b>					<b>401</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>72</b>	<b>17</b>	<b>17</b>
LAS VEGAS	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	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	11	11	0	0	22	40	19	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	34	60	16	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	80	12	4	4	0	0	10	78	13	18

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LAS VEGAS																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	25	0	0	44	36	16	4	0	0	20	11	41	18	
<b>TOTAL LAS VEGAS</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>35</b>	<b>51</b>	<b>51</b>	
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND		S A	108	0	0	76	16	6	3	0	0	11	70	13	108	
	HEATHROW	BMI BRITISH MIDLAND		S D	108	0	0	76	16	6	3	0	0	11	67	13	107	
	EDINBURGH	BMI REGIONAL		S A	87	0	0	94	6	0	0	0	3	87	11	70		
	EDINBURGH	BMI REGIONAL		S D	87	0	0	89	9	2	0	0	4	79	16	70		
	GLASGOW	BMI REGIONAL		S A	66	0	0	94	0	5	2	0	6	81	8	69		
	GLASGOW	BMI REGIONAL		S D	70	0	0	90	4	3	3	0	8	78	9	69		
<b>TOTAL LEEDS BRADFORD</b>					<b>526</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>12</b>		
LEIPZIG																		
	STANSTED	AIR BERLIN		S A	11	0	0	82	0	18	0	0	0	10	0	0	0	
	STANSTED	AIR BERLIN		S D	12	0	0	67	8	17	8	0	0	21	0	0	0	
<b>TOTAL LEIPZIG</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>4</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LEMNOS																		
	GATWICK	EXCEL AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	6	89	8	9	
	GATWICK	EXCEL AIRWAYS LTD		C D	10	0	0	40	10	10	40	0	0	37	63	18	8	
<b>TOTAL LEMNOS</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>7</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>76</b>	<b>13</b>	<b>13</b>	
LILLE																		
<b>TOTAL LILLE</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LIMOGES																		
	STANSTED	RYANAIR		S A	33	0	0	100	0	0	0	0	0	1	98	1	49	
	STANSTED	RYANAIR		S D	33	0	0	79	21	0	0	0	0	7	82	10	49	
<b>TOTAL LIMOGES</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	<b>5</b>	
LINZ																		
	STANSTED	RYANAIR		S A	30	0	0	90	7	3	0	0	0	4	97	2	30	
	STANSTED	RYANAIR		S D	30	0	0	83	10	7	0	0	0	8	90	7	30	
<b>TOTAL LINZ</b>					<b>60</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>93</b>	<b>4</b>	<b>4</b>	
LISBON																		
	GATWICK	AIR PORTUGAL		S A	60	0	0	57	33	8	2	0	0	14	80	11	60	
	GATWICK	AIR PORTUGAL		S D	60	0	0	57	25	15	3	0	0	18	58	17	60	
	HEATHROW	AIR PORTUGAL		S A	90	0	0	36	31	28	6	0	0	26	13	40	90	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					90	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)											
LISBON																		
	HEATHROW	AIR PORTUGAL	S	D	90	0	0	50	22	19	8	1	0	23	50	30	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	75	14	9	2	0	0	12	61	23	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	59	28	8	5	0	0	17	46	23	120	
	GATWICK	MONARCH AIRLINES	S	A	30	0	0	67	23	7	3	0	0	16	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	30	0	0	90	3	0	3	3	0	15	0	0	0	
	MANCHESTER	PORTUGALIA	S	A	30	0	0	77	17	3	0	3	0	15	70	11	30	
	MANCHESTER	PORTUGALIA	S	D	8	0	0	75	13	0	13	0	0	14	88	6	8	
<b>TOTAL LISBON</b>					<b>646</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>24</b>	<b>24</b>	
LIVERPOOL																		
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	29	0	1	79	7	10	3	0	0	14	0	0	0	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	29	0	1	83	0	7	10	0	0	16	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	115	0	6	75	17	7	2	0	0	11	93	5	121	
	LONDON CITY	VLM (BELGIUM)	S	D	116	0	5	68	21	9	3	0	0	14	93	6	120	
<b>TOTAL LIVERPOOL</b>					<b>289</b>	<b>1</b>	<b>13</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>6</b>	<b>6</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	30	0	0	67	20	13	0	0	0	12	70	15	30	
	GATWICK	ADRIA AIRWAYS	S	D	30	0	0	63	23	7	7	0	0	17	57	18	30	
	MANCHESTER	ADRIA AIRWAYS	S	A	8	0	0	63	38	0	0	0	0	11	56	20	9	
	MANCHESTER	ADRIA AIRWAYS	S	D	8	0	0	75	13	13	0	0	0	11	67	12	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	7	0	3	0	0	5	80	13	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	90	7	3	0	0	0	7	73	13	30	
<b>TOTAL LJUBLJANA</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>15</b>	
LONDON CITY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	120	0	0	83	4	8	3	2	0	14	78	12	69	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	121	0	0	69	15	7	9	0	0	19	79	10	70	
	EDINBURGH	SCOT AIRWAYS	S	A	198	3	12	69	19	11	1	0	0	13	68	12	207	
	EDINBURGH	SCOT AIRWAYS	S	D	193	7	17	79	10	6	5	0	0	11	81	8	209	
	MANCHESTER	VLM (BELGIUM)	S	A	177	0	6	70	12	12	6	0	0	15	89	7	205	
	MANCHESTER	VLM (BELGIUM)	S	D	177	0	7	84	8	5	3	1	0	9	95	3	205	
<b>TOTAL LONDON CITY</b>					<b>986</b>	<b>12</b>	<b>42</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>8</b>	<b>8</b>	
LOS ANGELES INTERNATION																		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					60	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LOS ANGELES INTERNATIONAL	HEATHROW	AMERICAN AIRLINES	S	A	60	0	0	93	7	0	0	0	0	2	85	9	59
	HEATHROW	AMERICAN AIRLINES	S	D	60	0	0	77	17	7	0	0	0	10	66	16	59
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	78	9	9	4	0	0	10	73	15	64
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	40	30	22	8	0	0	26	23	34	64
	HEATHROW	UNITED AIRLINES	S	A	30	0	0	100	0	0	0	0	0	0	87	10	30
	HEATHROW	UNITED AIRLINES	S	D	30	0	0	77	17	7	0	0	0	10	87	7	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	85	7	2	5	2	0	11	77	21	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	57	28	7	7	2	0	23	23	46	60
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>480</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>21</b>	<b>21</b>
LUANDA	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	100	0	0	0	0	0	5	75	10	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	20	40	0	20	20	0	66	100	3	4
<b>TOTAL LUANDA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>39</b>	<b>88</b>	<b>6</b>	<b>6</b>
LUBECK	STANSTED	RYANAIR	S	A	80	0	0	90	5	3	0	3	0	8	91	3	89
	STANSTED	RYANAIR	S	D	80	0	0	89	5	6	0	0	0	5	87	6	89
<b>TOTAL LUBECK</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>5</b>
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	4	62	12	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	8	0	23	0	0	24	69	16	13
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>14</b>	<b>14</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	164	0	0	84	10	4	2	0	0	8	75	12	163
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	164	0	0	77	11	9	3	0	0	12	63	19	163
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	160	0	0	91	7	2	1	0	0	4	83	11	160
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	160	0	0	89	8	3	1	0	0	6	83	14	160
	EDINBURGH	TITAN AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL LUTON</b>					<b>653</b>	<b>6</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>14</b>	<b>14</b>
LUXEMBOURG	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	0	79	11	6	4	0	0	10	77	10	48
	GATWICK	BRITISH AIRWAYS PLC	S	D	47	0	0	64	26	6	4	0	0	13	65	11	48
	HEATHROW	LUXAIR	S	A	60	0	0	72	22	7	0	0	0	12	40	22	60

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
LUXEMBOURG																		
	HEATHROW	LUXAIR		S D	60	1	0	90	5	3	2	0	0	7	68	13	60	
	LONDON CITY	LUXAIR		S A	93	0	3	86	11	1	2	0	0	7	91	6	74	
	LONDON CITY	LUXAIR		S D	92	0	4	73	21	5	1	0	0	11	78	12	74	
	MANCHESTER	LUXAIR		S A	30	1	0	97	3	0	0	0	0	5	97	5	30	
	MANCHESTER	LUXAIR		S D	29	0	1	86	3	0	7	3	0	19	90	3	30	
	LONDON CITY	VLM (BELGIUM)		S A	95	0	0	87	6	2	4	0	0	9	80	8	75	
	LONDON CITY	VLM (BELGIUM)		S D	92	0	3	82	10	3	5	0	0	12	72	11	75	
<b>TOTAL LUXEMBOURG</b>					<b>646</b>	<b>3</b>	<b>11</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>11</b>	
LUXOR																		
	HEATHROW	EGYPT AIR		S A	4	0	0	100	0	0	0	0	0	1	75	16	4	
	HEATHROW	EGYPT AIR		S D	4	0	0	100	0	0	0	0	0	5	25	28	4	
	GATWICK	FLYJET LTD		C A	4	0	0	25	25	25	25	0	0	51	0	0	0	
	GATWICK	FLYJET LTD		C D	4	0	0	25	50	25	0	0	0	22	0	0	0	
	MANCHESTER	FLYJET LTD		C A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	MANCHESTER	FLYJET LTD		C D	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	8	0	0	25	13	38	13	13	0	77	50	17	8	
	GATWICK	MONARCH AIRLINES		C D	8	0	0	25	25	25	13	13	0	77	63	10	8	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	75	0	0	25	0	0	34	75	15	4	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	75	0	0	25	0	0	31	75	15	4	
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	25	50	0	25	0	0	44	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	50	0	25	25	0	0	44	0	0	0	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	3	100	0	5	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	7	100	6	5	
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	75	0	0	25	0	0	20	100	2	5	
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	75	0	0	25	0	0	22	80	6	5	
<b>TOTAL LUXOR</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>73</b>	<b>11</b>	<b>11</b>	
LYON																		
	HEATHROW	AIR FRANCE		S A	30	0	0	73	7	13	7	0	0	14	63	12	86	
	HEATHROW	AIR FRANCE		S D	30	0	0	80	10	7	3	0	0	10	94	3	86	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	51	0	0	73	18	8	2	0	0	11	86	9	51	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	51	0	0	80	6	12	2	0	0	11	75	14	51	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LYON	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	87	7	0	7	0	0	12	80	9	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	93	0	0	7	0	0	8	77	9	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	75	10	7	8	0	0	15	64	18	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	1	67	13	14	6	1	0	19	66	16	90
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	91	6	3	0	0	0	4	73	13	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	78	16	6	0	0	0	9	63	18	30
<b>TOTAL LYON</b>					<b>461</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>13</b>



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MADRAS/CHENNAI	HEATHROW	AIR INDIA		S D	4	0	0	50	0	0	50	0	0	37	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	8	0	0	75	13	13	0	0	0	7	100	3	9
	HEATHROW	BRITISH AIRWAYS PLC		S D	8	0	0	25	13	63	0	0	0	31	25	47	8
<b>TOTAL MADRAS/CHENNAI</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>24</b>	<b>24</b>
MADRID	GATWICK	AEROLINEAS ARGENTINAS		S A	17	0	0	65	24	0	12	0	0	17	38	49	13
	GATWICK	AEROLINEAS ARGENTINAS		S D	17	0	0	47	18	18	18	0	0	29	23	67	13
	EDINBURGH	AIR EUROPA		C A	2	0	0	100	0	0	0	0	0	5	50	23	2
	EDINBURGH	AIR EUROPA		C D	2	0	0	100	0	0	0	0	0	10	50	16	2
	HEATHROW	BMI BRITISH MIDLAND		S A	30	0	0	80	10	10	0	0	0	8	40	20	30
	HEATHROW	BMI BRITISH MIDLAND		S D	30	0	0	80	13	7	0	0	0	10	87	9	30
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	80	7	10	0	3	0	14	87	5	30
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	30	0	0	83	3	10	3	0	0	10	87	6	30
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	25	0	0	88	8	4	0	0	0	4	92	2	26
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	21	0	0	90	5	5	0	0	0	7	91	5	22
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	52	0	0	75	12	2	12	0	0	17	71	28	52
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	52	0	0	71	12	4	13	0	0	25	68	23	50
	GATWICK	BRITISH AIRWAYS PLC		S A	87	0	1	32	25	25	15	2	0	36	70	16	90
	GATWICK	BRITISH AIRWAYS PLC		S D	88	0	0	45	18	24	11	1	0	30	62	16	90
	HEATHROW	BRITISH AIRWAYS PLC		S A	150	0	0	49	25	20	5	1	0	23	51	26	150
	HEATHROW	BRITISH AIRWAYS PLC		S D	150	0	0	53	22	17	7	1	0	24	54	23	150
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	56	0	0	73	11	7	9	0	0	15	68	14	31
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	56	0	0	39	34	14	13	0	0	26	55	19	31
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	85	2	10	3	0	0	9	59	17	59
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	67	20	8	5	0	0	16	60	22	60
	HEATHROW	IBERIA		S A	180	0	0	54	28	15	2	0	0	18	52	24	180
	HEATHROW	IBERIA		S D	180	0	0	57	22	14	7	0	0	20	63	24	180
	MANCHESTER	MONARCH AIRLINES		S A	30	0	0	67	20	7	7	0	0	15	0	0	0
	MANCHESTER	MONARCH AIRLINES		S D	30	0	0	80	7	7	7	0	0	14	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL MADRID</b>					<b>1436</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>21</b>	<b>21</b>	
MAHON																		
	GATWICK	AIR NOSTRUM	S	A	13	0	0	54	31	0	15	0	0	22	0	0	0	
	GATWICK	AIR NOSTRUM	S	D	13	0	0	38	38	8	15	0	0	34	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	0	50	0	0	0	17	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	79	14	0	7	0	0	14	81	8	16	
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	100	0	0	0	0	0	2	88	10	16	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	18	75	12	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	42	100	3	4	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	40	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	48	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	25	62	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	35	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	30	0	0	90	3	3	3	0	0	7	80	18	25	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	30	0	0	73	13	7	7	0	0	14	72	20	25	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	16	100	2	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	27	0	0	74	7	4	11	4	0	23	88	4	25	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	27	0	0	67	7	7	15	4	0	30	76	16	25	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	3	80	19	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	4	80	24	5	
	GATWICK	FLYJET LTD	C	A	5	0	0	20	0	0	80	0	0	80	0	0	0	
	GATWICK	FLYJET LTD	C	D	5	0	0	20	0	0	80	0	0	93	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	75	19	4	
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	20	0	60	20	0	0	37	25	37	4	
	GATWICK	FUTURA AIRLINES	C	A	3	0	0	67	0	33	0	0	0	21	100	0	1	
	MANCHESTER	FUTURA AIRLINES	C	A	7	0	0	71	0	29	0	0	0	17	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	6	0	0	67	17	17	0	0	0	17	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	62	0	31	8	0	0	31	85	5	13	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	38	54	0	0	8	0	29	85	7	13	
	BIRMINGHAM	MONARCH AIRLINES	C	A	10	0	0	20	60	0	20	0	0	47	75	16	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	10	0	0	50	40	0	10	0	0	30	63	12	8	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
MAHON																		
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	100	0	0	0	0	0	2	75	24	16	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	20	20	0	0	0	13	69	28	16	
	LUTON	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	31	100	1	4	
	LUTON	MONARCH AIRLINES	S	A	13	0	0	77	23	0	0	0	0	7	85	6	13	
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	35	100	7	4	
	LUTON	MONARCH AIRLINES	S	D	13	0	0	77	8	15	0	0	0	12	92	6	13	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	80	20	0	0	0	0	5	88	8	8	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	90	10	0	0	0	0	6	50	20	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	89	3	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	13	0	1	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	38	14	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	13	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	12	67	54	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	11	0	0	24	44	71	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	4	63	40	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	22	0	0	0	13	63	42	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	71	0	0	29	0	0	30	77	9	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	0	7	21	0	0	29	85	5	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	2	88	5	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	0	88	6	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	75	7	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	7	88	12	8	
	EDINBURGH	SPANAIR	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	SPANAIR	C	D	5	0	0	60	0	20	20	0	0	43	0	0	0	
	LUTON	SPANAIR	C	A	5	0	0	80	0	20	0	0	0	12	50	22	4	
	LUTON	SPANAIR	C	D	4	0	0	100	0	0	0	0	0	0	0	27	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	10	88	7	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	2	88	12	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	86	0	14	0	0	0	7	88	18	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	71	7	14	7	0	0	18	75	21	16	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	14	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	75	13	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	87	7	0	7	0	0	10	63	33	16	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MAHON	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	14	0	7	0	0	14	63	47	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	3	100	1	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	2	88	8	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	17	0	0	8	86	4	7	
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	88	0	0	0	0	13	101	100	1	8
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	88	0	13	0	0	0	7	100	0	8
	GATWICK	THOMSONFLY LTD	C	A	17	0	0	88	6	6	0	0	0	7	90	5	21
	GATWICK	THOMSONFLY LTD	C	D	17	0	0	94	6	0	0	0	0	8	86	9	21
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	10	75	38	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	18	50	48	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	8
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	14	88	6	8
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	92	0	0	8	0	0	8	76	18	17
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	62	31	0	8	0	0	18	65	26	17
	NEWCASTLE	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	9
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	89	3	9
	STANSTED	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	8
	STANSTED	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	4	8
<b>TOTAL MAHON</b>					<b>746</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>15</b>	<b>15</b>
MALABO	GATWICK	ASTRAEUS LTD	S	A	5	0	0	80	20	0	0	0	0	5	100	0	5
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	100	0	0	0	0	0	0	75	9	4
<b>TOTAL MALABO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>4</b>
MALAGA	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	0	25	0	25	0	64	40	45	5
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	0	0	25	0	57	60	36	5
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	0	50	50	0	0	0	32	50	28	4
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	50	50	0	0	60	0	59	4
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	89	0	86	4
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	22	75	8	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	BMIBABY LTD	S	A	34	0	0	50	6	29	9	6	0	41	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	34	0	0	41	15	21	18	3	3	48	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	57	17	20	3	3	0	24	47	36	30
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	67	23	3	3	3	0	17	77	24	30
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	4	0	0	75	0	0	0	25	0	58	77	11	13
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	4	0	0	50	25	0	0	25	0	62	31	21	13
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	30	0	0	63	17	3	13	3	0	30	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	30	0	0	80	3	3	13	0	0	20	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	72	0	0	57	24	14	6	0	0	19	64	18	72
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	72	0	0	57	25	14	4	0	0	18	72	17	72
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	74	17	7	3	0	0	12	68	18	102
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	65	28	5	2	0	0	14	70	15	102
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	76	15	3	6	0	0	10	70	22	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	85	12	3	0	0	0	9	70	18	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	98	1	0	87	5	8	0	0	0	6	73	20	96
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	98	0	0	68	18	9	4	0	0	14	49	26	98
	GATWICK	EXCEL AIRWAYS LTD	C	A	29	0	0	55	21	7	14	3	0	38	64	30	22
	GATWICK	EXCEL AIRWAYS LTD	C	D	29	0	0	62	7	17	10	3	0	37	48	36	21
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	50	17	17	8	8	0	47	50	44	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	67	0	17	8	8	0	43	50	45	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	86	7	7	0	0	0	8	17	37	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	86	7	7	0	0	0	9	58	25	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	21	0	0	62	14	14	5	0	5	37	65	19	23
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	76	10	10	0	0	5	26	78	11	23
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	29	0	0	69	17	0	3	7	3	47	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	29	0	0	66	17	3	3	3	7	47	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	30	0	0	80	17	3	0	0	0	5	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	30	0	0	57	20	17	7	0	0	20	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	25	0	0	100	0	0	0	0	0	0	97	2	30
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	83	13	3	0	0	0	8	87	8	30
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	25	0	75	0	0	90	0	24	1

