

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**October 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.

## Contents

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

## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

Civil Aviation Authority  
Room K4 G3  
Aviation Data Unit  
CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
or 020-7453-6252

or email [aduoutput@caaerg.org.uk](mailto:aduoutput@caaerg.org.uk)

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

Tel: 020-7453-6258  
or 020-7453-6252

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 OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
VIENNA	BRITISH AIRWAYS CITIEXPRESS L	S	48	0	0	94	2	4	0	0	0	4	85	7	52
<b>TOTAL VIENNA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>7</b>	<b>52</b>
<b>TOTAL AUSTRIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>108</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	235	1	10	86	7	4	2	0	0	8	91	4	241
<b>TOTAL BRUSSELS</b>			<b>235</b>	<b>1</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>241</b>
<b>TOTAL BELGIUM</b>			<b>235</b>	<b>1</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>241</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	3	0	0	100	0	0	0	0	0	0	0	23	1
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	15	0	0	0
<b>TOTAL BURGAS</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>9</b>	<b>0</b>	<b>23</b>	<b>1</b>
VARNA	BH AIR	C	3	0	0	100	0	0	0	0	0	0	100	14	1
<b>TOTAL VARNNA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>14</b>	<b>1</b>
<b>TOTAL BULGARIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>19</b>	<b>2</b>
<b>CANADA</b>															
TORONTO	AIR INDIA	S	27	0	0	70	15	7	7	0	0	15	0	0	0
	AIR TRANSAT	S	18	0	0	100	0	0	0	0	0	0	25	40	16
	THOMAS COOK AIRLINES LTD	S	11	0	0	82	9	0	9	0	0	14	60	82	20
<b>TOTAL TORONTO</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>45</b>	<b>61</b>	<b>38</b>
<b>TOTAL CANADA</b>			<b>56</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>45</b>	<b>61</b>	<b>38</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	C	5	0	0	100	0	0	0	0	0	1	80	6	5
<b>TOTAL DUBROVNIK</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>1</b>	<b>80</b>	<b>6</b>	<b>5</b>
SPLIT	FLYBE LTD	C	5	0	0	60	0	20	20	0	0	28	100	5	6
<b>TOTAL SPLIT</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>5</b>	<b>6</b>
<b>TOTAL CROATIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>6</b>	<b>11</b>
<b>CYPRUS</b>															
LARNACA	AIR MALTA	C	8	0	0	100	0	0	0	0	0	2	75	20	12
	CYPRUS AIRWAYS	S	16	0	0	25	25	6	38	6	0	63	67	24	18
	EUROCYPRIA AIRLINES LTD	C	10	0	0	10	40	10	20	0	20	203	55	87	11
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	55	27	9	9	0	0	25	100	5	9
	HELIOS AIRWAYS LTD	S	18	0	0	61	11	17	6	0	6	65	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	0	33	43	32	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	12	75	7	8
	THOMSONFLY LTD	C	9	0	0	44	11	22	22	0	0	38	86	3	7
<b>TOTAL LARNACA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>9</b>	<b>17</b>	<b>1</b>	<b>3</b>	<b>59</b>	<b>71</b>	<b>27</b>	<b>72</b>
PAPHOS	AIR MALTA	C	8	2	0	63	0	13	25	0	0	32	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	63	0	25	13	0	0	20	50	33	8
	MONARCH AIRLINES	C	18	0	0	44	11	22	22	0	0	34	75	12	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	1	44	46	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	16	89	4	9
	THOMSONFLY LTD	C	17	0	0	47	35	6	12	0	0	24	78	13	18
<b>TOTAL PAPHOS</b>			<b>68</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>52</b>
<b>TOTAL CYPRUS</b>			<b>156</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>11</b>	<b>16</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>70</b>	<b>24</b>	<b>124</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	62	0	0	74	10	8	8	0	0	14	0	0	0
	CSA	S	94	0	4	76	17	4	3	0	0	12	74	11	88
<b>TOTAL PRAGUE</b>			<b>156</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>11</b>	<b>88</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>156</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>11</b>	<b>88</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	44	0	8	57	20	20	2	0	0	18	0	0	0