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MALAGA																		
	MANCHESTER	FLYJET LTD	C	D	4	0	0	25	0	0	75	0	0	79	100	9	1	
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	0	0	75	25	0	0	77	0	0	0	
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	0	0	75	25	0	0	76	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	50	50	0	0	0	0	11	44	43	9	
	GATWICK	GB AIRWAYS LTD	S	A	120	0	0	76	18	4	1	2	0	14	73	12	120	
	GATWICK	GB AIRWAYS LTD	S	D	120	0	0	41	34	14	8	3	1	32	67	17	120	
	HEATHROW	GB AIRWAYS LTD	S	A	60	0	0	60	25	12	3	0	0	17	35	29	60	
	HEATHROW	GB AIRWAYS LTD	S	D	60	0	0	67	23	8	2	0	0	15	70	12	60	
	MANCHESTER	GB AIRWAYS LTD	S	A	34	0	0	82	9	9	0	0	0	8	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	34	0	0	76	15	9	0	0	0	10	0	0	0	
	EDINBURGH	GREECE AIRWAYS	S	A	8	0	1	75	0	25	0	0	0	17	22	58	9	
	EDINBURGH	GREECE AIRWAYS	S	D	8	0	1	25	38	13	25	0	0	37	57	33	7	
	GLASGOW	GREECE AIRWAYS	S	A	8	0	1	25	38	0	38	0	0	41	33	41	9	
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	67	11	22	0	0	0	19	67	40	9	
	HEATHROW	IBERIA	S	A	30	0	0	70	10	20	0	0	0	14	77	11	30	
	HEATHROW	IBERIA	S	D	30	0	0	70	13	10	7	0	0	15	83	12	30	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	60	27	10	3	0	0	16	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	87	10	0	3	0	0	6	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	33	17	0	50	0	0	71	21	47	19	
	GATWICK	MONARCH AIRLINES	S	A	60	0	1	37	27	17	18	2	0	41	47	31	60	
	GATWICK	MONARCH AIRLINES	S	D	60	0	1	63	13	8	15	0	0	26	62	21	60	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	0	0	60	0	0	59	56	32	18	
	LUTON	MONARCH AIRLINES	S	A	34	0	0	79	3	9	6	3	0	20	85	6	34	
	LUTON	MONARCH AIRLINES	S	D	34	0	0	71	9	9	9	3	0	28	86	28	35	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	0	20	0	53	0	66	10	
	MANCHESTER	MONARCH AIRLINES	S	A	73	0	0	66	14	10	11	0	0	20	71	12	59	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	0	20	0	40	11	53	9	
	MANCHESTER	MONARCH AIRLINES	S	D	73	0	0	79	3	4	14	0	0	17	85	11	60	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	0	0	93	3	0	3	0	0	5	58	19	60	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	30	0	0	87	3	7	3	0	0	11	63	21	60	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	78	25	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	78	27	9	
	GLASGOW	SPANAIR	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	GLASGOW	SPANAIR	C	D	4	0	0	50	0	25	25	0	0	33	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	21	50	20	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	15	75	11	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	81	5	16
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	34	92	4	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	2	40	23	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	22	57	20	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	32	25	32	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	37	75	19	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	75	13	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	15	100	1	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	5	89	34	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	89	0	11	0	0	0	8	100	2	9
	GATWICK	THOMSONFLY LTD	C	A	17	0	0	65	12	6	6	12	0	41	85	16	34
	GATWICK	THOMSONFLY LTD	C	D	17	0	0	65	18	6	0	12	0	38	68	20	34
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	88	7	8
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	8	75	12	8
	LUTON	THOMSONFLY LTD	C	A	9	0	0	78	22	0	0	0	0	10	89	13	9
	LUTON	THOMSONFLY LTD	C	D	9	0	0	78	22	0	0	0	0	9	75	18	8
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	77	15	0	0	0	8	59	76	8	21
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	77	8	15	0	0	0	11	52	18	21
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	8
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	9
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	10	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4
<b>TOTAL MALAGA</b>					<b>2361</b>	<b>2</b>	<b>5</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>20</b>	<b>20</b>
MALE INTERNATIONAL	GATWICK	MONARCH AIRLINES	C	A	12	0	0	42	33	25	0	0	0	20	42	83	12
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	33	42	25	0	0	0	24	33	71	12
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	13	38	0	0	0	20	25	100	8
	MANCHESTER	MONARCH AIRLINES	C	D	8	1	0	63	25	0	13	0	0	18	25	85	8
<b>TOTAL MALE INTERNATIONAL</b>					<b>40</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>83</b>	<b>83</b>
MALMO																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALMO	STANSTED	RYANAIR		S A	51	0	0	88	6	2	4	0	0	7	81	8	52
	STANSTED	RYANAIR		S D	51	0	0	73	18	8	2	0	0	14	56	17	52
<b>TOTAL MALMO</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>13</b>	<b>13</b>
MALTA	BIRMINGHAM	AIR MALTA		S A	13	0	0	77	15	8	0	0	0	7	54	17	13
	BIRMINGHAM	AIR MALTA		S D	13	0	0	62	23	15	0	0	0	14	23	28	13
	GATWICK	AIR MALTA		S A	56	0	0	68	13	14	4	2	0	16	84	8	49
	GATWICK	AIR MALTA		S D	56	0	0	46	21	18	13	2	0	29	63	18	49
	GLASGOW	AIR MALTA		S A	9	0	0	78	0	0	22	0	0	28	36	46	11
	GLASGOW	AIR MALTA		S D	9	0	0	67	11	0	22	0	0	31	0	48	9
	HEATHROW	AIR MALTA		S A	63	0	0	73	14	10	3	0	0	11	63	16	64
	HEATHROW	AIR MALTA		S D	63	0	0	57	19	14	10	0	0	21	28	26	64
	MANCHESTER	AIR MALTA		S A	42	0	0	81	10	2	5	2	0	13	63	19	41
	MANCHESTER	AIR MALTA		S D	42	0	0	79	7	2	10	2	0	17	24	34	41
	NEWCASTLE	AIR MALTA		S A	5	0	0	40	40	0	20	0	0	34	0	0	0
	NEWCASTLE	AIR MALTA		S D	5	0	0	40	40	0	20	0	0	31	0	0	0
	STANSTED	AIR MALTA		S A	22	0	0	86	5	5	5	0	0	11	77	9	13
	STANSTED	AIR MALTA		S D	22	0	0	59	23	9	9	0	0	19	85	6	13
	GATWICK	EXCEL AIRWAYS LTD		C A	8	0	0	88	0	0	0	0	13	58	0	26	4
	GATWICK	EXCEL AIRWAYS LTD		C D	8	0	0	63	0	13	0	0	25	134	100	3	4
	MANCHESTER	EXCEL AIRWAYS LTD		C A	7	0	0	71	14	0	0	0	14	80	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C D	8	0	0	75	0	13	0	0	13	167	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	25	25	25	0	0	30	67	12	9
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	16	80	8	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	25	25	0	0	36	25	70	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	20	50	46	4
	GATWICK	GB AIRWAYS LTD		S A	49	0	1	49	16	18	14	2	0	37	63	29	41
	GATWICK	GB AIRWAYS LTD		S D	49	0	1	43	29	16	10	2	0	36	61	30	41
	MANCHESTER	GB AIRWAYS LTD		S A	21	0	0	71	10	10	10	0	0	22	0	0	0
	MANCHESTER	GB AIRWAYS LTD		S D	21	0	0	76	10	10	5	0	0	13	0	0	0
	BIRMINGHAM	HELLO		C A	5	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	HELLO		C D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	HELLO		C A	26	0	0	77	19	0	4	0	0	12	0	0	0



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	HELLO		C D	26	0	0	58	31	8	4	0	0	16	0	0	0	0
	GLASGOW	HELLO		C A	4	0	0	50	25	0	0	25	0	90	0	0	0	0
	GLASGOW	HELLO		C D	4	0	0	25	50	0	0	0	25	106	0	0	0	0
	MANCHESTER	HELLO		C A	14	0	0	86	7	0	7	0	0	9	0	0	0	0
	MANCHESTER	HELLO		C D	13	0	0	77	8	8	8	0	0	17	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	75	41	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	0	75	41	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	0	0	50	0	0	56	50	39	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	0	25	0	0	30	50	27	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	25	0	0	25	50	19	8	8
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	0	25	0	0	28	100	0	8	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	38	34	8	8
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	5	75	24	8	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	25	0	25	0	0	28	80	19	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	3	0	0	33	33	0	33	0	0	41	75	29	4	4
	GATWICK	THOMAS COOK AIRLINES LTD		C A	8	0	0	75	0	0	25	0	0	30	100	3	5	5
	GATWICK	THOMAS COOK AIRLINES LTD		C D	8	0	0	38	13	25	25	0	0	50	100	2	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	0	50	0	50	0	0	61	67	48	3	3
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	0	0	50	0	0	50	50	47	2	2
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	2	100	0	4	4
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	6	100	1	4	4
	GATWICK	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	10	0	46	4	4
	GATWICK	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	3	25	29	4	4
	GLASGOW	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	5	75	12	4	4
	GLASGOW	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	4	100	3	4	4
	LUTON	THOMSONFLY LTD		C A	4	0	0	75	25	0	0	0	0	9	100	3	4	4
	LUTON	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	5	100	7	4	4
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	75	0	25	0	0	0	13	25	25	4	4
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	1	100	2	4	4
<b>TOTAL MALTA</b>					<b>811</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>59</b>	<b>23</b>	<b>23</b>	
MANCHESTER																		
	GATWICK	ASTRAEUS LTD		C A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD		C D	3	1	0	100	0	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MANCHESTER	HEATHROW	BMI BRITISH MIDLAND	S	A	201	0	0	81	8	8	2	0	0	9	59	20	201
	HEATHROW	BMI BRITISH MIDLAND	S	D	202	0	0	77	13	6	4	0	0	12	59	21	201
	EDINBURGH	BMI REGIONAL	S	A	115	0	0	87	8	3	3	0	0	8	77	10	122
	EDINBURGH	BMI REGIONAL	S	D	122	0	0	83	11	4	2	0	0	8	77	12	121
	GLASGOW	BMI REGIONAL	S	A	91	0	0	86	2	3	9	0	0	12	80	9	114
	GLASGOW	BMI REGIONAL	S	D	88	0	0	88	2	3	7	0	0	11	80	10	113
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	150	0	0	73	13	9	5	1	0	16	77	10	155
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	149	0	0	72	15	7	5	1	0	15	77	11	155
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	147	0	0	71	7	10	10	1	0	23	62	17	149
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	145	0	0	72	9	12	8	0	0	17	72	13	149
	GATWICK	BRITISH AIRWAYS PLC	S	A	187	0	0	49	25	17	7	2	0	25	57	19	190
	GATWICK	BRITISH AIRWAYS PLC	S	D	187	0	0	68	19	9	4	0	0	14	74	13	190
	HEATHROW	BRITISH AIRWAYS PLC	S	A	292	1	1	63	16	13	7	0	0	19	53	22	281
	HEATHROW	BRITISH AIRWAYS PLC	S	D	293	0	0	59	19	13	9	0	0	20	53	21	280
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	61	0	0	70	20	7	3	0	0	12	0	0	0
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	61	0	4	64	18	13	5	0	0	16	0	0	0
	GATWICK	CHANNEL EXPRESS (INCORP: JET 2)	S	A	74	0	0	61	18	16	5	0	0	19	0	0	0
	GATWICK	CHANNEL EXPRESS (INCORP: JET 2)	S	D	73	0	1	75	12	8	4	0	0	14	0	0	0
	STANSTED	EASTERN AIRWAYS	S	A	66	0	0	92	5	2	2	0	0	6	95	7	66
	STANSTED	EASTERN AIRWAYS	S	D	66	0	0	91	3	3	3	0	0	9	95	7	66
	HEATHROW	QANTAS	S	A	4	0	0	50	50	0	0	0	0	16	77	22	30
	HEATHROW	QANTAS	S	D	33	0	1	82	9	3	6	0	0	10	80	11	60
	LONDON CITY	VLM (BELGIUM)	S	A	177	1	7	78	10	7	4	1	0	13	90	6	204
	LONDON CITY	VLM (BELGIUM)	S	D	177	0	7	68	16	11	6	0	0	16	88	7	205
<b>TOTAL MANCHESTER</b>					<b>3170</b>	<b>30</b>	<b>21</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>14</b>	<b>14</b>
MARRAKESH	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	89	0	0	11	0	0	16	75	24	8
	HEATHROW	GB AIRWAYS LTD	S	A	28	0	0	75	18	7	0	0	0	11	79	9	28

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	28	0	0	46	18	21	14	0	0	27	75	14	28
	GATWICK	ROYAL AIR MAROC	S	A	16	1	0	63	19	19	0	0	0	16	71	16	7
	GATWICK	ROYAL AIR MAROC	S	D	16	0	0	38	19	38	6	0	0	25	29	42	7
	HEATHROW	ROYAL AIR MAROC	S	D	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MARRAKESH</b>					<b>101</b>	<b>5</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>17</b>	<b>17</b>
MARSA ALAM	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	0	60	20	0	0	52	100	3	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	47	100	4	5
<b>TOTAL MARSA ALAM</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>100</b>	<b>3</b>	<b>3</b>
MARSEILLE	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	63	16	15	6	0	1	21	90	6	90
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	73	11	12	3	0	0	13	84	9	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	34	0	0	44	32	9	15	0	0	25	92	4	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	56	21	15	9	0	0	21	78	10	60
<b>TOTAL MARSEILLE</b>					<b>246</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>86</b>	<b>7</b>	<b>7</b>
MAURITIUS	HEATHROW	AIR MAURITIUS LTD	S	A	23	0	0	78	17	4	0	0	0	8	81	8	21
	HEATHROW	AIR MAURITIUS LTD	S	D	23	0	0	48	30	13	9	0	0	23	38	21	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	0	8	0	0	12	69	90	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	31	31	0	8	0	40	31	30	13
<b>TOTAL MAURITIUS</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>32</b>	<b>32</b>
MELBOURNE	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	17	3	0	0	0	6	67	11	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	43	27	23	3	3	0	30	50	29	30
	HEATHROW	QANTAS	S	A	30	0	0	100	0	0	0	0	0	1	71	20	21
	HEATHROW	QANTAS	S	D	29	0	1	31	31	28	10	0	0	31	57	20	35
<b>TOTAL MELBOURNE</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>20</b>	<b>20</b>
MEXICO CITY	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	53	18	18	12	0	0	26	71	13	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	18	35	24	18	6	0	52	41	24	22
<b>TOTAL MEXICO CITY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>26</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>56</b>	<b>19</b>	<b>19</b>
MIAMI INTERNATIONAL																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	AMERICAN AIRLINES	S	A	34	0	0	62	12	15	12	0	0	24	62	27	29	
	HEATHROW	AMERICAN AIRLINES	S	D	34	0	0	79	12	6	0	3	0	18	70	13	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	2	79	9	3	7	2	0	17	94	41	50	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	27	29	29	14	2	0	39	15	90	52	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	80	13	3	3	0	0	10	66	30	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	53	30	13	0	3	0	22	28	45	29	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>245</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>46</b>	<b>46</b>	
MIKONOS																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	20	20	0	0	0	19	75	21	8	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	1	63	12	8	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	0	40	40	20	0	0	42	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	60	20	0	0	45	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	0	40	0	0	46	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	40	0	0	0	
<b>TOTAL MIKONOS</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>17</b>	<b>23</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>75</b>	<b>12</b>	<b>12</b>	
MILAN (LINATE)																		
	HEATHROW	ALITALIA	S	A	112	0	0	73	16	6	4	0	0	12	73	12	82	
	HEATHROW	ALITALIA	S	D	111	0	0	69	7	17	6	0	0	19	76	13	82	
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	77	10	10	3	0	0	13	53	26	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	63	30	3	3	0	0	15	47	25	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	58	26	13	3	0	0	18	37	27	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	62	21	11	6	0	0	18	60	19	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	10	10	7	3	0	26	90	6	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	17	3	10	0	0	17	53	14	30	
<b>TOTAL MILAN (LINATE)</b>					<b>523</b>	<b>7</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>18</b>	<b>18</b>	
MILAN (MALPENSA)																		
	BIRMINGHAM	ALITALIA	S	A	58	0	2	90	3	3	3	0	0	8	0	0	0	
	BIRMINGHAM	ALITALIA	S	D	58	0	2	83	10	7	0	0	0	10	0	0	0	
	HEATHROW	ALITALIA	S	A	119	0	0	57	16	19	8	0	0	21	67	15	150	
	HEATHROW	ALITALIA	S	D	119	0	0	56	22	12	9	1	0	24	56	18	150	
	MANCHESTER	ALITALIA	S	A	60	0	0	68	12	7	13	0	0	19	67	13	60	
	MANCHESTER	ALITALIA	S	D	60	0	0	67	15	12	7	0	0	19	67	13	60	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MILAN (MALPENSA)	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	0	0	77	13	6	4	0	0	11	88	8	81
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	85	4	5	6	0	0	13	80	12	82
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	83	4	9	4	0	0	8	92	4	25
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	23	0	0	91	9	0	0	0	0	6	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	52	0	0	62	23	4	12	0	0	21	85	7	52
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	52	0	0	62	19	8	12	0	0	22	75	9	52
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	50	24	13	13	0	0	24	54	18	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	43	31	20	6	0	0	23	57	19	90
<b>TOTAL MILAN (MALPENSA)</b>					<b>1024</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>14</b>	<b>14</b>
MINNEAPOLIS-ST PAUL	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	60	13	17	3	7	0	34	90	10	30
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	1	63	20	13	3	0	0	16	63	12	30
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>11</b>	<b>11</b>
MINSK	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	78	22	0	0	0	0	9	45	18	11
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	9	0	0	67	22	11	0	0	0	13	9	35	11
<b>TOTAL MINSK</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>27</b>	<b>27</b>	<b>27</b>
MITILINI	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	18	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	29	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	79	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	0	20	20	0	92	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	60	19	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	23	60	26	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	60	9	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	3	5
<b>TOTAL MITILINI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>3</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>64</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
MOMBASA	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	5	0	0	40	40	20	0	0	0	18	71	11	7
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	5	0	0	40	60	0	0	0	0	18	43	17	7
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	28	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	0	25	0	0	29	0	0	0
<b>TOTAL MOMBASA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>18</b>	<b>18</b>
MONASTIR	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	0	40	0	0	0	23	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	130	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	100	3	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	0	25	0	92	50	23	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	0	0	25	0	95	50	17	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	9	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	75	4	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	25	46	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	25	43	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	75	51	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	3	50	54	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	1	50	88	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	7	25	72	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	83	0	0	0	17	0	47	44	61	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	92	0	0	0	8	0	29	67	55	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	75	38	4	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	75	44	4	4
	GATWICK	NOUVELAIR TUNISIE	S	A	4	0	0	75	25	0	0	0	11	25	21	4	4
	GATWICK	NOUVELAIR TUNISIE	S	D	4	0	0	25	50	25	0	0	20	25	25	4	4
	STANSTED	NOUVELAIR TUNISIE	C	A	4	0	0	50	0	0	50	0	55	0	0	0	0
	STANSTED	NOUVELAIR TUNISIE	C	D	4	0	0	50	0	0	50	0	66	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	8	100	0	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	0	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	13	25	13	13	0	61	67	33	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	13	13	13	13	0	50	56	30	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	56	25	28	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MONASTIR	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	57	75	11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	25	0	60	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	50	46	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	40	13	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	74	60	15	5
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	44	22	22	0	11	0	49	67	10	9
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	50	25	13	0	13	0	42	100	5	9
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	9	100	1	5
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	13	13	0	0	0	9	100	0	5
<b>TOTAL MONASTIR</b>					<b>195</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>31</b>	<b>31</b>
MONTEGO BAY	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	50	26	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	30	0	31	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	45	17	70	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	25	0	56	0	93	5
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	9	50	23	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	11	67	15	3
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	0	40	20	0	0	50	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL MONTEGO BAY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>34</b>	<b>45</b>	<b>45</b>
MONTPELLIER	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	53	23	10	7	7	0	30	56	20	32
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	43	30	17	3	7	0	34	75	14	32
	STANSTED	RYANAIR	S	A	29	0	1	100	0	0	0	0	0	1	97	2	34
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	0	5	82	5	34
<b>TOTAL MONTPELLIER</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>10</b>	<b>10</b>
MONTREAL (DORVAL)	HEATHROW	AIR CANADA	S	A	60	0	0	82	3	5	8	2	0	18	55	22	60
	HEATHROW	AIR CANADA	S	D	60	0	0	67	23	7	3	0	0	16	63	16	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	90	7	3	0	0	0	5	87	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	30	10	3	3	0	26	57	21	30
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	50	0	0	0	0	9	0	38	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	88	0	0	0	13	0	33	75	8	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MONTREAL (DORVAL)																	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>17</b>	<b>17</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	65	0	0	68	20	2	9	2	0	20	58	16	69
	HEATHROW	BRITISH AIRWAYS PLC	S	D	65	0	0	38	35	18	6	2	0	27	45	21	69
	GATWICK	TRANSAERO AIRLINES	S	A	22	0	0	82	5	9	5	0	0	11	63	24	30
	GATWICK	TRANSAERO AIRLINES	S	D	22	0	0	68	14	9	9	0	0	20	33	34	30
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>176</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>21</b>	<b>21</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT	S	A	73	0	0	63	22	11	4	0	0	15	52	25	73
	HEATHROW	AEROFLOT	S	D	73	0	0	48	33	16	1	1	0	23	56	32	73
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>146</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>27</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>29</b>	<b>29</b>
MOSCOW (VNUKOVO)																	
MUMBAI																	
	HEATHROW	AIR INDIA	S	A	76	0	1	68	12	7	11	1	1	25	84	8	50
	HEATHROW	AIR INDIA	S	D	71	0	1	37	14	32	13	1	3	47	18	29	51
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	88	0	12	0	0	0	7	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	76	18	6	0	0	0	10	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	4	90	5	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	37	33	20	10	0	0	30	50	24	30
	HEATHROW	JET AIRWAYS	S	A	30	0	0	80	3	17	0	0	0	9	0	0	0
	HEATHROW	JET AIRWAYS	S	D	30	0	0	73	20	7	0	0	0	11	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	85	0	15	0	0	0	7	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	62	23	0	8	8	0	32	0	0	0
<b>TOTAL MUMBAI</b>					<b>327</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>58</b>	<b>17</b>	<b>17</b>
MUNICH																	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	87	9	4	0	0	0	5	81	8	26
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	16	0	0	94	6	0	0	0	0	5	80	14	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	82	0	0	73	16	10	1	0	0	12	73	15	82
	GATWICK	BRITISH AIRWAYS PLC	S	D	82	0	0	57	20	18	5	0	0	19	70	15	82
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	0	0	77	14	6	3	0	0	11	68	17	126
	HEATHROW	BRITISH AIRWAYS PLC	S	D	145	0	0	63	25	9	3	0	0	17	60	16	126