<b>TOTAL BILLUND</b>			<b>44</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	SAS	S	110	0	0	75	14	7	4	0	0	12	81	9	161
<b>TOTAL COPENHAGEN</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>161</b>
<b>TOTAL DENMARK</b>			<b>154</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>161</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSONFLY LTD	C	7	0	0	86	0	0	0	0	14	57	100	3	8
<b>TOTAL PUERTO PLATA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>83</b>	<b>9</b>	<b>12</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>83</b>	<b>9</b>	<b>12</b>
<b>EGYPT</b>															
LUXOR	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	11	0	0	0
<b>TOTAL LUXOR</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	AIR MALTA	C	7	0	0	57	14	0	29	0	0	31	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	13	13	0	0	17	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>6</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>13</b>	<b>17</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	45	0	0	84	9	4	2	0	0	9	76	11	46
<b>TOTAL HELSINKI</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>46</b>
<b>TOTAL FINLAND</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>46</b>
<b>FRANCE</b>															
BASTIA	FLYBE LTD	C	2	0	0	50	50	0	0	0	0	21	100	3	2
<b>TOTAL BASTIA</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>21</b>	<b>100</b>	<b>3</b>	<b>2</b>
BERGERAC	FLYBE LTD	S	36	0	0	53	19	22	6	0	0	18	0	0	0
<b>TOTAL BERGERAC</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	BMIBABY LTD	S	56	0	2	89	9	2	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BORDEAUX			56	1	2	89	9	2	0	0	0	4	0	0	0
BREST	FLYBE LTD	S	26	0	0	77	12	12	0	0	0	8	0	0	0
TOTAL BREST			26	0	0	77	12	12	0	0	0	8	0	0	0
LA ROCHELLE	FLYBE LTD	S	32	0	0	91	3	3	3	0	0	7	0	0	0
TOTAL LA ROCHELLE			32	0	0	91	3	3	3	0	0	7	0	0	0
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	100	0	0	82	4	8	6	0	0	13	86	6	99
TOTAL LYON			100	0	0	82	4	8	6	0	0	13	86	6	99
NICE	BMIBABY LTD	S	62	0	0	60	21	10	6	3	0	24	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	10	0	0	90	0	10	0	0	0	6	100	1	10
TOTAL NICE			72	0	0	64	18	10	6	3	0	21	100	1	10
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	267	1	0	81	9	6	4	0	0	10	85	10	227
	CITY JET	S	331	0	0	83	3	7	6	1	0	13	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			598	1	0	82	6	7	5	0	0	12	84	10	527
PERPIGNAN	FLYBE LTD	S	23	0	1	70	26	4	0	0	0	9	73	18	56
TOTAL PERPIGNAN			23	0	1	70	26	4	0	0	0	9	73	18	56
TOULOUSE (BLAGNAC)	FLYBE LTD	S	51	0	1	67	12	12	10	0	0	18	61	17	62
TOTAL TOULOUSE (BLAGNAC)			51	0	1	67	12	12	10	0	0	18	61	17	62
TOTAL FRANCE			996	4	4	79	8	8	5	0	0	12	82	11	758
GERMANY															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	52	0	0	98	2	0	0	0	0	4	0	0	0
TOTAL COLOGNE (BONN)			52	0	0	98	2	0	0	0	0	4	75	15	4
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	202	0	0	83	5	8	4	0	0	10	90	5	208
	EUROWINGS LUFTVERKEHRS	S	140	0	0	84	2	9	6	0	0	12	77	13	140
TOTAL DUSSELDORF			342	0	0	83	4	8	5	0	0	10	85	8	348
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	246	2	0	82	7	5	6	0	0	11	84	11	237
	LUFTHANSA	S	222	1	0	81	9	9	2	0	0	10	79	10	186
TOTAL FRANKFURT MAIN			468	3	0	82	8	7	4	0	0	10	82	11	423
HAMBURG	BRITISH AIRWAYS CITIEXPRESS L	S	91	0	0	87	4	5	3	0	0	7	90	11	90
TOTAL HAMBURG			91	0	0	87	4	5	3	0	0	7	90	11	90
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	85	8	3	3	0	0	7	89	9	61
TOTAL HANOVER			62	0	0	85	8	3	3	0	0	7	89	9	61
MUNICH	LUFTHANSA CITY LINE	S	174	0	0	75	16	6	3	0	0	11	85	8	59
TOTAL MUNICH			174	0	0	75	16	6	3	0	0	11	87	6	174
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	8	0	0	75	25	0	0	0	0	7	90	3	10
TOTAL MUNSTER-OSNABRUCK			8	0	0	75	25	0	0	0	0	7	90	3	10
PADERBORN	EUROPEAN AIR CHARTER	C	10	0	0	100	0	0	0	0	0	2	60	75	10
TOTAL PADERBORN			10	0	0	100	0	0	0	0	0	2	60	75	10
STUTTGART	BRITISH AIRWAYS CITIEXPRESS L	S	144	0	0	87	7	3	3	0	0	7	58	19	143