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
MUNICH	LONDON CITY	CIRRUS LUFTFAHRT	S	A	44	0	0	70	18	7	5	0	0	15	66	14	44
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	43	0	1	51	30	12	7	0	0	21	59	19	44
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	3	0	87	7	7	0	0	0	6	72	13	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	3	0	66	20	11	3	0	0	16	53	24	60
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	12	0	0	42	17	25	8	8	0	41	0	0	0
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	12	0	0	50	25	17	0	8	0	33	0	0	0
	HEATHROW	LUFTHANSA	S	A	210	0	0	71	13	13	2	0	0	13	60	17	210
	HEATHROW	LUFTHANSA	S	D	210	0	0	73	19	7	1	0	0	11	71	15	210
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	86	0	0	83	9	6	2	0	0	9	83	8	30
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	86	0	0	69	21	7	3	0	0	14	77	25	30
	MANCHESTER	LUFTHANSA CITY LINE	S	A	89	0	0	69	15	12	4	0	0	15	72	11	90
	MANCHESTER	LUFTHANSA CITY LINE	S	D	89	0	0	75	13	4	7	0	0	12	91	5	90
<b>TOTAL MUNICH</b>					<b>1496</b>	<b>6</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>15</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	29	0	0	100	0	0	0	0	0	1	97	1	30
	STANSTED	AIR BERLIN	S	D	30	0	0	40	23	10	23	3	0	38	70	12	30
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	20	20	40	20	0	0	37	100	0	4
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	20	20	40	20	0	0	44	100	2	4
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>6</b>	<b>6</b>
MURCIA SAN JAVIER	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	0	0	50	0	0	34	25	44	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	25	25	0	0	44	50	41	4
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	75	0	0	0	0	16	50	28	4
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	16	4
	BIRMINGHAM	BMIBABY LTD	S	A	3	1	1	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	4	0	0	75	25	0	0	0	0	4	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	4	0	0	0	50	50	0	0	0	33	0	79	4
	MANCHESTER	BMIBABY LTD	S	D	4	0	0	25	50	25	0	0	0	21	25	64	4
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	31	0	8	87	3	10	0	0	0	4	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	31	0	8	94	3	3	0	0	0	3	0	0	0
	NEWCASTLE	CHANNEL EXPRESS (INCORP: JET 2)	S	A	19	0	0	84	0	5	5	5	0	23	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2004			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
MURCIA SAN JAVIER	NEWCASTLE	CHANNEL EXPRESS (INCORP: JET 2)	S	D	19	0	0	84	5	0	0	11	0	27	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	75	25	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	13	0	0	0	9	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	21	1	0	48	14	24	5	0	10	59	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	21	1	0	67	19	5	0	0	10	46	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	40	23	20	13	3	0	34	84	19	25
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	40	33	17	7	3	0	31	72	26	25
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	30	0	0	90	0	3	7	0	0	7	60	27	30
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	30	0	0	87	3	3	7	0	0	11	33	36	30
	LUTON	RYANAIR	S	A	30	0	0	93	7	0	0	0	0	2	0	0	0
	LUTON	RYANAIR	S	D	30	0	0	77	20	3	0	0	0	10	0	0	0
	STANSTED	RYANAIR	S	A	61	0	0	84	10	2	5	0	0	9	96	4	109
	STANSTED	RYANAIR	S	D	61	0	0	75	13	7	3	2	0	14	88	8	109
<b>TOTAL MURCIA SAN JAVIER</b>					<b>492</b>	<b>5</b>	<b>17</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>79</b>	<b>15</b>	<b>15</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	0	3	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	70	30	0	0	0	0	11	87	12	30
	HEATHROW	GULF AIR	S	A	54	0	1	67	11	13	7	2	0	20	60	23	50
	HEATHROW	GULF AIR	S	D	55	0	0	56	20	13	9	2	0	27	53	21	49
<b>TOTAL MUSCAT</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	43	0	0	84	5	9	2	0	0	9	80	25	40	
	HEATHROW	BRITISH AIRWAYS PLC		S D	43	0	0	60	33	5	2	0	0	15	55	21	40	
	HEATHROW	KENYA AIRWAYS		S A	42	0	0	81	7	7	5	0	0	13	83	7	41	
	HEATHROW	KENYA AIRWAYS		S D	42	0	0	71	12	14	2	0	0	13	73	10	40	
<b>TOTAL NAIROBI</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>16</b>	<b>16</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD		S A	28	0	0	57	11	21	11	0	0	23	71	14	28	
	GATWICK	GB AIRWAYS LTD		S D	28	0	0	46	21	21	11	0	0	27	86	10	28	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE		S A	67	0	0	84	9	6	1	0	0	9	91	6	78	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE		S D	66	0	0	70	21	6	3	0	0	11	81	7	78	
<b>TOTAL NANTES</b>					<b>189</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>14</b>	<b>84</b>	<b>8</b>	<b>8</b>	
NAPLES																		
	MANCHESTER	ASTRAEUS LTD		C A	5	0	0	0	40	0	40	20	0	100	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	40	0	20	20	20	0	85	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S A	34	0	0	56	24	15	6	0	0	20	57	19	30	
	HEATHROW	BMI BRITISH MIDLAND		S D	34	0	0	65	29	6	0	0	0	16	87	10	30	
	GATWICK	BRITISH AIRWAYS PLC		S A	88	1	3	40	26	25	7	1	1	39	69	17	98	
	GATWICK	BRITISH AIRWAYS PLC		S D	89	0	0	38	33	21	8	0	0	26	63	14	98	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	60	0	4	75	7	15	3	0	0	12	78	8	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	78	10	8	3	0	0	12	83	9	60	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	5	0	0	0	60	20	20	0	0	49	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	5	0	0	40	40	0	20	0	0	38	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	2	50	29	8	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	3	38	32	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	0	20	0	0	0	13	50	18	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	16	75	12	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	40	20	20	0	20	0	55	75	14	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	0	0	0	20	0	44	100	4	4	
	GATWICK	MONARCH AIRLINES		C A	5	0	0	40	40	20	0	0	0	21	25	53	4	
	GATWICK	MONARCH AIRLINES		C D	5	0	0	80	20	0	0	0	0	13	50	42	4	
	MANCHESTER	MONARCH AIRLINES		S A	30	0	0	47	27	20	7	0	0	21	0	0	0	
	MANCHESTER	MONARCH AIRLINES		S D	30	0	0	90	0	7	3	0	0	7	0	0	0	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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)												
NAPLES																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	13	75	160	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	34	75	21	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	3	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	9	50	16	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	100	0	4		
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	56	22	11	11	0	0	18	88	9	8	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	9	88	7	8	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	40	40	0	20	0	0	22	75	14	4	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	60	20	0	20	0	0	20	75	4	4	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	40	20	40	0	0	0	24	50	23	4	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	2	4	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	44	44	11	0	0	0	16	63	26	8	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	2	8	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	13	25	21	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	100	2	4		
<b>TOTAL NAPLES</b>					<b>580</b>	<b>3</b>	<b>7</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>15</b>	<b>15</b>	
NASSAU																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	17	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
<b>TOTAL NASSAU</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	30	0	0	53	17	20	7	0	3	35	73	15	30	
	HEATHROW	AIR INDIA	S	D	29	0	1	17	28	24	31	0	0	50	37	28	30	
	HEATHROW	AMERICAN AIRLINES	S	A	175	0	0	50	21	15	14	1	0	28	66	15	176	
	HEATHROW	AMERICAN AIRLINES	S	D	175	0	0	81	13	5	1	0	0	8	88	7	175	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	206	0	0	55	18	19	7	0	0	23	87	5	186	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	0	56	26	10	5	3	0	26	63	16	186	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	29	0	0	86	3	7	3	0	0	8	97	4	29	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	29	0	0	76	3	17	3	0	0	14	83	6	30	
	HEATHROW	KUWAIT AIRWAYS	S	A	11	0	0	82	9	9	0	0	0	8	83	5	12	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	KUWAIT AIRWAYS	S	D	11	0	0	18	27	55	0	0	0	31	58	18	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	0	0	41	24	12	24	0	0	31	95	4	19
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	39	22	28	6	6	0	42	28	33	18
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	60	15	18	5	2	0	22	80	11	60
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	80	13	5	2	0	0	10	84	6	58
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	89	0	0	49	20	21	9	0	0	23	58	31	90
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	89	0	1	72	17	7	4	0	0	14	42	34	90
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1234</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>14</b>	<b>14</b>
NEW YORK (NEWARK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	94	6	0	0	0	0	3	84	7	80
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	76	13	7	2	1	0	15	67	17	82
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	60	0	0	77	3	12	7	2	0	18	82	10	60
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	59	1	1	81	8	5	2	2	2	30	92	4	59
	EDINBURGH	CONTINENTAL AIRLINES	S	A	42	0	0	79	12	7	2	0	0	8	80	10	30
	EDINBURGH	CONTINENTAL AIRLINES	S	D	42	0	0	67	21	5	5	0	2	22	87	10	30
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	65	15	18	3	0	0	14	62	16	60
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	66	23	6	3	2	0	21	77	10	60
	GLASGOW	CONTINENTAL AIRLINES	S	A	48	0	0	77	10	4	8	0	0	14	77	10	30
	GLASGOW	CONTINENTAL AIRLINES	S	D	47	0	1	79	11	6	4	0	0	13	97	10	30
	MANCHESTER	CONTINENTAL AIRLINES	S	A	60	0	0	82	8	5	3	2	0	12	87	8	30
	MANCHESTER	CONTINENTAL AIRLINES	S	D	60	0	0	83	3	3	7	3	0	15	87	5	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	56	0	0	70	21	7	2	0	0	11	43	31	58
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	56	0	0	64	27	9	0	0	0	14	41	30	58
<b>TOTAL NEW YORK (NEWARK)</b>					<b>824</b>	<b>3</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>14</b>
NEWCASTLE	GATWICK	BRITISH AIRWAYS PLC	S	A	114	0	0	61	24	10	5	0	0	17	75	13	116
	GATWICK	BRITISH AIRWAYS PLC	S	D	114	0	0	69	18	11	2	0	0	13	75	11	116
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	62	21	13	5	0	0	17	62	20	167
	HEATHROW	BRITISH AIRWAYS PLC	S	D	196	0	0	55	22	18	5	0	0	20	53	21	167
	BIRMINGHAM	EASTERN AIRWAYS	S	A	86	0	0	88	10	0	1	0	0	6	98	2	88
	BIRMINGHAM	EASTERN AIRWAYS	S	D	85	0	1	93	4	2	1	0	0	3	100	1	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	116	1	0	84	5	7	2	2	0	11	89	7	112
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	60	23	12	4	0	0	18	72	12	112

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NEWCASTLE																		
<b>TOTAL NEWCASTLE</b>					<b>1024</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	<b>12</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	89	0	0	78	10	2	8	2	0	19	81	12	89	
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	30	0	37	33	0	0	44	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	87	7	0	7	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	87	5	3	5	0	0	7	91	7	58	
	STANSTED	RYANAIR	S	D	60	0	0	83	12	3	2	0	0	8	75	10	60	
<b>TOTAL NEWQUAY</b>					<b>269</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>10</b>	<b>10</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	40	0	0	80	15	5	0	0	0	8	52	20	60	
	HEATHROW	BMI BRITISH MIDLAND	S	D	40	0	0	75	23	3	0	0	0	9	65	22	60	
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	7	33	17	33	10	0	83	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	50	3	13	23	10	0	60	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	4	0	0	100	0	0	0	0	0	2	100	3	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	67	10	10	13	0	0	21	83	9	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	73	3	10	13	0	0	19	70	13	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	30	32	25	12	0	2	48	64	16	64	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	53	30	10	7	0	0	20	69	14	64	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	45	23	21	11	1	0	29	52	19	124	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	48	24	20	8	0	0	26	50	21	124	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	30	0	0	80	3	10	7	0	0	14	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	30	0	0	97	3	0	0	0	0	1	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	61	15	13	8	1	1	24	81	8	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	61	19	15	5	0	0	19	77	10	86	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	115	0	5	51	27	17	5	0	0	21	85	8	138	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	115	1	5	57	25	14	4	0	0	19	80	13	137	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	59	21	17	3	0	0	19	50	15	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	45	41	14	0	0	0	17	87	7	30	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
NICE																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	52	0	8	90	6	2	2	0	0	5	78	17	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	52	0	8	79	13	8	0	0	0	11	82	19	60	
	EDINBURGH	FLYGLOBESPAN	S	A	22	0	0	59	9	32	0	0	0	19	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	22	0	0	59	23	18	0	0	0	14	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	8	0	0	88	13	0	0	0	0	2	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL NICE</b>					<b>1258</b>	<b>4</b>	<b>26</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>15</b>	<b>15</b>	
NIEDERRHEIN																		
	STANSTED	RYANAIR	S	A	51	0	1	86	12	2	0	0	0	4	96	2	82	
	STANSTED	RYANAIR	S	D	53	0	0	75	11	13	0	0	0	10	91	6	82	
<b>TOTAL NIEDERRHEIN</b>					<b>104</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>10</b>	<b>10</b>	
NIMES																		
	LUTON	RYANAIR	S	A	29	0	1	86	10	3	0	0	0	5	0	0	0	
	LUTON	RYANAIR	S	D	30	0	0	73	13	13	0	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	70	17	13	0	0	0	12	98	1	60	
	STANSTED	RYANAIR	S	D	30	0	0	50	30	20	0	0	0	21	88	7	60	
<b>TOTAL NIMES</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>4</b>	<b>4</b>	
NORTHOLT																		
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS	S	A	70	0	0	83	13	4	0	0	0	7	73	12	70	
	EDINBURGH	EASTERN AIRWAYS	S	D	70	0	0	84	6	9	1	0	0	8	71	14	70	
	MANCHESTER	EASTERN AIRWAYS	S	A	65	0	1	91	5	2	3	0	0	8	89	6	66	
	MANCHESTER	EASTERN AIRWAYS	S	D	65	0	1	95	0	0	3	2	0	7	94	5	65	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	80	3	3	13	0	0	20	0	0	0	
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	80	7	0	13	0	0	20	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	53	27	10	7	3	0	25	0	0	0	
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	73	13	7	3	3	0	20	0	0	0	
<b>TOTAL NORWICH</b>					<b>390</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>9</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMIBABY LTD	S	A	63	0	1	94	2	3	2	0	0	4	72	19	78	
	EDINBURGH	BMIBABY LTD	S	D	64	0	0	89	5	3	3	0	0	9	59	24	78	
	GLASGOW	BMIBABY LTD	S	A	78	0	0	85	9	5	1	0	0	7	65	24	77	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NOTTINGHAM EAST MIDLAN	GLASGOW	BMIBABY LTD	S	D	78	0	0	82	6	9	3	0	0	10	61	29	77	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	93	4	0	4	0	0	8	60	20	52	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	78	7	11	4	0	0	15	42	28	52	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>337</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>24</b>	<b>24</b>	
NOVOSIBIRSK (TOLMACHEV																		
NUREMBERG	STANSTED	AIR BERLIN	S	A	34	0	0	59	15	12	12	3	0	33	80	15	30	
	STANSTED	AIR BERLIN	S	D	34	1	0	50	9	24	15	3	0	39	70	20	30	
<b>TOTAL NUREMBERG</b>					<b>68</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>76</b>	<b>17</b>	<b>17</b>	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
OLBIA																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	25	25	25	0	101	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	0	25	25	0	78	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	50	25	0	0	0	21	25	24	4	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	8	4	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	A	4	0	0	50	25	25	0	0	0	16	50	19	4	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	D	4	0	0	50	50	0	0	0	0	13	75	9	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	3	27	3	0	0	18	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	20	13	7	0	0	21	0	0	0	
	GATWICK	MERIDIANA AIR	S	A	8	0	0	63	13	25	0	0	0	17	75	11	8	
	GATWICK	MERIDIANA AIR	S	D	8	0	0	38	38	13	13	0	0	26	50	18	8	
<b>TOTAL OLBIA</b>					<b>100</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>19</b>	<b>19</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	60	0	0	43	33	20	3	0	0	23	48	22	60	
	HEATHROW	AIR PORTUGAL	S	D	60	0	0	68	15	7	10	0	0	16	67	17	60	
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	17	53	10	13	7	0	47	63	14	30	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	53	27	0	13	7	0	39	87	10	30	
	MANCHESTER	PORTUGALIA	S	D	22	0	0	68	14	5	9	5	0	35	82	13	22	
	STANSTED	RYANAIR	S	A	60	0	0	63	27	10	0	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	D	60	0	0	52	38	10	0	0	0	16	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>325</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>30</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>17</b>	<b>17</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	10	0	0	0	7	92	9	25	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	53	30	7	10	0	0	21	72	16	25	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	52	0	0	65	17	12	6	0	0	16	71	28	56	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	52	0	0	37	29	25	10	0	0	27	25	44	53	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	100	0	0	0	0	0	0	83	70	24	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	10	10	3	0	0	11	48	79	25	
<b>TOTAL ORLANDO</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>39</b>	<b>39</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	77	13	10	0	0	0	8	87	5	30	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
OSAKA (KANSAI)	HEATHROW	JAPAN AIRLINES		S D	30	0	0	83	10	3	3	0	0	12	76	11	29
<b>TOTAL OSAKA (KANSAI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>8</b>
OSLO (GARDERMOEN)	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	0	0	83	7	10	0	0	0	8	88	12	58
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	30	0	0	87	3	10	0	0	0	5	80	12	60
	HEATHROW	BRITISH AIRWAYS PLC		S A	119	0	0	77	10	8	4	0	1	18	68	23	115
	HEATHROW	BRITISH AIRWAYS PLC		S D	119	0	0	73	10	11	6	0	0	17	66	20	115
	STANSTED	NORWEGIAN AIR SHUTTLE		S A	52	0	0	92	6	2	0	0	0	3	76	17	50
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	52	0	0	94	4	2	0	0	0	4	68	44	50
	HEATHROW	SAS		S A	146	0	0	78	12	9	1	0	0	9	74	12	141
	HEATHROW	SAS		S D	145	0	1	73	21	5	1	0	0	10	79	13	140
	MANCHESTER	SAS		S A	18	0	0	56	22	22	0	0	0	19	75	11	16
	MANCHESTER	SAS		S D	18	0	0	67	28	6	0	0	0	9	88	4	16
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>733</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>11</b>	<b>75</b>	<b>17</b>	<b>17</b>
OSTEND																	
OSTRAVA																	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA		S A	30	0	0	83	10	3	3	0	0	7	87	5	30
	HEATHROW	AIR CANADA		S D	30	0	0	50	43	3	0	3	0	23	57	19	30
	GATWICK	THOMAS COOK AIRLINES LTD		S A	4	0	0	50	25	0	25	0	0	20	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD		S D	4	0	0	100	0	0	0	0	0	3	100	3	4
	MANCHESTER	THOMAS COOK AIRLINES LTD		S A	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD		S D	4	0	0	75	0	25	0	0	0	11	0	0	0
	GATWICK	ZOOM AIRLINES		S A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	ZOOM AIRLINES		S D	5	0	0	60	0	20	0	0	20	209	0	0	0
	GLASGOW	ZOOM AIRLINES		S A	4	0	0	50	0	25	0	0	25	178	0	94	2
	GLASGOW	ZOOM AIRLINES		S D	4	0	0	50	0	25	25	0	0	41	100	5	1
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>73</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					Actual (7)	MATCHED UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
PADERBORN																		
	MANCHESTER	AIR BERLIN	S	A	17	0	0	76	6	12	6	0	0	16	0	0	0	
	MANCHESTER	AIR BERLIN	S	D	17	0	0	82	6	0	12	0	0	13	0	0	0	
	STANSTED	AIR BERLIN	S	A	40	0	0	73	13	0	15	0	0	17	89	8	56	
	STANSTED	AIR BERLIN	S	D	41	0	0	73	12	7	7	0	0	15	82	10	56	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	25	0	0	75	0	0	69	100	0	4	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	25	0	0	75	0	0	70	100	0	4	
<b>TOTAL PADERBORN</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>8</b>	<b>8</b>	
PALERMO																		
	STANSTED	RYANAIR	S	A	60	0	0	80	17	3	0	0	0	7	72	11	60	
	STANSTED	RYANAIR	S	D	60	0	0	85	8	7	0	0	0	9	65	13	60	
<b>TOTAL PALERMO</b>					<b>123</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>66</b>	<b>13</b>	<b>13</b>	
PALMA DE MALLORCA																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	50	0	0	50	0	0	39	0	0	0	
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	50	0	50	0	0	0	30	0	0	0	
	STANSTED	AIR BERLIN	S	A	30	0	0	33	30	13	20	3	0	42	73	16	30	
	STANSTED	AIR BERLIN	S	D	30	0	0	73	7	10	10	0	0	20	80	8	30	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	50	25	25	0	0	0	18	63	15	8	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	25	50	0	25	0	0	38	50	25	8	
	GATWICK	AIR EUROPA	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	AIR EUROPA	C	A	4	0	0	50	0	25	25	0	0	26	100	6	4	
	GLASGOW	AIR EUROPA	C	D	4	0	0	25	25	25	25	0	0	41	75	11	4	
	NEWCASTLE	AIR EUROPA	C	A	5	0	0	0	60	0	40	0	0	63	50	14	4	
	NEWCASTLE	AIR EUROPA	C	D	4	0	0	0	50	25	25	0	0	55	50	18	4	
	STANSTED	AIR EUROPA	C	A	5	0	0	20	20	40	20	0	0	56	0	0	0	
	STANSTED	AIR EUROPA	C	D	5	0	0	0	20	20	60	0	0	84	0	0	0	
	BIRMINGHAM	AIR MALTA	C	A	8	0	0	63	0	25	13	0	0	23	50	14	4	
	BIRMINGHAM	AIR MALTA	C	D	8	0	0	63	13	13	13	0	0	23	75	20	4	
	HEATHROW	BMI BRITISH MIDLAND	S	A	34	0	0	79	9	9	3	0	0	12	32	31	34	
	HEATHROW	BMI BRITISH MIDLAND	S	D	34	0	0	79	15	6	0	0	0	10	47	26	34	
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	47	17	20	17	0	0	30	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	57	23	17	3	0	0	22	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	27	33	27	10	3	0	41	30	27	30	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	63	20	7	7	3	0	22	73	12	30	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	8	0	0	50	13	13	25	0	0	32	50	23	8
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	8	0	0	63	13	0	25	0	0	30	88	6	8
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	4	0	0	50	25	0	0	25	0	71	58	11	12
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	4	0	0	75	0	0	0	25	0	67	50	15	12
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	64	13	13	11	0	0	22	65	17	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	62	13	15	11	0	0	22	75	17	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	68	0	0	54	24	10	10	1	0	25	74	11	66
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	57	19	13	9	1	0	24	62	17	66
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	1	0	60	20	17	3	0	0	18	77	17	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	17	13	3	0	0	15	80	15	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	72	6	8	14	0	0	20	68	15	34
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	50	19	14	17	0	0	27	71	18	34
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	0	25	0	75	0	0	83	100	2	2
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	50	25	0	25	0	0	45	100	0	1
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	0	0	25	50	25	0	153	71	8	7
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	0	25	0	50	0	25	153	100	2	7
	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	0	25	0	25	50	0	168	0	30	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	0	0	25	25	25	195	33	24	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	73	9	0	9	9	0	27	77	32	13
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	60	0	10	20	10	0	42	62	33	13
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	4	4
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	23	100	2	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	13	0	0	38	31	15	15	0	0	33	27	36	15
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	62	8	8	23	0	0	32	56	27	16
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	8	0	0	50	25	0	25	0	0	32	100	1	2
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	19	50	24	4
	STANSTED	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	0	56	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	70	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	45	5	36	14	0	0	32	86	14	14
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	55	20	10	15	0	0	24	58	21	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	51	0	0	88	6	6	0	0	0	6	76	14	50
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	47	0	0	68	23	6	2	0	0	14	59	23	49
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	0	10	0	0	0	5	100	2	9
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	88	7	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	48	0	0	52	8	23	6	8	2	55	65	32	40
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	47	0	0	57	13	11	11	6	2	48	74	29	39
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	14	75	15	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	13	25	13	0	0	23	75	10	8
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	13	0	0	38	23	31	8	0	0	31	0	0	0
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	13	0	0	77	0	15	8	0	0	19	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	30	0	0	73	7	13	3	3	0	19	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	30	0	0	73	13	3	7	3	0	23	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	36	0	0	83	8	3	0	6	0	20	76	10	34
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	80	7	3	3	7	0	29	88	5	34
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	25	0	25	50	0	0	73	33	67	3
	GATWICK	FUTURA AIRLINES	C	D	3	0	0	0	0	33	67	0	0	112	67	56	3
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	A	5	0	0	40	20	20	20	0	0	30	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	13	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	75	0	0	25	0	0	29	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	34	0	0	56	24	15	6	0	0	18	65	15	34
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	71	21	9	0	0	0	13	74	12	34
	GLASGOW	GREECE AIRWAYS	S	A	6	0	0	83	0	0	0	17	0	33	88	4	8
	GLASGOW	GREECE AIRWAYS	S	D	7	0	0	43	43	0	0	14	0	39	100	7	6
	EDINBURGH	IBERWORLD	C	A	4	0	0	50	0	50	0	0	0	26	75	10	4
	EDINBURGH	IBERWORLD	C	D	4	0	0	25	25	50	0	0	0	29	50	17	4
	STANSTED	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	IBERWORLD	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	0	75	0	25	0	0	35	0	60	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	0	25	50	25	0	0	41	25	49	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	50	0	0	0	0	17	75	13	8	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	88	10	8	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	50	13	13	25	0	0	32	60	19	15	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	40	33	7	20	0	0	29	73	9	15	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	25	25	25	25	0	0	37	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	21	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	46	50	23	4	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	53	75	32	4	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	70	10	10	10	0	0	18	67	18	30	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	33	33	8	8	0	17	157	54	34	13	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	58	8	8	8	0	17	144	67	26	12	
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	67	7	17	10	0	0	18	57	22	30	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	1	59	38	22	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	29	0	0	86	0	7	7	0	0	10	57	39	23	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	30	0	0	83	3	7	7	0	0	14	38	42	26	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	3	36	103	22	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	16	0	0	75	6	0	13	6	0	29	52	51	25	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	15	0	0	87	7	0	0	7	0	18	55	49	22	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	18	0	0	61	17	11	11	0	0	16	31	41	16	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	16	0	0	50	13	19	19	0	0	30	44	21	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	36	1	0	89	3	0	8	0	0	9	46	75	48	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	37	0	0	81	8	5	5	0	0	10	63	55	46	
	MANCHESTER	SKYSERVICE F B O Inc	C	A	3	0	0	33	33	0	33	0	0	35	0	0	0	
	MANCHESTER	SKYSERVICE F B O Inc	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	SPANAIR	C	A	2	0	0	0	0	50	50	0	0	99	0	0	0	
	NEWCASTLE	SPANAIR	C	A	8	0	0	25	13	13	50	0	0	43	29	33	7	
	NEWCASTLE	SPANAIR	C	D	8	0	0	13	25	25	38	0	0	49	0	49	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	14	0	0	71	7	14	7	0	0	17	82	16	17	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	27	9	0	0	0	13	53	31	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	27	0	0	52	15	7	22	4	0	39	89	20	27	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	26	0	0	54	4	23	15	4	0	39	77	8	26	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	17	0	0	41	24	18	18	0	0	33	67	10	12	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	17	0	0	59	24	18	0	0	0	14	75	11	12
	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	3	5
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	22	67	12	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	36	0	0	28	22	22	19	3	6	73	50	42	36
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	34	1	0	44	15	9	26	3	3	58	59	41	34
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	0	8	0	0	13	92	4	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	4	92	4	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	30	80	5	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	33	0	0	0	17	100	9	3
	BIRMINGHAM	THOMSONFLY LTD	C	A	23	0	0	74	9	9	9	0	0	14	90	9	30
	BIRMINGHAM	THOMSONFLY LTD	C	D	22	0	0	77	9	9	5	0	0	16	59	19	29
	EDINBURGH	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	8	100	3	5
	EDINBURGH	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	5	60	10	5
	GATWICK	THOMSONFLY LTD	C	A	51	0	0	63	12	14	10	2	0	25	76	11	62
	GATWICK	THOMSONFLY LTD	C	D	49	1	0	57	22	14	4	2	0	21	82	9	60
	GLASGOW	THOMSONFLY LTD	C	A	18	0	0	56	6	17	22	0	0	32	71	8	21
	GLASGOW	THOMSONFLY LTD	C	D	18	0	0	50	11	28	11	0	0	31	95	6	21
	LUTON	THOMSONFLY LTD	C	A	18	0	0	83	0	11	6	0	0	14	73	15	22
	LUTON	THOMSONFLY LTD	C	D	18	0	0	83	11	6	0	0	0	10	81	9	21
	MANCHESTER	THOMSONFLY LTD	C	A	47	2	0	49	17	15	15	2	2	40	70	26	47
	MANCHESTER	THOMSONFLY LTD	C	D	48	1	0	63	15	6	13	4	0	33	83	15	46
	NEWCASTLE	THOMSONFLY LTD	C	A	14	0	0	64	7	14	14	0	0	20	86	8	21
	NEWCASTLE	THOMSONFLY LTD	C	D	14	0	0	71	14	7	7	0	0	14	89	7	19
	STANSTED	THOMSONFLY LTD	C	A	13	0	0	77	15	8	0	0	0	10	84	12	25
	STANSTED	THOMSONFLY LTD	C	D	13	0	0	69	15	15	0	0	0	11	68	10	25
	GATWICK	VOLAR AIRLINES	C	A	4	0	0	75	0	0	25	0	0	27	0	0	0
	GATWICK	VOLAR AIRLINES	C	D	4	0	0	25	50	0	25	0	0	39	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>2355</b>	<b>12</b>	<b>0</b>	<b>61</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>66</b>	<b>23</b>	<b>23</b>
PAPHOS	GATWICK	AIR ATLANTA EUROPE LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	4	0	0	25	25	25	25	0	0	42	75	15	4
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	4	0	0	0	0	75	25	0	0	68	0	56	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PAPHOS																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	0	0	25	0	0	42	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	0	0	50	0	50	0	155	0	28	1	1
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	0	25	25	0	50	0	142	0	20	1	1
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	8	4	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	10	4	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	13	40	21	5	5
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	8	40	19	5	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	76	18	0	0	6	0	19	45	117	22	22
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	38	38	19	0	6	0	34	9	94	22	22
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	0	25	0	75	0	0	95	20	49	5	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	76	40	16	5	5
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0	0
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	30	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	25	0	75	0	0	0	37	40	27	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	50	25	0	25	0	0	25	100	2	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	50	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	69	0	8	15	8	0	37	93	5	14	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	12	0	0	33	33	0	25	8	0	56	57	15	14	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	69	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	0	57	5	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	9	100	6	5	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	100	0	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	16	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	8	0	0	50	13	25	13	0	0	26	11	30	9	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	0	13	0	0	17	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	15	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	50	38	13	0	0	0	17	67	15	9	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	0	100	0	5	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	9	100	1	5	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0	0



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PAPHOS																		
	GLASGOW	FLYGLOBESPAN		S A	8	0	0	88	0	0	0	0	13	124	0	0	0	
	GLASGOW	FLYGLOBESPAN		S D	9	0	0	22	22	44	11	0	0	32	0	0	0	
	GATWICK	FLYJET LTD		C A	8	0	0	25	38	0	38	0	0	39	75	23	8	
	GATWICK	FLYJET LTD		C D	8	0	0	13	38	25	25	0	0	39	78	6	9	
	MANCHESTER	FLYJET LTD		C A	4	0	0	25	0	0	75	0	0	81	25	32	4	
	MANCHESTER	FLYJET LTD		C D	4	0	0	0	0	25	50	25	0	99	50	25	4	
	GATWICK	GB AIRWAYS LTD		S A	30	0	0	63	20	10	7	0	0	16	62	20	13	
	GATWICK	GB AIRWAYS LTD		S D	30	0	0	50	27	17	7	0	0	22	62	24	13	
	MANCHESTER	GB AIRWAYS LTD		S A	13	0	0	92	0	0	0	0	8	77	0	0	0	
	MANCHESTER	GB AIRWAYS LTD		S D	12	0	0	92	0	0	0	0	8	83	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD		S A	8	0	0	88	0	13	0	0	0	13	50	17	4	
	MANCHESTER	HELIOS AIRWAYS LTD		S A	4	0	0	25	0	50	25	0	0	40	80	198	5	
	BIRMINGHAM	MONARCH AIRLINES		C A	8	0	0	38	38	25	0	0	0	23	40	27	5	
	BIRMINGHAM	MONARCH AIRLINES		C D	8	0	0	75	13	13	0	0	0	10	100	0	5	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	25	50	0	0	0	29	20	37	5	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	12	40	22	5	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	0	50	25	25	0	0	57	20	121	5	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	25	25	50	0	0	0	25	67	88	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	75	8	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	4	75	10	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	9	0	0	100	0	0	0	0	0	2	33	62	9	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	8	0	0	75	25	0	0	0	0	5	33	66	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	0	0	75	0	13	13	0	0	26	56	17	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	8	0	0	63	13	13	13	0	0	23	78	12	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	5	0	0	100	0	0	0	0	0	2	100	2	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	0	100	1	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	2	75	41	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	11	50	37	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	8	0	0	88	13	0	0	0	0	4	77	23	13	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	8	0	0	88	0	13	0	0	0	9	58	36	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	12	0	0	58	0	8	25	8	0	59	64	21	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	12	0	0	67	0	0	25	8	0	52	67	27	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	0	0	25	0	25	136	100	0	4	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 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	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	0	25	148	100	1	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	63	13	13	13	0	0	23	33	37	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	50	13	25	13	0	0	28	78	13	9
	GATWICK	THOMSONFLY LTD	C	A	16	0	0	69	19	6	6	0	0	19	43	26	14
	GATWICK	THOMSONFLY LTD	C	D	16	0	0	69	19	6	6	0	0	20	79	10	14
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	9	20	53	5
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	60	11	5
	LUTON	THOMSONFLY LTD	C	A	8	0	0	63	13	25	0	0	0	12	62	15	13
	LUTON	THOMSONFLY LTD	C	D	8	0	0	63	25	13	0	0	0	15	77	10	13
	MANCHESTER	THOMSONFLY LTD	C	A	12	0	0	50	8	8	25	8	0	60	56	25	9
	MANCHESTER	THOMSONFLY LTD	C	D	12	0	0	50	0	8	33	8	0	68	89	9	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	0	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	4
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	8	100	2	5
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	18	100	2	5
<b>TOTAL PAPHOS</b>					<b>584</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>60</b>	<b>34</b>	<b>34</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	341	0	1	69	19	10	2	0	0	13	62	15	374
	HEATHROW	AIR FRANCE	S	D	340	0	2	74	13	11	2	0	0	12	77	11	374
	MANCHESTER	AIR FRANCE	S	A	150	0	0	77	12	6	5	0	0	11	88	7	179
	MANCHESTER	AIR FRANCE	S	D	150	0	0	86	7	4	3	0	0	9	94	4	180
	HEATHROW	BMI BRITISH MIDLAND	S	A	138	0	0	73	17	9	1	0	0	11	43	23	137
	HEATHROW	BMI BRITISH MIDLAND	S	D	138	0	0	72	17	9	3	0	0	13	62	18	137
	NEWCASTLE	BRIT AIR	S	A	80	1	0	65	18	9	8	1	0	21	0	0	0
	NEWCASTLE	BRIT AIR	S	D	80	1	0	55	15	20	9	1	0	25	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	133	0	0	82	6	7	5	0	0	10	84	10	112
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	133	0	0	85	3	7	5	0	0	10	86	10	112
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	84	0	0	75	10	12	4	0	0	12	70	19	84
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	84	0	0	56	27	13	4	0	0	18	55	23	84
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	91	4	0	4	0	0	7	88	6	24

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PARIS (CHARLES DE GAULLE)	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	100	0	0	0	0	0	2	88	12	24
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	3	1	0	67	33	0	0	0	0	10	100	0	1
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	133	0	0	77	14	5	4	0	0	10	82	9	131
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	133	0	0	82	8	5	5	1	0	11	87	7	131
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	1	0	100	0	0	0	0	0	6	100	3	2
	HEATHROW	BRITISH AIRWAYS PLC	S	A	311	0	0	62	15	15	7	0	0	19	66	16	313
	HEATHROW	BRITISH AIRWAYS PLC	S	D	310	0	1	53	23	17	6	1	0	22	66	15	314
	BIRMINGHAM	CITY JET	S	A	167	0	0	87	10	1	2	0	0	7	0	0	0
	BIRMINGHAM	CITY JET	S	D	167	0	0	87	8	3	1	0	0	6	0	0	0
	EDINBURGH	CITY JET	S	A	64	0	0	81	9	5	5	0	0	11	64	16	64
	EDINBURGH	CITY JET	S	D	64	0	0	67	19	8	6	0	0	16	64	15	64
	LONDON CITY	CITY JET	S	A	26	0	0	73	15	4	8	0	0	14	96	4	26
	LONDON CITY	CITY JET	S	D	21	0	0	19	38	43	0	0	0	25	64	15	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	74	13	9	3	0	0	10	77	11	133
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	61	16	19	4	0	0	18	65	16	134
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	10	3	0	0	0	6	90	8	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	3	10	0	0	0	8	80	13	30
	GLASGOW	GREECE AIRWAYS	S	A	9	0	4	78	22	0	0	0	0	6	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	22	67	11	0	0	0	21	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3560</b>	<b>6</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>13</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)	EDINBURGH	CITY JET	S	A	5	0	0	60	0	20	20	0	0	26	75	7	4
	EDINBURGH	CITY JET	S	D	4	0	0	50	50	0	0	0	0	11	100	5	4
	LONDON CITY	CITY JET	S	A	108	0	0	78	16	2	5	0	0	14	93	6	110
	LONDON CITY	CITY JET	S	D	113	0	0	56	27	10	8	0	0	21	87	9	114
<b>TOTAL PARIS (ORLY)</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>7</b>	<b>7</b>
PAU	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	5	87	10	30
	STANSTED	RYANAIR	S	D	30	0	0	77	13	7	3	0	0	8	87	10	30

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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
PAU																		
<b>TOTAL PAU</b>					<b>60</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>7</b>	<b>87</b>	<b>10</b>	<b>10</b>	
PERPIGNAN																		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	18	0	0	50	17	22	11	0	0	25	43	21	30	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	18	0	0	50	28	6	17	0	0	30	63	17	30	
	STANSTED	RYANAIR	S	A	30	0	0	80	17	0	0	3	0	15	92	4	50	
	STANSTED	RYANAIR	S	D	30	0	0	83	17	0	0	0	0	6	90	8	50	
<b>TOTAL PERPIGNAN</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>11</b>	
PERTH (AUSTRALIA)																		
	HEATHROW	QANTAS	S	A	13	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	QANTAS	S	D	13	0	0	8	46	38	8	0	0	35	0	0	0	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	30	0	0	90	0	7	3	0	0	7	87	7	30	
	STANSTED	RYANAIR	S	D	30	0	0	73	13	10	3	0	0	14	70	12	30	
<b>TOTAL PESCARA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>9</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	85	8	3	3	0	0	8	77	11	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	60	27	10	3	0	0	17	58	18	60	
	GATWICK	US AIRWAYS	S	A	30	0	0	50	17	30	3	0	0	23	47	21	30	
	GATWICK	US AIRWAYS	S	D	30	0	0	73	13	13	0	0	0	12	59	17	29	
	GLASGOW	US AIRWAYS	S	A	30	0	0	87	7	3	0	3	0	12	76	9	29	
	GLASGOW	US AIRWAYS	S	D	30	0	0	97	0	0	3	0	0	6	97	2	29	
	MANCHESTER	US AIRWAYS	S	A	30	0	0	73	17	7	0	3	0	15	72	20	29	
	MANCHESTER	US AIRWAYS	S	D	30	0	0	93	0	3	3	0	0	6	86	6	29	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>13</b>	<b>13</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	88	0	8	0	4	0	14	100	2	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	27	50	19	4	0	0	25	28	26	25	
<b>TOTAL PHOENIX</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>14</b>	<b>14</b>	
PISA																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	3	0	0	67	33	0	0	0	0	15	0	92	3	
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	4	0	80	3	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PISA	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	75	25	0	0	0	0	6	50	17	4	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	3	0	0	67	33	0	0	0	0	6	100	6	4	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	93	0	0	7	0	0	10	67	14	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	93	0	0	7	0	0	10	70	11	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	46	18	19	16	0	0	28	76	21	97	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	47	27	14	12	0	0	25	59	16	98	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	29	1	1	83	3	3	10	0	0	12	0	0	0	
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	30	0	0	83	7	10	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	90	0	0	79	13	3	4	0	0	11	78	16	112	
	STANSTED	RYANAIR	S	D	90	0	0	74	20	2	3	0	0	12	68	13	113	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	23	50	22	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	19	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	43	100	8	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	27	100	2	4	
<b>TOTAL PISA</b>					<b>515</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>18</b>	<b>18</b>	
PITTSBURGH																		
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	A	118	0	1	72	16	2	10	0	0	18	79	12	118	
	GATWICK	AIR SOUTHWEST	S	D	30	0	0	83	3	7	7	0	0	12	83	9	30	
	MANCHESTER	AIR SOUTHWEST	S	A	48	0	4	54	29	8	6	2	0	26	78	13	49	
	MANCHESTER	AIR SOUTHWEST	S	D	48	0	2	63	19	13	6	0	0	17	93	5	27	
	NEWCASTLE	AIR WALES LTD	S	A	48	0	0	69	13	6	10	2	0	25	85	13	48	
	NEWCASTLE	AIR WALES LTD	S	D	48	0	0	71	13	6	8	2	0	23	90	11	48	
<b>TOTAL PLYMOUTH</b>					<b>340</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>16</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>11</b>	<b>11</b>	
POITIERS																		
	STANSTED	RYANAIR	S	A	30	0	0	77	13	7	3	0	0	11	40	23	30	
	STANSTED	RYANAIR	S	D	30	0	0	80	10	7	3	0	0	13	37	23	30	
<b>TOTAL POITIERS</b>					<b>60</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>12</b>	<b>38</b>	<b>23</b>	<b>23</b>	
PORLAMAR																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)													
PORLAMAR																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	18	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	17	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	20	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0		
<b>TOTAL PORLAMAR</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>28</b>	<b>134</b>	<b>134</b>		
PORT HARCOURT																			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	67	8	8	17	0	0	23	78	9	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	0	73	18	9	0	0	0	11	0	39	9		
<b>TOTAL PORT HARCOURT</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>39</b>	<b>24</b>	<b>24</b>		
PORT OF SPAIN																			
	HEATHROW	BWIA	S	A	30	0	0	37	17	17	30	0	0	44	18	45	28		
	HEATHROW	BWIA	S	D	30	0	0	13	30	20	37	0	0	55	11	78	28		
	MANCHESTER	BWIA	S	A	7	0	1	71	29	0	0	0	9	57	58	7			
	MANCHESTER	BWIA	S	D	7	0	1	71	29	0	0	0	10	38	44	8			
<b>TOTAL PORT OF SPAIN</b>					<b>74</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>24</b>	<b>15</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>59</b>	<b>59</b>		
POZNAN																			
	STANSTED	RYANAIR	S	A	8	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	RYANAIR	S	D	8	0	0	100	0	0	0	0	0	2	0	0	0		
	LUTON	WIZZ AIR	S	A	8	0	0	63	25	0	13	0	0	15	0	0	0		
	LUTON	WIZZ AIR	S	D	8	0	0	88	0	0	13	0	0	19	0	0	0		
<b>TOTAL POZNAN</b>					<b>32</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>9</b>		
PRAGUE																			
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	73	0	13	13	0	0	21	0	0	0		
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	63	10	10	17	0	0	30	0	0	0		
	MANCHESTER	BMIBABY LTD	S	A	34	0	0	71	21	6	3	0	0	13	7	42	30		
	MANCHESTER	BMIBABY LTD	S	D	34	0	0	85	3	9	3	0	0	8	77	16	30		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	57	27	7	7	3	0	25	74	11	27		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	33	13	7	0	0	24	63	18	27		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	52	16	26	6	0	1	39	48	21	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	53	30	11	4	1	0	20	54	17	90		
	BIRMINGHAM	CSA	S	A	48	0	0	85	8	4	2	0	0	7	81	9	42		
	BIRMINGHAM	CSA	S	D	48	0	0	38	42	19	2	0	0	19	74	13	42		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					SEPT 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)											
PRAGUE	EDINBURGH	CSA	S	A	56	0	0	86	9	5	0	0	0	7	78	10	55
	EDINBURGH	CSA	S	D	55	0	0	60	31	9	0	0	0	14	56	17	55
	HEATHROW	CSA	S	A	86	0	0	60	21	14	5	0	0	17	43	24	86
	HEATHROW	CSA	S	D	86	0	0	69	19	8	5	0	0	14	69	15	86
	MANCHESTER	CSA	S	A	74	0	0	80	7	11	3	0	0	12	63	19	56
	MANCHESTER	CSA	S	D	74	0	0	74	14	8	4	0	0	13	79	12	56
	STANSTED	CSA	S	A	56	0	0	77	16	4	4	0	0	12	82	8	56
	STANSTED	CSA	S	D	56	0	0	68	20	7	5	0	0	16	84	10	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	58	13	15	13	0	0	24	87	5	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	50	20	15	15	0	0	29	72	11	60
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	13	10	3	0	0	12	93	2	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	13	10	0	0	0	13	77	9	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	1	0	90	5	5	0	0	0	5	82	14	90
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	2	0	88	8	3	0	0	0	7	70	22	90
	EDINBURGH	FLYGLOBESPAN	S	A	17	0	0	82	12	6	0	0	0	7	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	17	0	0	82	12	6	0	0	0	8	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	80	17	3	0	0	0	6	78	43	9
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	90	7	3	0	0	0	6	89	49	9
<b>TOTAL PRAGUE</b>					<b>1399</b>	<b>4</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>17</b>
PRESTWICK	STANSTED	RYANAIR	S	A	153	0	0	87	7	5	1	0	0	7	93	5	150
	STANSTED	RYANAIR	S	D	152	0	0	80	13	6	2	0	0	9	93	5	149
<b>TOTAL PRESTWICK</b>					<b>307</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>5</b>
PREVEZA	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	25	50	0	0	66	50	49	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	0	25	50	0	0	76	25	54	4
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	25	50	0	0	52	50	18	4
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	0	25	0	0	17	100	2	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	42	8	33	8	0	8	59	71	25	17
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	58	8	0	25	0	8	67	59	33	17
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	0	0	83	0	8	8	0	0	10	88	10	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	12	0	0	58	0	8	25	0	8	58	63	12	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	13	25	13	0	0	32	89	3	9

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
PREVEZA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	25	25	13	0	0	30	78	12	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	2	5		
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	13	25	13	0	0	31	57	27	7		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	38	25	25	13	0	0	36	75	26	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	100	3	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	25	75	9	4		
<b>TOTAL PREVEZA</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>9</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>73</b>	<b>18</b>	<b>18</b>		
PRISTINA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	53	35	6	6	0	0	16	41	28	17		
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	65	29	6	0	0	0	12	78	13	18		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	A	4	0	0	75	0	25	0	0	0	14	80	6	5		
<b>TOTAL PRISTINA</b>					<b>38</b>	<b>4</b>	<b>0</b>	<b>61</b>	<b>29</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>19</b>	<b>19</b>		
PROVIDENCIALES																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	15	50	312	4		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	75	0	25	0	0	0	15	50	23	4		
<b>TOTAL PROVIDENCIALES</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>15</b>	<b>50</b>	<b>167</b>	<b>167</b>		
PUERTO PLATA																			
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	40	50	23	4		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	0	25	0	25	348	0	0	0		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	50	25	0	0	47	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	60	15	5	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	45	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	68	2		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	37	2		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	57	22	7	7		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	28	71	17	7		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	60	20	20	0	0	35	0	0	0		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	80	46	5	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	14	53	7		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	25	25	0	0	0	22	0	0	0		



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
PUERTO PLATA																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	30	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	2	0	50	0	50	0	0	0	30	40	58	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	39	25	86	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	317	50	53	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	327	50	81	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	64	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	25	25	0	82	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	23	100	0	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	55	100	7	4	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	6	70	16	10	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	44	0	0	0	0	16	75	46	8	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	1	82	6	11	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	13	13	0	0	0	9	71	11	7	
<b>TOTAL PUERTO PLATA</b>					<b>121</b>	<b>4</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>53</b>	<b>63</b>	<b>30</b>	<b>30</b>	
PULA																		
	GATWICK	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	6	0	41	4	
	GATWICK	CROATIA AIRLINES	S	D	4	0	0	75	25	0	0	0	0	12	25	59	4	
	MANCHESTER	CROATIA AIRLINES	S	A	4	0	0	100	0	0	0	0	0	9	50	48	4	
	MANCHESTER	CROATIA AIRLINES	S	D	4	0	0	100	0	0	0	0	0	5	25	52	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	22	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	15	100	2	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	20	75	11	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	0	50	0	0	53	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	0	0	50	0	0	43	0	0	0	
<b>TOTAL PULA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>27</b>	<b>27</b>	
PUNTA CANA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	0	25	25	0	0	50	646	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	32	0	212	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	33	60	57	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	60	12	5	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	50	9	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	33	57	3	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
PUNTA CANA																			
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	20	20	0	0	0	17	100	6	4		
	MANCHESTER	THOMSONFLY LTD	C	A	3	1	0	100	0	0	0	0	0	0	20	34	5		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	24	50	25	4		
<b>TOTAL PUNTA CANA</b>					<b>29</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>101</b>	<b>46</b>	<b>54</b>	<b>54</b>		

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

Origin / Destinations: Q

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
QUEBEC	GATWICK	THOMAS COOK AIRLINES LTD	S	A	2	0	0	50	0	50	0	0	0	31	0	0	0	
<b>TOTAL QUEBEC</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
RABAT																		
RALEIGH																		
	GATWICK	AMERICAN AIRLINES		S A	30	0	0	80	17	3	0	0	0	6	70	25	30	
	GATWICK	AMERICAN AIRLINES		S D	30	0	0	77	20	3	0	0	0	10	77	10	30	
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>18</b>	<b>18</b>	
REIMS																		
REUS																		
	GATWICK	ASTRAEUS LTD		C A	3	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	3	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	4	0	0	50	0	25	25	0	0	41	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	3	0	0	33	0	0	67	0	0	81	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER		C A	3	0	0	0	0	0	33	67	0	177	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER		C D	3	0	0	0	0	0	67	33	0	162	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	56	11	33	0	0	0	21	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	56	11	22	11	0	0	25	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	14	1	0	100	0	0	0	0	0	1	78	10	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	14	0	0	64	21	14	0	0	0	13	63	18	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	6	50	29	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	10	50	39	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	56	22	11	11	0	0	18	88	24	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	78	11	0	11	0	0	13	88	28	8	
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	1	100	1	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	3	100	3	4	
	MANCHESTER	FUTURA AIRLINES		C A	4	0	0	50	25	25	0	0	0	23	0	0	0	
	MANCHESTER	FUTURA AIRLINES		C D	4	0	0	75	0	25	0	0	0	11	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	50	51	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	0	50	64	8	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	50	71	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	5	25	91	4	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	8	0	0	88	0	13	0	0	0	7	63	165	8	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	8	0	0	75	0	13	13	0	0	15	50	25	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	0	0	100	0	0	0	0	0	2	85	23	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	8	0	0	88	13	0	0	0	0	3	85	13	13	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
REUS	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	89	20	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	89	26	9
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	10	75	15	4
	LUTON	RYANAIR	S	A	34	0	0	88	3	3	0	6	0	15	0	0	0
	LUTON	RYANAIR	S	D	34	0	0	85	9	3	0	3	0	13	0	0	0
	STANSTED	RYANAIR	S	A	47	0	0	83	2	11	4	0	0	10	92	3	60
	STANSTED	RYANAIR	S	D	47	0	0	74	17	4	4	0	0	13	75	11	60
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	118	75	43	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	0	0	25	132	80	38	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	25	0	0	0	0	6	75	6	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	1	67	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	23	80	32	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	26	60	27	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	52	100	2	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	58	75	15	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	11	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	15	4
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	9	88	3	8
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	7	88	6	8
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	6	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	6	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	13	4
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	13	0	0	0	0	2	88	4	8
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	88	13	0	0	0	0	6	50	16	8
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
<b>TOTAL REUS</b>					<b>444</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>19</b>	<b>19</b>
RHODES	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	4	0	0	0	50	25	0	0	25	120	0	0	0
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	4	0	0	0	25	25	25	0	25	131	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	50	25	0	25	0	0	24	100	0	5

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	25	0	75	0	0	0	32	100	3	5	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	16	0	0	63	13	6	13	6	0	45	59	101	22	
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	63	19	6	6	6	0	32	55	105	20	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	89	2	9	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	2	78	7	9	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	9	63	11	8	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	8	0	0	63	13	25	0	0	0	16	56	13	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	0	0	0	10	0	21	33	17	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	80	13	5	
	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	4	0	0	75	0	25	0	0	0	17	20	69	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	55	36	0	9	0	0	16	33	18	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	80	20	0	0	0	0	10	40	16	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	100	5	5	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	50	50	0	0	0	0	17	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	50	50	0	0	0	0	9	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	80	0	0	0	0	22	80	12	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	26	60	18	5	
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	67	17	11	6	0	0	14	68	30	19	
	GATWICK	MONARCH AIRLINES	C	D	16	0	0	69	19	6	6	0	0	15	74	32	19	
	MANCHESTER	MONARCH AIRLINES	C	A	21	0	0	81	5	10	0	5	0	17	57	37	23	
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	80	15	0	0	5	0	15	52	38	23	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	34	40	46	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	0	50	0	0	52	0	56	6	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	60	17	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	0	32	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	0	25	0	25	113	40	34	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	25	0	0	42	60	24	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	89	8	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	0	78	10	9	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	13	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	16	80	20	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	0	0	11	0	34	75	7	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	29	91	6	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	11	22	0	0	22	79	10	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	25	0	0	0	11	86	7	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	0	60	80	24	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	31	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	80	10	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	7	80	4	5	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	63	25	13	0	0	0	16	67	11	9	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	0	15	67	12	9	
	GLASGOW	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	2	80	5	5	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	4	5	
	LUTON	THOMSONFLY LTD	C	A	9	0	0	89	0	11	0	0	0	6	40	14	5	
	LUTON	THOMSONFLY LTD	C	D	8	0	0	63	38	0	0	0	0	10	75	8	4	
	MANCHESTER	THOMSONFLY LTD	C	A	8	1	0	50	13	0	25	13	0	53	89	8	9	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	50	0	13	25	13	0	56	78	12	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	3	5	
<b>TOTAL RHODES</b>					<b>402</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>21</b>	<b>67</b>	<b>38</b>	<b>38</b>	
RIGA																		
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	26	0	0	81	15	0	4	0	0	12	88	8	26	
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	26	0	0	85	8	4	4	0	0	11	73	10	26	
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	13	0	0	85	8	8	0	0	0	7	85	8	13	
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	13	0	0	77	15	8	0	0	0	10	92	3	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	73	10	13	3	0	0	14	86	6	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	37	3	3	0	0	17	81	8	21	
	STANSTED	RYANAIR	S	A	35	0	0	97	0	0	3	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	35	0	0	91	6	3	0	0	0	6	0	0	0	
<b>TOTAL RIGA</b>					<b>208</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>8</b>	
RIJEKA																		
RIMINI																		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
RIMINI																			
	GLASGOW	BMI REGIONAL	C	A	2	0	0	100	0	0	0	0	0	0	100	3	1		
	GLASGOW	BMI REGIONAL	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0		
	GATWICK	EUROPEAN AIR CHARTER	C	D	3	0	0	67	0	33	0	0	0	18	0	0	0		
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	50	50	0	0	0	0	15	0	0	0		
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	3	0	0	67	0	33	0	0	0	16	0	0	0		
<b>TOTAL RIMINI</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>93</b>	<b>4</b>	<b>4</b>		
RIO DE JANEIRO (GALEAO)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	23	0	0	0	0	7	85	5	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	1	58	8	33	0	0	0	23	92	10	12		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>54</b>	<b>23</b>	<b>23</b>		
RIYADH																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	77	15	8	0	0	0	12	0	0	0		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	19	0	0	68	16	11	5	0	0	15	60	25	15		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	16	0	0	38	25	38	0	0	0	23	19	23	16		
<b>TOTAL RIYADH</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>45</b>	<b>28</b>	<b>28</b>		
RIYAN MUKALLA																			
RODEZ																			
	STANSTED	RYANAIR	S	A	30	0	0	77	3	13	7	0	0	13	93	4	30		
	STANSTED	RYANAIR	S	D	30	0	0	60	20	13	7	0	0	18	97	2	30		
<b>TOTAL RODEZ</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>95</b>	<b>3</b>	<b>3</b>		
ROME (CIAMPINO)																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	2	2	60	21	16	2	0	2	21	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	55	27	18	0	0	0	18	0	0	0		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	33	13	0	0	0	13	0	0	0		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	23	13	0	0	0	13	0	0	0		
	LUTON	RYANAIR	S	A	30	0	0	60	17	20	3	0	0	17	0	0	0		
	LUTON	RYANAIR	S	D	30	0	0	53	33	13	0	0	0	17	0	0	0		
	STANSTED	RYANAIR	S	A	148	0	2	86	6	3	3	2	0	11	90	8	166		
	STANSTED	RYANAIR	S	D	150	0	0	81	13	5	2	0	0	10	80	11	166		
<b>TOTAL ROME (CIAMPINO)</b>					<b>536</b>	<b>5</b>	<b>4</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>10</b>		



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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)												
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA	S	A	148	0	0	66	12	15	5	2	0	21	55	18	150	
	HEATHROW	ALITALIA	S	D	149	0	1	52	20	21	7	0	1	28	55	23	150	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	70	13	0	3	13	0	36	87	8	30	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	67	13	10	7	3	0	22	90	6	30	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	21	0	0	90	5	5	0	0	0	10	87	8	23	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	59	10	24	3	3	0	25	71	14	52	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	67	23	0	10	0	0	18	73	13	52	
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	1	42	25	19	14	0	0	29	37	22	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	43	40	8	8	0	0	22	67	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	1	56	21	17	5	0	1	28	29	38	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	48	24	25	3	0	0	21	54	22	150	
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	A	13	0	0	8	38	38	0	15	0	73	40	92	5	
	EDINBURGH	CHANNEL EXPRESS (INCORP: JET 2)	S	D	13	0	0	92	0	8	0	0	0	8	20	25	5	
<b>TOTAL ROME (FIUMICINO)</b>					<b>883</b>	<b>2</b>	<b>3</b>	<b>56</b>	<b>20</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>22</b>	<b>22</b>	
ROTTERDAM																		
	HEATHROW	KLM CITYHOPPER	S	A	77	0	0	87	5	4	4	0	0	8	75	17	4	
	HEATHROW	KLM CITYHOPPER	S	D	77	0	0	84	4	4	8	0	0	12	75	20	4	
	LONDON CITY	KLM CITYHOPPER	S	A	42	0	0	90	0	7	2	0	0	8	0	0	0	
	LONDON CITY	KLM CITYHOPPER	S	D	41	0	0	83	7	10	0	0	0	8	0	0	0	
	STANSTED	TRANSAVIA	S	A	60	0	0	93	2	0	3	2	0	8	98	1	60	
	STANSTED	TRANSAVIA	S	D	60	0	0	85	3	2	8	2	0	15	85	6	60	
	LONDON CITY	VLM (BELGIUM)	S	A	172	0	5	87	5	2	5	1	0	11	99	2	158	
	LONDON CITY	VLM (BELGIUM)	S	D	173	0	3	80	10	4	6	1	0	14	93	4	158	
<b>TOTAL ROTTERDAM</b>					<b>702</b>	<b>1</b>	<b>8</b>	<b>85</b>	<b>6</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>91</b>	<b>6</b>	<b>6</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
SALONIKA	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	63	19	6	13	0	0	21	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	56	31	0	13	0	0	21	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	18	60	60	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	0	40	0	0	37	60	111	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	67	0	11	11	0	11	64	40	127	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	78	0	0	11	0	11	63	60	56	5
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	3	0	100	0	0	0	0	0	0	100	2	6
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	3	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	61	11	28	0	0	0	13	91	6	22
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	25	60	32	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	75	17	8	0	0	0	9	69	17	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	80	20	5
	GATWICK	OLYMPIC AIRLINES	S	A	21	0	0	71	19	0	10	0	0	13	62	21	21
	GATWICK	OLYMPIC AIRLINES	S	D	21	0	0	67	5	19	10	0	0	20	43	28	21
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	12	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	8	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	22	22	0	0	31	80	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	11	11	33	0	0	40	100	7	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	6	80	8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	7	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	25	18	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	9	4
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	6	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	7	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	9	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	7	3
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	0	25	120	60	14	5
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	0	25	111	60	19	5
<b>TOTAL SALONIKA</b>					<b>220</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>23</b>	<b>73</b>	<b>21</b>	<b>21</b>
SALZBURG	GATWICK	ASTRAEUS LTD	C	A	3	0	0	67	0	33	0	0	0	11	100	0	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	0	75	0	0	0	31	100	4	3
	MANCHESTER	ASTRAEUS LTD	C	A	7	0	0	86	0	0	14	0	0	14	63	24	8

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
SALZBURG																		
	MANCHESTER	ASTRAEUS LTD	C	D	6	0	0	83	0	17	0	0	0	7	71	12	7	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	50	11	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	16	33	18	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	86	0	14	0	0	0	6	63	10	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	100	4	7		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	13	100	3	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	23	33	18	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	3	88	8	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	7	75	6	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	38	0	0	0	
	NEWCASTLE	LAUDA-AIR	C	A	4	0	0	75	25	0	0	0	0	11	0	0	0	
	NEWCASTLE	LAUDA-AIR	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	80	10	7	3	0	0	8	88	6	60	
	STANSTED	RYANAIR	S	D	60	0	0	73	17	7	3	0	0	12	80	11	60	
	NEWCASTLE	SN BRUSSELS AIRLINES	C	A	3	0	0	100	0	0	0	0	0	100	0	3		
	NEWCASTLE	SN BRUSSELS AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	100	0	3	
<b>TOTAL SALZBURG</b>					<b>203</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>8</b>	<b>8</b>	
SAMEDAN/ST MORITZ																		
SAMOS																		
	GATWICK	ASTRAEUS LTD	C	A	5	1	0	40	40	0	20	0	0	24	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	3	1	0	67	0	0	0	33	0	106	100	0	5	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	0	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	20	0	20	0	53	90	7	10	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	20	0	20	0	64	80	8	10	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	16	20	56	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	16	40	41	5	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	50	0	25	0	0	32	80	12	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	50	0	25	0	0	32	80	21	5	
<b>TOTAL SAMOS</b>					<b>45</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>34</b>	<b>76</b>	<b>16</b>	<b>16</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	95	2	2	2	0	0	4	93	6	60	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	45	37	8	8	2	0	26	28	38	60	
	HEATHROW	UNITED AIRLINES		S A	60	0	0	100	0	0	0	0	0	0	90	5	60	
	HEATHROW	UNITED AIRLINES		S D	60	0	0	92	8	0	0	0	0	4	85	9	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	97	0	3	0	0	0	3	77	15	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	67	23	7	3	0	0	18	19	41	31	
<b>TOTAL SAN FRANCISCO</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>17</b>	<b>17</b>	
SAN JUAN (PUERTO RICO)																		
SANAA																		
	HEATHROW	YEMENIA		S A	8	0	0	13	38	25	25	0	0	52	44	37	9	
	HEATHROW	YEMENIA		S D	8	0	0	50	0	25	25	0	0	45	56	27	9	
<b>TOTAL SANAA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>19</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>50</b>	<b>32</b>	<b>32</b>	
SANDEFJORD(TORP)																		
	NEWCASTLE	RYANAIR		S A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	NEWCASTLE	RYANAIR		S D	4	0	0	75	25	0	0	0	0	5	0	0	0	
	STANSTED	RYANAIR		S A	80	0	0	94	4	1	0	1	0	6	95	6	66	
	STANSTED	RYANAIR		S D	80	0	0	88	10	3	0	0	0	7	91	11	66	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>9</b>	<b>9</b>	
SANFORD																		
	GATWICK	AIR ATLANTA EUROPE LTD		C A	27	0	0	41	4	19	26	7	4	92	24	160	25	
	GATWICK	AIR ATLANTA EUROPE LTD		C D	28	0	0	7	25	18	36	14	0	84	4	122	24	
	GLASGOW	AIR ATLANTA EUROPE LTD		C A	3	0	0	67	0	33	0	0	0	16	0	0	0	
	GLASGOW	AIR ATLANTA EUROPE LTD		C D	4	0	0	0	50	25	25	0	0	45	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD		C A	29	1	0	52	7	7	24	10	0	58	12	110	26	
	MANCHESTER	AIR ATLANTA EUROPE LTD		C D	32	0	0	16	6	38	22	13	6	96	0	96	27	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	5	0	0	20	40	0	40	0	0	42	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	5	0	0	20	20	20	40	0	0	43	0	0	0	
	MANCHESTER	FINNAIR		C A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	MANCHESTER	FINNAIR		C D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	6	0	0	100	0	0	0	0	0	20	140	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	6	0	0	50	33	17	0	0	0	20	25	96	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	0	25	0	49	100	0	1	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	10	33	58	3	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANFORD																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	91	9	0	0	0	0	3	0	104	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	82	9	9	0	0	0	8	60	18	5	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	22	11	11	0	49	0	121	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	0	0	22	11	0	54	22	63	9	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	27	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	0	25	25	50	0	0	46	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	0	36	0	118	3	
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	30	0	81	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	8	8	8	0	0	13	46	126	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	31	23	31	15	0	0	33	33	69	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	5	50	226	6	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	11	33	0	0	0	21	14	64	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	17	0	0	82	6	0	12	0	0	12	47	187	15	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	67	6	11	11	6	0	35	25	126	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	20	67	15	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	0	20	0	0	23	67	13	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	40	50	43	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	54	33	30	3	
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	33	22	33	11	0	0	27	67	21	3	
	BIRMINGHAM	THOMSONFLY LTD	C	D	10	0	0	80	20	0	0	0	0	12	33	17	3	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	22	22	44	11	0	0	32	57	42	7	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	22	22	0	0	0	19	78	10	9	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	63	25	13	0	0	0	14	44	55	9	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	78	11	0	11	0	0	13	83	5	6	
<b>TOTAL SANFORD</b>					<b>371</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>15</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>42</b>	<b>28</b>	<b>97</b>	<b>97</b>	
SANTA CLARA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	50	0	50	0	130	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	0	0	50	0	112	0	0	0	
<b>TOTAL SANTA CLARA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	30	0	0	83	13	3	0	0	0	5	100	0	11	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
SANTANDER																			
	STANSTED	RYANAIR		S D	30	0	0	50	27	17	7	0	0	20	73	12	11		
<b>TOTAL SANTANDER</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>6</b>	<b>6</b>		
SANTIAGO DE COMPOSTELA																			
	HEATHROW	IBERIA		S A	30	0	0	90	10	0	0	0	4	87	9	30			
	HEATHROW	IBERIA		S D	30	0	0	77	17	7	0	0	9	67	19	30			
	STANSTED	RYANAIR		S A	30	0	0	87	7	3	3	0	6	0	0	0			
	STANSTED	RYANAIR		S D	30	0	0	83	3	10	3	0	13	0	0	0			
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>14</b>	<b>14</b>			
SANTO DOMINGO																			
SAO PAULO (GUARULHOS)																			
	HEATHROW	VARIG		S A	30	0	0	33	17	23	23	3	0	42	0	0	0		
	HEATHROW	VARIG		S D	30	0	0	30	33	23	13	0	0	33	0	0	0		
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>23</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>		
SEATTLE (TACOMA)																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	87	7	7	0	0	7	97	1	29			
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	40	43	13	3	0	0	20	38	20	29		
<b>TOTAL SEATTLE (TACOMA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>11</b>	<b>11</b>			
SEOUL (INCHEON)																			
	HEATHROW	ASIANA AIRLINES		S A	13	0	0	38	31	31	0	0	21	25	47	16			
	HEATHROW	ASIANA AIRLINES		S D	13	0	0	69	8	23	0	0	12	69	21	16			
	HEATHROW	KOREAN AIR		S A	30	0	0	70	20	10	0	0	10	80	8	30			
	HEATHROW	KOREAN AIR		S D	30	0	0	67	23	7	3	0	14	53	14	30			
<b>TOTAL SEOUL (INCHEON)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>19</b>	<b>19</b>			
SEVILLE																			
	GATWICK	GB AIRWAYS LTD		S A	28	0	0	64	14	7	11	4	0	27	82	15	28		
	GATWICK	GB AIRWAYS LTD		S D	28	0	0	57	18	11	11	4	0	30	79	14	28		
	HEATHROW	IBERIA		S A	30	0	0	70	20	3	7	0	16	70	17	30			
	HEATHROW	IBERIA		S D	30	0	0	63	13	13	10	0	21	57	33	30			
	STANSTED	RYANAIR		S A	43	0	0	95	0	5	0	0	3	0	0	0			
	STANSTED	RYANAIR		S D	43	0	0	81	12	2	5	0	11	0	0	0			
<b>TOTAL SEVILLE</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>20</b>	<b>20</b>		
SEYCHELLES																			

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
SEYCHELLES																		
	HEATHROW	AIR SEYCHELLES		S A	9	0	0	33	44	22	0	0	0	22	67	107	9	
	HEATHROW	AIR SEYCHELLES		S D	9	0	0	44	22	22	11	0	0	28	50	118	8	
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>33</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>112</b>	<b>112</b>	
SFAX																		
SHANGHAI (PU DONG)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	21	0	0	90	0	5	5	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	21	0	0	57	38	5	0	0	0	12	0	0	0	
	HEATHROW	CHINA EASTERN AIRLINES		S A	17	0	0	41	24	35	0	0	0	21	18	61	17	
	HEATHROW	CHINA EASTERN AIRLINES		S D	17	0	0	65	35	0	0	0	0	10	47	22	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	25	0	0	72	4	12	12	0	0	21	67	17	21	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	26	0	0	62	15	12	8	4	0	27	43	26	21	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>127</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>30</b>	<b>30</b>	
SHANNON																		
	HEATHROW	AER LINGUS		S A	116	0	0	76	13	6	5	0	0	13	76	11	116	
	HEATHROW	AER LINGUS		S D	116	0	0	73	9	12	6	0	0	15	78	10	116	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	9	0	0	56	22	11	11	0	0	31	83	10	29	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	9	0	0	67	11	22	0	0	0	14	79	8	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	49	0	1	39	33	16	12	0	0	28	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	49	0	1	41	14	37	8	0	0	30	0	0	0	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S A	4	0	0	50	25	25	0	0	0	23	87	6	30	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		S D	4	0	0	25	25	50	0	0	0	33	80	9	30	
	GATWICK	RYANAIR		S A	30	0	0	83	17	0	0	0	0	5	0	0	0	
	GATWICK	RYANAIR		S D	30	0	0	77	13	10	0	0	0	9	0	0	0	
	LUTON	RYANAIR		S A	30	0	0	83	3	10	3	0	0	9	0	0	0	
	LUTON	RYANAIR		S D	30	0	0	80	7	10	3	0	0	13	0	0	0	
	STANSTED	RYANAIR		S A	90	0	0	80	9	1	4	4	1	24	98	2	60	
	STANSTED	RYANAIR		S D	90	0	0	80	12	3	3	1	0	12	92	5	60	
<b>TOTAL SHANNON</b>					<b>659</b>	<b>3</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>8</b>	
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	AIR ATLANTA EUROPE LTD		C A	4	0	0	0	0	50	50	0	0	71	0	99	4	
	GATWICK	AIR ATLANTA EUROPE LTD		C D	4	0	0	0	0	50	50	0	0	94	0	95	4	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	ASTRAEUS LTD		S A	10	0	0	50	10	20	0	20	0	62	0	0	0	
	GATWICK	ASTRAEUS LTD		S D	10	0	0	20	30	20	10	20	0	80	0	0	0	
	HEATHROW	EGYPT AIR		S A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	HEATHROW	EGYPT AIR		S D	4	0	0	100	0	0	0	0	0	2	100	3	4	
	BIRMINGHAM	EXCEL AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	9	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	16	0	0	50	25	19	0	6	0	28	44	28	9	
	GATWICK	EXCEL AIRWAYS LTD		C D	16	0	0	44	31	19	0	0	6	108	56	26	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	0	0	20	0	0	19	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	10	0	0	30	40	20	10	0	0	30	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	10	0	0	30	20	50	0	0	0	29	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	44	11	11	11	11	11	82	44	46	9	
	GATWICK	MONARCH AIRLINES		C D	9	0	0	44	11	22	11	0	11	80	44	48	9	
	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	40	60	0	0	0	0	17	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	0	20	20	0	0	29	100	1	10	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	20	0	0	0	14	90	45	10	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	0	20	0	20	0	58	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	0	0	20	0	57	0	0	0	
	GATWICK	THOMSONFLY LTD		C A	13	0	0	92	8	0	0	0	0	1	100	1	4	
	GATWICK	THOMSONFLY LTD		C D	12	0	0	92	8	0	0	0	0	5	100	6	4	
	LUTON	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>187</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>40</b>	<b>65</b>	<b>33</b>	<b>33</b>	
SIMFEROPOL																		
	GATWICK	ASTRAEUS LTD		C D	3	0	0	67	33	0	0	0	0	18	33	27	3	
<b>TOTAL SIMFEROPOL</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>20</b>	<b>41</b>	<b>41</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES		S A	90	0	0	84	2	9	2	2	0	13	73	13	90	
	HEATHROW	SINGAPORE AIRLINES		S D	90	1	0	60	26	12	2	0	0	16	60	17	91	
	MANCHESTER	SINGAPORE AIRLINES		S A	30	0	0	97	0	0	3	0	0	5	83	8	30	
	MANCHESTER	SINGAPORE AIRLINES		S D	30	0	0	73	10	7	10	0	0	20	73	12	30	



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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)											
SINGAPORE																	
<b>TOTAL SINGAPORE</b>					<b>240</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>14</b>	<b>14</b>
SKIATHOS																	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	0	0	0	25	0	65	50	35	4
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	60	20	0	0	20	0	64	0	50	2
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	40	20	0	0	20	20	200	75	9	4
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	60	20	0	0	20	0	63	88	7	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	20	0	0	45	25	30	0	0	0	23	53	26	15
	GATWICK	EXCEL AIRWAYS LTD	C	D	15	0	0	7	27	53	13	0	0	40	50	24	12
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	70	0	0	20	10	0	59	50	64	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	20	20	20	20	0	20	119	38	47	8
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	67	0	0	0	35	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	0	20	0	80	0	0	81	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	39	28	11	22	0	0	30	71	13	17
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	0	17	0	0	28	75	36	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	69	0	23	8	0	0	22	77	7	13
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	40	20	0	20	244	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	0	40	60	0	0	64	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	0	0	20	0	20	191	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	20	40	0	40	0	0	44	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	1	0	50	0	25	0	25	0	74	67	54	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	20	40	20	0	95	80	65	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	33	71	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	40	73	5
<b>TOTAL SKIATHOS</b>					<b>156</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>14</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>59</b>	<b>61</b>	<b>30</b>	<b>30</b>
SKIROS																	
SOFIA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	1	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	0	33	57	10	0	0	36	43	25	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	60	27	13	0	0	0	14	47	24	30
	GATWICK	BULGARIA AIR	S	A	32	0	0	72	13	6	3	6	0	23	90	5	29
	GATWICK	BULGARIA AIR	S	D	32	0	0	56	16	19	6	3	0	30	72	14	29

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SOFIA																	
<b>TOTAL SOFIA</b>					<b>150</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>17</b>	<b>17</b>
SONDERBORG																	
SOUTHAMPTON																	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	0	0	76	14	9	2	0	0	11	72	11	123
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	74	16	6	5	0	0	12	74	11	123
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	104	0	0	77	13	10	1	0	0	10	72	11	119
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	104	0	0	84	10	6	1	0	0	7	85	6	119
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	115	0	0	71	15	3	10	1	0	20	85	8	117
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	115	0	0	81	6	6	7	0	0	13	91	6	117
	NEWCASTLE	EASTERN AIRWAYS	S	A	70	0	0	71	19	7	1	1	0	14	90	5	70
	NEWCASTLE	EASTERN AIRWAYS	S	D	70	0	0	93	0	6	1	0	0	8	99	3	70
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	A	129	1	1	77	10	4	9	1	0	16	60	17	78
	EDINBURGH	FLYBE.BRITISH EUROPEAN	S	D	129	0	1	67	19	5	6	2	0	23	53	22	78
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	A	99	0	7	74	9	5	12	0	0	16	63	19	104
	GLASGOW	FLYBE.BRITISH EUROPEAN	S	D	100	0	6	63	20	5	11	1	0	20	79	12	104
	MANCHESTER	FLYBE.BRITISH EUROPEAN	S	A	73	0	1	78	7	8	7	0	0	14	0	0	0
	MANCHESTER	FLYBE.BRITISH EUROPEAN	S	D	74	0	0	80	5	3	9	3	0	20	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	A	56	0	0	64	20	9	5	0	2	35	0	0	0
	NEWCASTLE	FLYBE.BRITISH EUROPEAN	S	D	56	0	0	68	14	7	9	0	2	36	0	0	0
<b>TOTAL SOUTHAMPTON</b>					<b>1500</b>	<b>1</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>11</b>
SPLIT																	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	75	0	0	0	0	17	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	15	0	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	23	15	15	0	0	28	0	0	0
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)	C	D	4	0	0	50	50	0	0	0	0	16	0	0	0
	GATWICK	CROATIA AIRLINES	S	A	14	0	0	29	43	7	21	0	0	33	38	29	13
	GATWICK	CROATIA AIRLINES	S	D	14	0	0	21	43	7	29	0	0	39	54	28	13

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SPLIT																		
	HEATHROW	CROATIA AIRLINES		S A	4	0	0	0	50	25	0	25	0	73	75	11	4	
	HEATHROW	CROATIA AIRLINES		S D	4	0	0	0	50	25	0	25	0	82	25	16	4	
	MANCHESTER	CROATIA AIRLINES		S A	4	0	0	75	0	0	25	0	20	40	14	5		
	MANCHESTER	CROATIA AIRLINES		S D	4	0	0	25	25	25	25	0	47	60	17	5		
	GATWICK	EXCEL AIRWAYS LTD		C D	3	0	0	33	67	0	0	0	17	100	1	4		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C A	4	0	0	75	25	0	0	0	8	50	64	4		
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN		C D	4	0	0	25	75	0	0	0	20	75	13	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	25	0	50	0	63	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	25	25	25	0	34	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	0	25	75	0	0	32	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	12	0	0	0		
<b>TOTAL SPLIT</b>					<b>113</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>35</b>	<b>12</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>20</b>	<b>20</b>	
ST ETIENNE																		
	STANSTED	RYANAIR		S A	26	0	0	69	23	4	4	0	10	86	6	29		
	STANSTED	RYANAIR		S D	26	0	0	54	23	15	8	0	19	87	9	30		
<b>TOTAL ST ETIENNE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>7</b>	
ST KITTS																		
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	0	25	75	0	0	39	25	51	4		
<b>TOTAL ST KITTS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>25</b>	<b>51</b>	<b>51</b>	
ST LUCIA (HEWANORRA)																		
	MANCHESTER	BMI BRITISH MIDLAND		S A	4	0	3	75	25	0	0	0	5	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND		S D	4	0	3	100	0	0	0	0	3	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	78	11	11	0	0	11	78	6	9		
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	75	0	13	13	0	26	78	14	9		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	12	0	0	83	8	8	0	0	8	83	129	12		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	46	38	8	8	0	21	36	26	11		
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>50</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>49</b>	<b>49</b>		
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	50	27	17	7	0	18	63	16	30		
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	47	30	20	3	0	23	67	13	30		
	GATWICK	PULKOVO AVIATION ENTERPRISE		S A	7	0	1	43	57	0	0	0	16	47	19	17		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 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
ST PETERSBURG																		
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	D	8	0	0	38	38	25	0	0	0	23	18	29	17	
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	A	4	0	0	25	50	25	0	0	0	30	50	19	4	
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	D	4	0	0	25	50	25	0	0	0	22	50	13	4	
<b>TOTAL ST PETERSBURG</b>					<b>83</b>	<b>6</b>	<b>1</b>	<b>45</b>	<b>34</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>18</b>	<b>18</b>	
STANSTED																		
	MANCHESTER	EASTERN AIRWAYS	S	A	66	0	0	89	3	3	5	0	0	9	95	7	66	
	MANCHESTER	EASTERN AIRWAYS	S	D	66	0	0	97	0	2	2	0	0	3	98	2	65	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	167	0	0	81	10	3	5	0	0	9	59	30	162	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	167	0	0	74	14	8	4	0	0	12	48	37	163	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	138	0	0	91	2	4	3	0	0	6	77	17	134	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	138	0	0	88	7	3	2	0	0	7	82	11	134	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	116	0	0	78	13	6	3	0	0	11	83	7	112	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	116	0	0	73	16	7	2	2	0	15	81	10	112	
	EDINBURGH	FLYGLOBESPAN	S	A	52	0	0	75	4	19	2	0	0	11	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	52	0	0	63	21	13	2	0	0	14	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	52	0	0	79	10	12	0	0	0	9	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	52	0	0	83	10	6	2	0	0	10	0	0	0	
<b>TOTAL STANSTED</b>					<b>1182</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>18</b>	<b>18</b>	
STAVANGER																		
	HEATHROW	SAS	S	A	52	0	0	79	8	8	6	0	0	12	73	15	51	
	HEATHROW	SAS	S	D	52	0	0	73	12	10	6	0	0	16	73	16	51	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	26	0	0	77	8	12	4	0	0	15	69	12	49	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	26	0	0	73	12	12	4	0	0	15	73	15	48	
<b>TOTAL STAVANGER</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>15</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	1	74	14	9	2	1	0	13	68	19	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	171	0	0	64	18	14	4	0	0	16	68	15	156	
	BIRMINGHAM	SAS	S	A	11	0	0	64	18	0	18	0	0	26	0	0	0	
	BIRMINGHAM	SAS	S	D	10	0	1	70	10	0	20	0	0	26	0	0	0	
	EDINBURGH	SAS	S	A	9	0	0	89	11	0	0	0	0	7	96	4	26	
	EDINBURGH	SAS	S	D	9	0	0	89	11	0	0	0	0	5	69	10	26	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STOCKHOLM (ARLANDA)	HEATHROW	SAS	S	A	168	0	0	59	27	10	4	0	0	16	69	14	171
	HEATHROW	SAS	S	D	166	0	2	73	15	8	4	0	0	13	77	12	171
	MANCHESTER	SAS	S	A	48	0	0	75	15	6	4	0	0	15	83	9	48
	MANCHESTER	SAS	S	D	48	0	0	88	4	4	4	0	0	10	96	3	48
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>812</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>13</b>
STOCKHOLM (BROMMA)	EDINBURGH	CITY AIRLINE	C	A	2	0	0	0	50	50	0	0	0	38	0	0	0
<b>TOTAL STOCKHOLM (BROMMA)</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	84	0	0	90	8	1	0	0	0	4	97	2	70
	STANSTED	RYANAIR	S	D	84	0	0	90	1	5	4	0	0	8	87	6	70
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>4</b>	<b>4</b>
STORNOWAY	EDINBURGH	BMI REGIONAL	S	A	26	0	0	96	4	0	0	0	0	2	100	0	26
	EDINBURGH	BMI REGIONAL	S	D	26	0	0	96	4	0	0	0	0	3	92	4	26
	EDINBURGH	LOGANAIR	S	A	21	0	0	86	5	10	0	0	0	7	89	3	9
	EDINBURGH	LOGANAIR	S	D	47	4	0	43	26	17	11	4	0	37	62	17	52
	GLASGOW	LOGANAIR	S	A	102	0	0	64	19	6	11	1	0	21	92	3	52
	GLASGOW	LOGANAIR	S	D	103	1	0	60	13	18	7	2	0	26	81	13	52
<b>TOTAL STORNOWAY</b>					<b>325</b>	<b>5</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>9</b>	<b>9</b>
STRASBOURG	GATWICK	BRIT AIR	S	A	69	0	0	87	9	1	3	0	0	8	84	9	73
	GATWICK	BRIT AIR	S	D	69	0	0	74	20	1	4	0	0	12	84	9	73
<b>TOTAL STRASBOURG</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>9</b>
STUTT GART	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	74	0	0	85	12	1	1	0	0	6	54	17	72
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	73	0	0	86	5	7	1	0	0	7	83	9	72
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	88	8	4	0	0	0	5	68	13	47
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	92	4	4	0	0	0	3	90	5	48
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	68	21	8	3	0	0	13	59	19	90

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
STUTTGART																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	60	21	14	4	0	0	17	64	18	90	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	60	0	0	87	8	3	2	0	0	5	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	60	0	0	73	18	3	5	0	0	13	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	18	0	0	44	11	17	22	0	6	70	82	15	17	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	18	0	0	50	11	11	22	0	6	68	69	9	16	
	HEATHROW	LUFTHANSA CITY LINE	S	A	59	0	0	83	15	2	0	0	6	75	10	59		
	HEATHROW	LUFTHANSA CITY LINE	S	D	59	0	0	81	14	5	0	0	7	83	8	59		
<b>TOTAL STUTTGART</b>					<b>649</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>13</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR	S	A	51	0	0	69	6	14	10	2	0	24	83	10	29	
	EDINBURGH	LOGANAIR	S	D	51	1	0	55	16	22	8	0	0	23	80	14	30	
	GLASGOW	LOGANAIR	S	A	55	0	0	82	4	7	7	0	0	12	71	17	56	
	GLASGOW	LOGANAIR	S	D	56	1	0	68	18	9	5	0	0	17	93	8	56	
<b>TOTAL SUMBURGH</b>					<b>213</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>12</b>	<b>12</b>	
SWANSEA																		
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	93	3	0	3	0	0	5	50	12	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	51	17	17	15	0	0	28	47	27	60	
	HEATHROW	QANTAS	S	A	73	0	0	88	10	1	1	0	0	5	94	4	69	
	HEATHROW	QANTAS	S	D	72	0	1	29	35	29	7	0	0	29	35	25	55	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	57	23	7	13	0	0	21	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	47	30	20	3	0	0	19	0	0	0	
<b>TOTAL SYDNEY</b>					<b>324</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>58</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)													
TABA																			
	GATWICK	ASTRAEUS LTD		C A	13	0	0	62	8	8	23	0	0	34	71	22	17		
	GATWICK	ASTRAEUS LTD		C D	13	0	0	46	15	8	23	8	0	48	50	25	16		
	MANCHESTER	ASTRAEUS LTD		C A	8	0	0	75	0	25	0	0	0	10	100	6	8		
	MANCHESTER	ASTRAEUS LTD		C D	8	0	0	63	25	13	0	0	0	12	71	5	7		
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	22	88	19	8		
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	31	75	13	8		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	3	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	15	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	0	0	0	0		
<b>TOTAL TABA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>17</b>	<b>17</b>		
TAIPEI																			
	HEATHROW	EVA AIR		S A	21	0	1	62	19	14	5	0	0	15	68	20	22		
	HEATHROW	EVA AIR		S D	21	0	0	43	33	10	14	0	0	24	36	28	22		
<b>TOTAL TAIPEI</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>26</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>24</b>	<b>24</b>		
TALLIN																			
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	100	0	0	0	0	0	1	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	77	23	0	0	0	0	8	0	0	0		
	GATWICK	ESTONIAN AIR		S A	36	0	0	69	19	6	6	0	0	15	77	13	39		
	GATWICK	ESTONIAN AIR		S D	36	0	0	67	14	14	6	0	0	20	82	10	39		
	MANCHESTER	ESTONIAN AIR		S A	11	0	0	64	0	9	18	9	0	48	0	0	0		
	MANCHESTER	ESTONIAN AIR		S D	11	0	0	64	9	0	18	9	0	47	0	0	0		
<b>TOTAL TALLIN</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>11</b>	<b>11</b>		
TAMPA																			
	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	81	10	0	10	0	0	12	81	74	21		
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	64	23	0	14	0	0	25	76	14	21		
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>44</b>	<b>44</b>		
TAMPERE																			
	STANSTED	RYANAIR		S A	33	0	1	94	0	3	3	0	0	4	90	8	30		
	STANSTED	RYANAIR		S D	33	0	1	70	24	3	3	0	0	14	97	9	30		
<b>TOTAL TAMPERE</b>					<b>66</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>9</b>	<b>9</b>		
TANGIERS (IBN BATUTA)																			

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 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
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC		S A	10	0	0	20	40	30	10	0	0	33	50	16	4	
	HEATHROW	ROYAL AIR MAROC		S D	10	0	0	20	30	40	10	0	0	36	50	14	2	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>35</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>15</b>	<b>15</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C A	3	0	0	100	0	0	0	0	0	1	50	62	2	
	STANSTED	CHANNEL EXPRESS (INCORP: JET 2)		C D	3	0	0	100	0	0	0	0	0	3	50	27	2	
	MANCHESTER	EUROPEAN AIR CHARTER		C A	9	0	0	22	11	11	44	11	0	96	50	13	8	
	MANCHESTER	EUROPEAN AIR CHARTER		C D	9	0	0	44	0	11	33	11	0	75	100	4	8	
	STANSTED	TITAN AIRWAYS LTD		C A	6	0	0	50	33	17	0	0	0	20	88	5	8	
	STANSTED	TITAN AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	0	15	71	10	7	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>11</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>51</b>	<b>75</b>	<b>12</b>	<b>12</b>	
TASHKENT																		
	HEATHROW	BMED		S A	11	2	0	55	18	18	0	0	9	48	77	11	13	
	HEATHROW	BMED		S D	13	0	0	31	31	15	15	0	8	64	38	29	13	
	BIRMINGHAM	UZBEKISTAN AIRLINES		S A	14	0	4	86	7	0	7	0	0	10	77	14	13	
	BIRMINGHAM	UZBEKISTAN AIRLINES		S D	14	0	4	71	7	7	14	0	0	19	46	25	13	
	HEATHROW	UZBEKISTAN AIRLINES		S A	17	0	0	94	0	0	6	0	0	7	81	8	16	
	HEATHROW	UZBEKISTAN AIRLINES		S D	17	0	0	76	0	12	12	0	0	17	56	26	16	
<b>TOTAL TASHKENT</b>					<b>86</b>	<b>3</b>	<b>8</b>	<b>71</b>	<b>9</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>63</b>	<b>19</b>	<b>19</b>	
TBILISI																		
	HEATHROW	BMED		S A	13	0	0	92	0	0	0	8	0	18	0	0	0	
	HEATHROW	BMED		S D	13	0	0	77	8	0	15	0	0	16	0	0	0	
<b>TOTAL TBILISI</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TEHRAN																		
	HEATHROW	BMED		S A	29	0	0	41	24	17	14	3	0	35	68	27	25	
	HEATHROW	BMED		S D	28	0	0	71	11	7	11	0	0	19	56	17	25	
	HEATHROW	IRAN AIR		S A	16	0	0	6	0	63	31	0	0	56	0	70	16	
	HEATHROW	IRAN AIR		S D	16	0	0	25	50	25	0	0	0	24	25	39	16	
	BIRMINGHAM	MAHAN AIR		S A	9	0	5	67	11	22	0	0	0	19	38	30	8	
	BIRMINGHAM	MAHAN AIR		S D	9	0	5	33	33	11	22	0	0	33	25	29	8	
<b>TOTAL TEHRAN</b>					<b>107</b>	<b>0</b>	<b>10</b>	<b>43</b>	<b>21</b>	<b>22</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>41</b>	<b>34</b>	<b>34</b>	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
TEL AVIV																			
	STANSTED	AERO CARIBBEAN	C	D	2	0	0	0	50	0	50	0	0	63	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	20	0	0	0	0	6	80	13	55		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	53	28	12	7	0	0	19	60	17	55		
	HEATHROW	EL AL	S	A	47	0	0	74	13	11	2	0	0	10	68	14	38		
	HEATHROW	EL AL	S	D	46	0	0	59	22	15	4	0	0	17	48	23	40		
	STANSTED	EL AL	S	A	9	0	0	44	33	11	11	0	0	21	71	14	14		
	STANSTED	EL AL	S	D	10	0	0	20	0	50	30	0	0	44	33	34	15		
	STANSTED	ISRAIR LTD	C	A	10	0	0	90	0	0	10	0	0	14	0	0	0		
	STANSTED	ISRAIR LTD	C	D	10	0	0	30	40	20	10	0	0	30	100	15	1		
<b>TOTAL TEL AVIV</b>					<b>256</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>18</b>	<b>18</b>		
TENERIFE (SURREINA SOFIA)																			
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	5	0	0	0	0	20	60	0	20	221	0	0	0		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	0	20	60	0	20	225	0	0	0		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	5	0	0	80	20	0	0	0	0	9	0	0	0		
	BIRMINGHAM	AIR EUROPA	C	A	6	0	0	83	0	17	0	0	0	5	0	0	0		
	BIRMINGHAM	AIR EUROPA	C	D	5	0	0	80	0	20	0	0	0	11	0	0	0		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	25	0	0	25	50	0	127	75	12	4		
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	40	20	0	0	40	0	92	50	24	4		
	GATWICK	ASTRAEUS LTD	C	A	9	0	0	0	44	33	22	0	0	51	60	19	5		
	GATWICK	ASTRAEUS LTD	C	D	10	0	0	70	10	10	10	0	0	18	20	27	5		
	MANCHESTER	ASTRAEUS LTD	C	A	10	2	0	40	20	0	10	30	0	87	86	7	7		
	MANCHESTER	ASTRAEUS LTD	C	D	11	0	0	45	0	9	18	27	0	89	100	1	7		
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	39	17	17	6	17	6	99	56	29	18		
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	39	17	17	6	17	6	99	56	30	18		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	6	75	23	4		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	6	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	40	30	10	20	0	0	42	42	29	12		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	63	25	0	13	0	0	21	67	17	12		
	STANSTED	EXCEL AIRWAYS LTD	C	A	3	0	0	0	33	33	33	0	0	43	50	19	4		
	STANSTED	EXCEL AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	17	75	12	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	0	11	11	0	0	18	89	4	9		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	0	22	11	0	0	17	89	10	9		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	61	17	6	0	11	6	84	86	5	22	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	42	37	11	5	0	5	38	73	13	22	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	2	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	4	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	15	75	11	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	9	75	11	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	37	0	0	59	14	19	8	0	0	21	67	56	24	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	40	0	0	63	15	10	13	0	0	22	71	21	24	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	3	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	3	4	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	93	3	0	3	0	0	4	100	1	8	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	87	13	0	0	0	0	8	88	8	8	
	GATWICK	FLYJET LTD	C	A	12	0	0	42	0	17	33	8	0	66	33	64	6	
	GATWICK	FLYJET LTD	C	D	12	0	0	58	0	8	33	0	0	48	67	59	6	
	MANCHESTER	FLYJET LTD	C	A	7	0	0	0	57	29	14	0	0	42	67	8	3	
	MANCHESTER	FLYJET LTD	C	D	7	0	0	43	43	0	14	0	0	23	33	17	3	
	GATWICK	FUTURA AIRLINES	C	A	4	1	0	25	50	0	25	0	0	55	50	12	2	
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	A	11	0	0	55	9	9	27	0	0	28	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	10	0	0	70	10	10	10	0	0	16	0	0	0	
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	50	0	25	25	0	0	50	25	17	4	
	NEWCASTLE	FUTURA AIRLINES	C	D	3	0	0	33	67	0	0	0	0	19	75	13	4	
	GATWICK	GB AIRWAYS LTD	S	A	26	1	0	46	23	19	8	4	0	39	33	52	12	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	35	23	31	4	8	0	45	25	59	12	
	MANCHESTER	GB AIRWAYS LTD	S	A	8	0	0	38	25	0	25	13	0	59	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	9	0	0	44	22	22	0	11	0	44	0	0	0	
	EDINBURGH	IBERWORLD	C	A	5	0	0	80	20	0	0	0	0	5	100	5	4	
	EDINBURGH	IBERWORLD	C	D	5	0	0	60	20	0	20	0	0	19	50	15	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	77	17	7	0	0	0	8	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	83	10	3	3	0	0	11	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	13	75	11	4	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	100	4	4	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	30	20	30	10	0	10	64	60	42	10	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)																		
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	36	36	9	9	0	9	52	38	57	8	
	LUTON	MONARCH AIRLINES	S	A	22	0	0	27	14	32	18	9	0	58	69	15	16	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	27	18	27	23	5	0	51	75	12	16	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	43	30	10	13	3	0	33	80	8	30	
	MANCHESTER	MONARCH AIRLINES	C	A	9	1	0	11	44	22	22	0	0	36	73	11	11	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	11	22	0	0	0	12	50	18	10	
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	43	33	10	10	3	0	31	83	9	30	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	75	16	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	3	50	18	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	3	89	48	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	3	88	58	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	0	20	86	46	41	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	0	0	20	94	33	50	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	92	8	0	0	0	0	3	50	38	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	93	0	7	0	0	0	5	63	35	16	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	1	0	100	0	0	0	0	0	0	88	7	8	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	75	10	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	0	75	7	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	1	75	10	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	8	8	8	8	8	96	81	40	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	64	14	0	14	7	0	36	72	14	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	0	0	14	14	0	54	67	9	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	0	10	0	0	20	38	40	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	20	0	0	55	15	5	20	5	0	39	80	15	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	20	0	0	65	5	5	20	5	0	36	76	13	21	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	0	22	0	0	25	100	0	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	28	100	1	12	
	BIRMINGHAM	THOMSONFLY LTD	C	A	7	0	0	100	0	0	0	0	0	1	88	9	8	
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	6	88	6	8	
	GATWICK	THOMSONFLY LTD	C	A	16	0	0	75	19	6	0	0	0	7	75	10	16	
	GATWICK	THOMSONFLY LTD	C	D	18	0	0	78	11	6	6	0	0	17	75	17	16	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	25	25	25	25	0	0	55	89	5	9	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	40	20	20	0	20	0	52	88	6	8	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	LUTON	THOMSONFLY LTD	C	A	8	0	0	88	13	0	0	0	0	3	75	32	8	
	LUTON	THOMSONFLY LTD	C	D	9	0	0	78	11	11	0	0	0	8	75	40	8	
	MANCHESTER	THOMSONFLY LTD	C	A	13	1	0	62	15	15	8	0	0	20	92	4	12	
	MANCHESTER	THOMSONFLY LTD	C	D	13	1	0	38	31	23	8	0	0	26	92	2	12	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	0	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	4	
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	6	4	
	BIRMINGHAM	VOLAR AIRLINES	C	A	10	0	0	70	0	10	20	0	0	25	89	28	9	
	BIRMINGHAM	VOLAR AIRLINES	C	D	10	0	0	70	0	10	20	0	0	34	63	38	8	
	GLASGOW	VOLAR AIRLINES	C	A	12	0	0	75	8	8	8	0	0	14	67	7	3	
	GLASGOW	VOLAR AIRLINES	C	D	14	0	0	71	14	0	14	0	0	17	50	20	4	
	MANCHESTER	VOLAR AIRLINES	C	A	11	0	0	64	27	9	0	0	0	13	50	18	6	
	MANCHESTER	VOLAR AIRLINES	C	D	10	0	0	70	20	0	10	0	0	16	60	37	5	
	NEWCASTLE	VOLAR AIRLINES	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	
	NEWCASTLE	VOLAR AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1134</b>	<b>10</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>72</b>	<b>20</b>	<b>20</b>	
TETERBORO																		
THIRA (SANTORINI)																		
	BIRMINGHAM	AEGEAN AIRLINES	C	A	4	0	0	25	25	0	50	0	0	61	0	0	0	
	BIRMINGHAM	AEGEAN AIRLINES	C	D	4	0	0	50	0	0	50	0	0	53	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	17	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	25	0	25	0	0	34	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	25	50	0	25	0	0	39	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	27	25	35	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	32	63	53	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	41	100	5	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	42	100	4	4	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	28	25	80	4	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	9	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	75	0	0	0	37	75	14	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
THIRA (SANTORINI)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	52	25	59	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	55	50	55	4
<b>TOTAL THIRA (SANTORINI)</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>30</b>	<b>30</b>
TIREE	GLASGOW	LOGANAIR	S	A	27	0	0	74	4	7	15	0	0	20	76	11	25
	GLASGOW	LOGANAIR	S	D	26	0	0	58	27	0	15	0	0	22	76	12	25
<b>TOTAL TIREE</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>12</b>	<b>12</b>
TIVAT	HEATHROW	JATAIRWAYS	S	A	4	0	0	75	25	0	0	0	0	11	100	3	3
	HEATHROW	JATAIRWAYS	S	D	4	0	0	75	0	0	25	0	0	23	33	20	3
<b>TOTAL TIVAT</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>17</b>	<b>67</b>	<b>11</b>	<b>11</b>
TOBAGO	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	10	88	8	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	67	11	0	22	0	0	35	78	25	9
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	44	22	33	0	0	0	21	25	53	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	33	0	67	0	0	0	30	0	67	5
<b>TOTAL TOBAGO</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>12</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>35</b>	<b>35</b>
TOKYO (NARITA)	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	87	3	10	0	0	0	9	70	10	30
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	0	87	7	3	3	0	0	10	100	6	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	63	17	20	0	0	0	16	80	16	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	45	30	13	12	0	0	25	35	29	60
	HEATHROW	JAPAN AIRLINES	S	A	60	0	0	60	22	17	2	0	0	15	65	14	60
	HEATHROW	JAPAN AIRLINES	S	D	60	0	0	58	28	10	3	0	0	16	70	14	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	3	3	3	0	0	6	72	11	29
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	53	27	10	7	3	0	25	23	43	30
<b>TOTAL TOKYO (NARITA)</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>18</b>	<b>18</b>
TORONTO	GLASGOW	AIR CANADA	S	A	28	0	0	86	11	0	4	0	0	6	73	9	26
	GLASGOW	AIR CANADA	S	D	28	0	0	54	21	11	11	0	4	77	69	17	26
	HEATHROW	AIR CANADA	S	A	150	0	0	73	17	6	3	0	1	13	72	16	150
	HEATHROW	AIR CANADA	S	D	150	0	1	52	25	16	6	0	1	27	33	29	150

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					SEPT 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
TORONTO																		
	MANCHESTER	AIR CANADA	S	A	28	0	0	79	11	4	4	0	4	29	0	0	0	0
	MANCHESTER	AIR CANADA	S	D	28	0	0	57	11	14	14	0	4	42	0	0	0	0
	BIRMINGHAM	AIR INDIA	S	A	13	0	0	100	0	0	0	0	0	2	0	0	0	0
	BIRMINGHAM	AIR INDIA	S	D	13	0	0	54	15	15	15	0	0	31	0	0	0	0
	BIRMINGHAM	AIR TRANSAT	S	A	8	0	0	75	0	13	13	0	0	20	88	5	8	8
	BIRMINGHAM	AIR TRANSAT	S	D	8	0	0	75	0	13	13	0	0	24	63	16	8	8
	EDINBURGH	AIR TRANSAT	S	A	5	0	0	60	0	40	0	0	0	19	50	24	4	4
	EDINBURGH	AIR TRANSAT	S	D	5	0	0	60	20	20	0	0	0	15	75	18	4	4
	GATWICK	AIR TRANSAT	S	A	30	0	0	80	17	3	0	0	0	7	83	12	30	30
	GATWICK	AIR TRANSAT	S	D	30	0	0	77	13	10	0	0	0	10	40	30	30	30
	GLASGOW	AIR TRANSAT	S	A	13	0	0	100	0	0	0	0	0	0	92	2	13	13
	GLASGOW	AIR TRANSAT	S	D	13	0	0	92	8	0	0	0	0	4	85	6	13	13
	MANCHESTER	AIR TRANSAT	S	A	17	0	0	94	0	6	0	0	0	3	83	6	12	12
	MANCHESTER	AIR TRANSAT	S	D	17	0	0	82	6	6	0	6	0	19	75	5	12	12
	NEWCASTLE	AIR TRANSAT	S	A	5	0	0	100	0	0	0	0	0	2	100	0	5	5
	NEWCASTLE	AIR TRANSAT	S	D	5	0	0	80	0	0	0	20	0	41	80	9	5	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	73	0	0	81	8	8	3	0	0	10	78	14	76	76
	HEATHROW	BRITISH AIRWAYS PLC	S	D	73	0	0	45	38	14	1	1	0	22	57	25	77	77
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	12	0	0	83	8	0	8	0	0	12	50	61	12	12
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	23	31	23	23	0	0	40	33	88	12	12
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	88	13	0	0	0	0	4	89	2	9	9
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	56	11	33	0	0	0	18	88	21	8	8
	GATWICK	SKYSERVICE F B O Inc	C	A	11	0	0	82	9	0	0	0	9	108	90	3	10	10
	GATWICK	SKYSERVICE F B O Inc	C	D	11	0	0	36	18	27	18	0	0	32	40	26	10	10
	MANCHESTER	SKYSERVICE F B O Inc	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	SKYSERVICE F B O Inc	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	3	88	7	8	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	2	100	4	8	8
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	A	4	0	0	100	0	0	0	0	0	2	100	0	4	4
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	4	100	3	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	4	0	77	15	8	0	0	0	8	81	7	16	16
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	89	11	0	0	0	0	6	80	8	15	15
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	16	2	1	75	0	19	6	0	0	14	77	16	13	13

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TORONTO																		
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	18	0	0	72	11	6	6	6	0	27	79	14	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	22	0	0	82	0	5	14	0	0	15	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	22	0	0	86	5	5	5	0	0	13	100	0	3	
	GATWICK	ZOOM AIRLINES	S	A	17	0	2	53	12	18	12	0	6	88	100	0	8	
	GATWICK	ZOOM AIRLINES	S	D	11	0	1	55	18	18	9	0	0	20	63	26	8	
	GLASGOW	ZOOM AIRLINES	S	A	8	6	0	75	13	0	0	13	0	34	89	2	9	
	GLASGOW	ZOOM AIRLINES	S	D	9	0	0	44	33	0	22	0	0	33	63	34	8	
	MANCHESTER	ZOOM AIRLINES	S	A	6	0	0	83	0	0	0	17	0	34	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	D	9	0	0	44	0	22	33	0	0	50	0	0	0	
	STANSTED	ZOOM AIRLINES	S	D	5	0	0	40	40	20	0	0	0	20	0	0	0	
<b>TOTAL TORONTO</b>					<b>991</b>	<b>12</b>	<b>5</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>66</b>	<b>20</b>	<b>20</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL	S	A	30	0	0	73	17	0	10	0	0	18	50	17	30	
	MANCHESTER	BMI REGIONAL	S	D	30	0	0	83	7	0	10	0	0	13	87	5	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	60	17	13	9	1	0	20	74	17	86	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	64	16	12	8	0	0	19	80	10	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	58	27	12	3	0	0	16	67	14	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	55	30	8	7	0	0	19	52	17	60	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	A	30	0	0	40	13	30	17	0	0	37	45	27	29	
	BIRMINGHAM	FLYBE.BRITISH EUROPEAN	S	D	30	0	0	70	17	7	7	0	0	18	86	8	29	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>420</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>14</b>	<b>14</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	30	0	0	87	3	7	0	3	0	10	97	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	73	20	0	3	3	0	17	77	10	30	
<b>TOTAL TOURS</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>6</b>	<b>6</b>	
TREVISO																		
	LUTON	RYANAIR	S	A	29	0	1	83	7	3	7	0	0	11	0	0	0	
	LUTON	RYANAIR	S	D	30	0	0	73	17	7	3	0	0	13	0	0	0	
	STANSTED	RYANAIR	S	A	90	1	0	84	9	6	1	0	0	7	94	4	90	
	STANSTED	RYANAIR	S	D	90	0	0	74	14	10	1	0	0	12	77	10	90	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TREVISO																	
<b>TOTAL TREVISO</b>					<b>239</b>	<b>1</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>86</b>	<b>7</b>	<b>7</b>
TRIESTE (RONCHI DEI LEGIO)																	
	STANSTED	RYANAIR	S	A	30	0	0	87	7	7	0	0	0	7	93	3	30
	STANSTED	RYANAIR	S	D	30	0	0	77	13	10	0	0	0	11	77	11	30
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>7</b>
TRIPOLI																	
	GATWICK	AFRIQIYAH AIRWAYS	S	A	17	0	0	35	18	18	29	0	0	45	38	25	8
	GATWICK	AFRIQIYAH AIRWAYS	S	D	17	0	0	18	12	41	29	0	0	56	75	9	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	57	20	23	0	0	0	17	52	20	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	7	3	0	0	15	57	18	21
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	12	0	0	42	25	17	17	0	0	27	78	12	9
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	12	0	0	33	25	17	25	0	0	34	78	9	9
<b>TOTAL TRIPOLI</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>17</b>	<b>17</b>
TRONDHEIM (VAERNES)																	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	95	5	0	0	0	0	2	0	0	0
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	86	9	5	0	0	0	6	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>14</b>
TUNIS																	
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	41	35	18	6	0	0	22	56	16	16
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	24	47	24	6	0	0	26	41	19	17
	HEATHROW	TUNISAIR	S	A	17	0	0	18	35	24	24	0	0	43	44	32	16
	HEATHROW	TUNISAIR	S	D	17	0	0	12	24	18	41	6	0	64	13	40	16
<b>TOTAL TUNIS</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>35</b>	<b>20</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>27</b>	<b>27</b>
TURIN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	67	7	17	10	0	0	20	63	19	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	20	20	13	0	0	25	60	18	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	86	14	0	0	0	0	7	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	79	21	0	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	93	0	7	0	0	0	4	97	3	30
	STANSTED	RYANAIR	S	D	30	0	0	70	20	10	0	0	0	12	73	9	30
<b>TOTAL TURIN</b>					<b>184</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>12</b>	<b>12</b>



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
VAGAR																			
	STANSTED	ATLANTIC AIRWAYS		S A	7	0	1	57	29	0	0	14	0	39	0	0	0		
	STANSTED	ATLANTIC AIRWAYS		S D	8	0	0	38	38	0	0	25	0	66	0	0	0		
<b>TOTAL VAGAR</b>					<b>17</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>		
VALENCIA																			
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)		S A	30	0	0	33	33	20	13	0	0	35	0	0	0		
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)		S D	30	0	0	83	3	3	10	0	0	16	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	60	17	17	7	0	0	19	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	70	7	17	7	0	0	20	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	32	0	0	94	0	3	3	0	0	7	0	0	0		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	32	0	0	88	13	0	0	0	0	6	0	0	0		
	GATWICK	GB AIRWAYS LTD		S A	30	0	0	40	20	13	17	10	0	52	63	19	30		
	GATWICK	GB AIRWAYS LTD		S D	30	0	0	57	17	10	13	3	0	40	73	18	30		
	HEATHROW	IBERIA		S A	30	0	0	70	13	13	3	0	0	14	63	19	30		
	HEATHROW	IBERIA		S D	30	0	0	67	20	10	3	0	0	14	67	17	30		
	STANSTED	RYANAIR		S A	60	0	0	63	22	10	5	0	0	18	0	0	0		
	STANSTED	RYANAIR		S D	60	0	0	47	38	10	5	0	0	22	0	0	0		
<b>TOTAL VALENCIA</b>					<b>428</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>18</b>	<b>18</b>		
VALLADOLID																			
	STANSTED	RYANAIR		S A	30	0	0	90	10	0	0	0	0	3	97	4	30		
	STANSTED	RYANAIR		S D	30	0	0	83	10	7	0	0	0	9	74	13	31		
<b>TOTAL VALLADOLID</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>8</b>		
VANCOUVER																			
	HEATHROW	AIR CANADA		S A	87	0	1	83	8	7	2	0	0	8	81	11	90		
	HEATHROW	AIR CANADA		S D	85	0	0	73	21	4	2	0	0	12	63	14	90		
	GATWICK	AIR TRANSAT		S A	15	0	0	80	7	7	0	7	0	18	73	10	11		
	GATWICK	AIR TRANSAT		S D	15	0	0	60	20	13	0	7	0	23	45	30	11		
	GLASGOW	AIR TRANSAT		S A	7	0	0	100	0	0	0	0	0	0	100	2	7		
	GLASGOW	AIR TRANSAT		S D	7	0	0	71	29	0	0	0	0	6	86	5	7		
	MANCHESTER	AIR TRANSAT		S A	8	0	0	50	25	0	13	0	13	78	83	5	6		
	MANCHESTER	AIR TRANSAT		S D	8	0	0	63	13	0	13	0	13	77	100	1	6		
	HEATHROW	BRITISH AIRWAYS PLC		S A	42	0	0	67	17	10	5	2	0	20	83	9	30		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	0	45	24	14	12	5	0	36	30	37	30
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	13	38	0	0	0	25	0	80	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	50	25	25	0	0	0	18	75	14	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	33	11	0	0	36	33	57	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	44	22	22	11	0	0	24	33	29	3
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	67	22	0	11	0	0	12	80	11	10
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	20	40	0	30	10	0	68	27	30	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	8	0	0	50	13	13	13	13	0	43	80	5	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	67	0	0	22	11	0	60	67	28	6
	STANSTED	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	0	50	25	25	0	93	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	S	D	3	0	1	67	33	0	0	0	0	11	0	0	0
	GATWICK	ZOOM AIRLINES	S	A	9	0	3	67	11	0	11	11	0	38	100	2	4
	GATWICK	ZOOM AIRLINES	S	D	13	0	5	54	38	0	8	0	0	20	100	11	4
	GLASGOW	ZOOM AIRLINES	S	A	8	0	0	88	0	0	13	0	0	19	80	45	5
	GLASGOW	ZOOM AIRLINES	S	D	8	4	0	75	0	13	0	13	0	48	67	23	6
	MANCHESTER	ZOOM AIRLINES	S	A	9	0	0	78	0	0	22	0	0	26	0	0	0
	MANCHESTER	ZOOM AIRLINES	S	D	9	0	0	56	22	0	11	11	0	41	0	0	0
	STANSTED	ZOOM AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	50	15	2
<b>TOTAL VANCOUVER</b>					<b>454</b>	<b>4</b>	<b>10</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>17</b>	<b>17</b>
VARADERO	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	17	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	22	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	5
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	5	5
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	41	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	36	0	0	0
<b>TOTAL VARADERO</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>35</b>	<b>35</b>
VARNA	BIRMINGHAM	BH AIR	C	A	4	0	0	75	0	0	0	25	0	59	100	0	4
	BIRMINGHAM	BH AIR	C	D	4	0	0	50	25	0	0	25	0	68	100	8	4
	GATWICK	BH AIR	C	A	6	0	0	67	17	17	0	0	0	15	100	1	4

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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	
VARNA																			
	GATWICK	BH AIR	C	D	5	0	0	80	0	20	0	0	0	13	100	3	4		
	GLASGOW	BH AIR	C	A	4	0	0	100	0	0	0	0	0	2	100	8	4		
	GLASGOW	BH AIR	C	D	4	0	0	75	25	0	0	0	0	11	0	24	4		
	MANCHESTER	BH AIR	C	A	13	0	0	15	23	38	8	15	0	77	56	17	9		
	MANCHESTER	BH AIR	C	D	13	0	0	23	23	23	15	15	0	72	50	19	8		
	NEWCASTLE	BH AIR	C	A	5	0	0	60	20	0	0	0	20	115	100	0	4		
	NEWCASTLE	BH AIR	C	D	5	0	0	60	20	0	0	0	20	114	100	0	4		
	GATWICK	BULGARIA AIR	S	A	13	0	0	85	0	15	0	0	0	9	100	1	8		
	GATWICK	BULGARIA AIR	S	D	13	0	0	77	8	8	8	0	0	13	88	8	8		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	33	0	11	0	0	19	50	22	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	44	33	22	0	0	0	20	40	19	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	50	36	7	7	0	0	18	89	4	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	86	0	14	0	0	0	6	100	0	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	20	20	60	0	0	0	34	40	19	5		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	6	4		
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	0	0	0	20	0	50	80	8	5		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4		
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	80	0	0	0	20	0	38	0	0	0		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0		
<b>TOTAL VARNA</b>					<b>172</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>32</b>	<b>78</b>	<b>10</b>	<b>10</b>		
VASTERAS																			
	LUTON	RYANAIR	S	A	54	0	1	91	6	2	2	0	0	5	0	0	0		
	LUTON	RYANAIR	S	D	54	0	1	89	4	6	2	0	0	7	0	0	0		
<b>TOTAL VASTERAS</b>					<b>108</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>8</b>		
VENICE																			
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	16	100	5	4		
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	2	100	4	3		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	40	30	23	7	0	0	26	10	49	30		
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	47	37	17	0	0	0	18	23	37	30		
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	8	100	5	4		
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	0	100	4	3		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
VENICE	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	70	10	7	13	0	0	19	37	38	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	30	0	0	70	17	10	3	0	0	12	67	17	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	1	0	46	19	27	8	1	0	30	64	15	94
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	48	18	24	9	1	0	29	54	19	94
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	A	30	0	0	63	13	10	10	3	0	28	0	0	0
	MANCHESTER	CHANNEL EXPRESS (INCORP: JET 2)	S	D	30	0	0	70	10	7	13	0	0	25	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	58	22	8	12	0	0	21	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	72	17	5	7	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	50	25	0	0	41	75	37	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	11	100	0	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	0	25	0	0	25	149	25	40	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	0	25	127	33	28	3
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	1	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	3
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	60	0	20	20	0	0	40	75	6	4
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	39	100	0	3
<b>TOTAL VENICE</b>					<b>528</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>21</b>	<b>21</b>
VERONA VILLAFRANCA	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	25	50	0	25	0	0	50	0	100	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	50	50	0	0	0	0	14	0	83	4
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	8	0	0	25	13	63	0	0	0	33	25	33	8
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	7	0	0	14	29	57	0	0	0	31	43	26	7
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	77	12	8	3	0	0	11	57	20	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	47	23	22	8	0	0	23	50	19	60
	STANSTED	EUROPEAN AIR CHARTER	C	A	3	1	0	67	0	0	33	0	0	34	50	96	4
	STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	33	33	0	33	0	0	49	100	9	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	60	19	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	80	13	5
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	35	0	0	0

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	
VERONA VILAFRANCA																			
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	0	0	33	0	73	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	38	0	0	0	0	10	67	59	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	29	0	0	0	0	9	63	72	8		
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	60	9	5		
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	12	80	13	5		
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	63	13	0	13	0	13	68	67	12	9		
	BIRMINGHAM	THOMSONFLY LTD	C	D	6	0	0	83	0	0	17	0	0	24	88	7	8		
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	50	0	38	0	13	0	55	78	15	9		
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	63	25	0	0	13	0	45	89	8	9		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	21	80	10	5		
	GLASGOW	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	9	100	1	5		
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	38	13	38	13	0	0	36	44	24	9		
	MANCHESTER	THOMSONFLY LTD	C	D	7	1	0	71	14	0	14	0	0	22	78	14	9		
<b>TOTAL VERONA VILAFRANCA</b>					<b>243</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>25</b>	<b>25</b>		
VIENNA																			
	HEATHROW	AUSTRIAN AIRLINES	S	A	144	0	0	70	18	10	1	0	0	12	48	23	145		
	HEATHROW	AUSTRIAN AIRLINES	S	D	144	0	0	57	28	13	1	0	0	17	45	27	145		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	25	0	0	92	0	8	0	0	0	4	84	7	25		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	26	0	0	88	8	4	0	0	0	4	88	6	26		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	48	31	17	3	0	0	19	40	26	30		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	29	0	0	72	21	0	7	0	0	14	50	18	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	74	14	4	8	0	0	13	65	16	120		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	60	20	11	9	0	0	20	78	12	120		
	STANSTED	NIKI	S	A	36	0	0	58	28	11	0	3	0	23	0	0	0		
	STANSTED	NIKI	S	D	36	0	0	64	17	14	3	3	0	22	0	0	0		
<b>TOTAL VIENNA</b>					<b>711</b>	<b>4</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>19</b>	<b>19</b>		
VILNIUS																			
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	30	0	0	93	7	0	0	0	0	4	0	0	0		
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	30	0	0	97	0	3	0	0	0	4	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	90	10	0	0	0	0	4	0	0	0		

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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)												
VILNIUS																		
	GATWICK	BRITISH AIRWAYS PLC		S D	21	0	0	57	33	10	0	0	0	14	0	0	0	
	GATWICK	LITHUANIAN AIRLINES		S A	51	0	0	88	8	4	0	0	0	6	71	12	52	
	GATWICK	LITHUANIAN AIRLINES		S D	51	0	0	84	16	0	0	0	0	6	90	7	52	
<b>TOTAL VILNIUS</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>9</b>	<b>9</b>	
VOLOS																		
	GATWICK	ASTRAEUS LTD		C A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	5	0	0	0	20	40	20	20	0	82	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	2	0	0	0	0	0	100	0	0	86	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	1	60	279	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	9	100	6	5	
<b>TOTAL VOLOS</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>57</b>	<b>57</b>	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	76	14	4	4	1	0	15	53	22	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	62	22	11	4	0	0	18	60	19	89
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	90	6	4	0	0	0	4	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	65	23	12	0	0	0	15	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	A	26	0	0	62	15	15	8	0	0	21	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	26	0	0	42	8	35	15	0	0	33	0	0	0
	HEATHROW	LOT-POLISH AIRLINES	S	A	90	0	0	59	21	12	8	0	0	19	48	23	88
	HEATHROW	LOT-POLISH AIRLINES	S	D	90	0	0	71	17	10	2	0	0	13	66	17	88
	MANCHESTER	LOT-POLISH AIRLINES	S	A	26	0	0	69	15	0	15	0	0	19	73	14	26
	MANCHESTER	LOT-POLISH AIRLINES	S	D	26	0	0	88	0	8	4	0	0	10	88	5	26
	STANSTED	SKY EUROPE	S	A	26	0	0	69	8	19	4	0	0	15	63	14	30
	STANSTED	SKY EUROPE	S	D	26	0	0	62	23	8	8	0	0	19	37	25	30
	LUTON	WIZZ AIR	S	A	38	2	0	87	8	5	0	0	0	5	80	16	60
	LUTON	WIZZ AIR	S	D	37	2	0	59	22	16	3	0	0	16	35	28	60
<b>TOTAL WARSAW</b>					<b>695</b>	<b>9</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>19</b>	<b>19</b>
WASHINGTON (DULLES)	MANCHESTER	BMI BRITISH MIDLAND	S	A	26	0	0	77	4	0	15	0	4	31	64	20	25
	MANCHESTER	BMI BRITISH MIDLAND	S	D	25	1	1	72	4	12	8	0	4	33	88	7	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	88	10	2	0	0	0	3	82	21	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	60	23	12	2	2	0	22	61	14	90
	HEATHROW	UNITED AIRLINES	S	A	120	0	0	88	8	3	1	0	0	6	56	24	117
	HEATHROW	UNITED AIRLINES	S	D	120	1	0	73	21	5	1	0	0	10	75	13	117
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	77	13	3	3	3	0	18	55	20	42
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	20	7	3	0	0	16	38	28	42
<b>TOTAL WASHINGTON (DULLES)</b>					<b>531</b>	<b>3</b>	<b>1</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>18</b>	<b>18</b>
WATERFORD	LUTON	AER ARRAN	S	A	60	0	0	77	13	3	7	0	0	11	85	16	60
	LUTON	AER ARRAN	S	D	58	0	2	74	12	10	3	0	0	13	75	20	60
	MANCHESTER	AER ARRAN	S	A	12	0	0	58	25	8	8	0	0	16	62	19	13
	MANCHESTER	AER ARRAN	S	D	12	0	1	75	17	8	0	0	0	11	77	9	13
<b>TOTAL WATERFORD</b>					<b>142</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>17</b>	<b>17</b>
WHITE PLAINS																	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2004				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
WICK																		
WINDHOEK																		
	GATWICK	AIR NAMIBIA	S	A	13	0	0	23	0	62	15	0	0	42	0	0	0	0
	GATWICK	AIR NAMIBIA	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0	0
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WROCLAW																		
	STANSTED	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	7	0	0	0	0
<b>TOTAL WROCLAW</b>					<b>60</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>



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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 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	
ZADAR																			
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	25	25	0	0	0	21	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	17	50	11	4		
<b>TOTAL ZADAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>11</b>	<b>11</b>		
ZAGREB																			
	HEATHROW	CROATIA AIRLINES	S	A	34	0	0	76	12	6	6	0	0	12	69	22	35		
	HEATHROW	CROATIA AIRLINES	S	D	34	0	0	59	21	15	6	0	0	18	54	27	35		
<b>TOTAL ZAGREB</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>24</b>	<b>24</b>		
ZAKINTHOS																			
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	0	0	50	25	25	0	101	50	10	4		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	4	50	17	4		
	MANCHESTER	ALEXANDAIR	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0		
	MANCHESTER	ALEXANDAIR	C	D	3	0	0	0	33	33	33	0	0	39	0	0	0		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	13	88	11	8		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	2	8		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	29	20	39	5		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	10	80	14	5		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	5	0	0	0	20	20	0	40	20	221	0	0	0		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	20	0	20	20	20	20	173	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	0	0	11	0	31	13	23	8		
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	78	11	0	0	11	0	32	63	14	8		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4		
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	50	13	13	13	13	0	44	88	4	8		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	63	13	0	13	13	0	41	88	4	8		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	8	0	0	75	13	0	13	0	0	15	100	1	4		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	5	100	2	4		
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	16	100	1	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	93	7	0	0	0	0	3	82	9	17		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	79	7	14	0	0	0	12	50	21	16		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	5	4		

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 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																			
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	2	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	20	50	22	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	14	50	15	8		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	50	11	4		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	25	17	4		
	MANCHESTER	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	FLYJET LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	0	60	0	0	0	28	50	17	4		
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	14	80	5	5		
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	25	60	19	5		
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	5	60	19	5		
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	73	0	0	20	7	0	37	77	26	13		
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	0	8	15	8	0	37	54	26	13		
	LUTON	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	47	20	31	5		
	LUTON	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	15	75	13	4		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	18	77	65	13		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	24	62	17	13		
	STANSTED	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	12	0	0	0		
	STANSTED	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	4	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	60	10	5		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	78	7	9		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	6	44	18	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	94	6	0	0	0	0	3	68	29	19		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	18	0	0	89	0	11	0	0	0	6	68	31	19		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	100	0	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	75	10	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	16	80	11	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	67	19	0	14	0	0	23	63	12	19		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	20	0	0	45	20	30	0	0	5	38	55	19	20		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	50	13	0	0	0	19	50	18	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	0	11	0	52	67	15	9		

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZAKINTHOS	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	19	0	0	68	11	5	5	5	5	75	82	12	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	0	6	11	0	6	63	94	5	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	63	75	28	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	25	0	77	25	18	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	130	75	18	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	28	25	15	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	1	4
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	67	33	0	0	0	0	7	75	6	8
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	89	0	11	0	0	0	11	75	10	8
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	89	0	0	0	11	0	23	100	2	8
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	1	8
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
<b>TOTAL ZAKINTHOS</b>					<b>502</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>26</b>	<b>71</b>	<b>15</b>	<b>15</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	30	0	0	87	10	0	3	0	0	6	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	93	0	3	3	0	0	7	0	0	0
<b>TOTAL ZARAGOZA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	14	0	0	43	14	21	21	0	0	34	69	16	52
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	14	0	0	57	14	7	21	0	0	27	81	10	52
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	59	17	15	8	0	0	20	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	61	19	15	5	0	0	18	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	79	11	7	3	0	0	11	56	20	172
	HEATHROW	BRITISH AIRWAYS PLC	S	D	173	0	0	71	16	8	5	0	0	15	66	18	172
	LUTON	HELVETIC AIRWAYS	S	A	32	0	0	75	16	6	3	0	0	14	0	0	0
	LUTON	HELVETIC AIRWAYS	S	D	32	0	0	66	22	6	6	0	0	16	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	81	0	1	85	11	4	0	0	0	8	75	12	81
	BIRMINGHAM	SWISS AIRLINES	S	D	81	0	1	65	23	10	1	0	0	15	48	20	81

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ZURICH																		
	HEATHROW	SWISS AIRLINES	S	A	180	0	0	73	18	7	2	0	0	11	57	15	210	
	HEATHROW	SWISS AIRLINES	S	D	180	0	0	75	11	10	4	0	0	13	58	16	210	
	LONDON CITY	SWISS AIRLINES	S	A	135	2	4	87	10	3	0	0	0	5	78	10	104	
	LONDON CITY	SWISS AIRLINES	S	D	136	0	4	67	21	10	1	0	0	15	40	20	104	
	MANCHESTER	SWISS AIRLINES	S	A	86	0	0	81	10	8	0	0	0	8	52	17	60	
	MANCHESTER	SWISS AIRLINES	S	D	86	0	0	64	24	7	5	0	0	15	93	4	60	
<b>TOTAL ZURICH</b>					<b>1521</b>	<b>6</b>	<b>12</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>16</b>	<b>16</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1738	7	0	69	11	9	8	1	1	24	75	21	1833
SCHEDULED FLIGHTS(ALL ROUTES)	8870	24	100	77	11	7	5	1	0	14	79	12	7918
AIRPORT TOTAL	10608	31	100	75	11	7	5	1	0	16	78	13	9751

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	259	18	0	63	18	12	7	1	0	22	68	17	285
SCHEDULED FLIGHTS(ALL ROUTES)	9338	27	78	74	13	8	4	0	0	14	67	17	8505
AIRPORT TOTAL	9597	45	78	74	14	9	4	0	0	14	67	17	8790

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	5431	70	0	61	15	12	9	2	1	31	63	30	5654
SCHEDULED FLIGHTS(ALL ROUTES)	17808	22	99	62	18	12	7	1	0	21	70	15	16810
AIRPORT TOTAL	23239	92	99	62	18	12	7	1	0	23	69	19	22464

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1184	15	0	68	13	9	7	2	1	24	62	29	1269
SCHEDULED FLIGHTS(ALL ROUTES)	7617	28	37	78	11	6	5	0	0	13	74	14	7139
AIRPORT TOTAL	8801	43	37	76	11	7	5	1	0	15	72	16	8408



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	52	9	0	48	21	23	8	0	0	21	38	31	91
SCHEDULED FLIGHTS(ALL ROUTES)	39605	21	43	67	18	11	5	0	0	16	63	19	38914
AIRPORT TOTAL	39657	30	43	66	18	11	5	0	0	16	63	19	39005

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	5314	16	85	73	15	7	4	0	0	14	83	9	4626
AIRPORT TOTAL	5314	23	85	73	15	7	4	0	0	14	83	9	4626

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	507	123	0	76	12	7	3	1	0	13	75	14	587
SCHEDULED FLIGHTS(ALL ROUTES)	5904	17	33	72	14	9	4	0	0	14	76	13	5174
AIRPORT TOTAL	6411	140	33	73	14	9	4	0	0	14	76	13	5761

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	5152	85	0	62	11	10	12	3	2	38	64	29	5126
SCHEDULED FLIGHTS(ALL ROUTES)	15041	31	85	75	11	7	6	1	0	15	77	13	14301
AIRPORT TOTAL	20193	116	85	72	11	8	8	1	0	21	74	17	19427

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1066	13	0	74	9	6	8	2	1	23	77	17	1148
SCHEDULED FLIGHTS(ALL ROUTES)	3929	14	6	75	13	8	3	1	0	14	79	11	3379
AIRPORT TOTAL	4995	27	6	75	12	8	5	1	0	16	79	12	4527

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2005

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	701	34	0	68	12	10	7	1	1	22	74	16	801
SCHEDULED FLIGHTS(ALL ROUTES)	14050	45	68	79	12	6	3	0	0	11	79	11	13789
AIRPORT TOTAL	14751	79	68	79	12	6	3	0	0	12	78	12	14590