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 STUTTGART			144	0	0	87	7	3	3	0	0	7	58	19	143
TOTAL GERMANY			1351	3	0	83	7	6	4	0	0	9	81	11	1263
GREECE															
CHANIA	AEGEAN AIRLINES	C	3	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL CHANIA			3	0	0	100	0	0	0	0	0	2	14	39	7
CORFU	AIR MALTA	C	4	0	0	75	0	25	0	0	0	13	100	0	1
	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	57	29	14	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	12	0	0	100	0	0	0	0	0	1	100	0	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	6	100	0	7
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	1	100	1	11
TOTAL CORFU			42	0	0	86	10	5	0	0	0	5	94	5	34
HERAKLION	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	9
	MONARCH AIRLINES	C	13	0	0	100	0	0	0	0	0	2	81	6	16
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	29	0	0	0	11	40	23	10
	THOMSONFLY LTD	C	8	0	0	88	0	0	0	0	13	84	57	14	7
TOTAL HERAKLION			37	1	0	92	0	5	0	0	3	21	70	12	43
KALAMATA	EXCEL AIRWAYS LTD	C	9	0	0	44	33	22	0	0	0	21	0	0	0
TOTAL KALAMATA			9	0	0	44	33	22	0	0	0	21	80	9	5
KEFALLINIA	BMI BRITISH MIDLAND	C	5	3	0	20	40	20	20	0	0	40	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	100	1	5
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	2	57	74	7
TOTAL KEFALLINIA			18	3	0	78	11	6	6	0	0	12	88	22	24
KOS	BMI BRITISH MIDLAND	C	8	0	0	38	38	13	13	0	0	28	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	1	50	26	8
	THOMSONFLY LTD	C	9	0	0	67	11	22	0	0	0	11	100	0	9
TOTAL KOS			32	0	0	75	13	9	3	0	0	10	80	10	30
RHODES	AIR MALTA	C	4	0	0	50	25	25	0	0	0	13	71	45	7
	BMI BRITISH MIDLAND	C	9	0	0	89	11	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	29	0	0	27	67	15	6
	THOMAS COOK AIRLINES LTD	C	6	1	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	8	1	0	50	25	13	0	0	13	114	100	4	7
TOTAL RHODES			35	2	0	71	11	6	9	0	3	36	88	12	40
SALONIKA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	67	18	3
TOTAL SALONIKA			3	0	0	100	0	0	0	0	0	0	83	10	6
SKIATHOS	AIR MALTA	C	2	0	0	50	50	0	0	0	0	18	50	20	4
TOTAL SKIATHOS			2	0	0	50	50	0	0	0	0	18	50	20	4
THIRA (SANTORINI)	AEGEAN AIRLINES	C	2	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL THIRA (SANTORINI)			2	0	0	100	0	0	0	0	0	5	0	0	0
ZAKINTHOS	AIR MALTA	C	4	0	0	50	0	0	50	0	0	65	50	62	4
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZAKINTHOS	EUROPEAN AIR CHARTER	C	7	0	0	71	14	14	0	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	0	14	0	0	8	100	0	7	
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	17	75	7	4	
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	0	14	0	15	100	1	7	
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	1	89	2	9	
<b>TOTAL ZAKINTHOS</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>9</b>	<b>39</b>	
<b>TOTAL GREECE</b>			<b>228</b>	<b>6</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>12</b>	<b>233</b>	
<b>INDIA</b>															
DELHI	AIR INDIA	S	27	0	0	41	26	30	4	0	25	0	0	0	
<b>TOTAL DELHI</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL INDIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>22</b>	<b>40</b>	<b>9</b>	
<b>IRAN</b>															
TEHRAN	MAHAN AIR	S	18	0	8	56	11	11	22	0	23	50	16	20	
<b>TOTAL TEHRAN</b>			<b>18</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>16</b>	<b>20</b>	
<b>TOTAL IRAN</b>			<b>18</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>16</b>	<b>20</b>	
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	62	0	0	82	13	3	0	2	13	0	0	0	
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>55</b>	<b>30</b>	<b>62</b>	
CORK	AER ARRAN	S	114	0	0	91	4	2	3	1	8	81	19	111	
	BMIBABY LTD	S	62	0	0	50	6	3	34	6	52	0	0	0	
<b>TOTAL CORK</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>2</b>	<b>14</b>	<b>3</b>	<b>24</b>	<b>81</b>	<b>19</b>	<b>111</b>	
DUBLIN	AER LINGUS	S	204	0	0	79	13	8	0	0	10	81	9	210	
	RYANAIR	S	152	0	0	88	5	7	1	0	7	83	8	160	
<b>TOTAL DUBLIN</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>13</b>	<b>480</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>594</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>754</b>	
<b>ITALY</b>															
BERGAMO	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	6	100	0	1	
<b>TOTAL BERGAMO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>5</b>	
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	9	50	10	2	
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>10</b>	<b>2</b>	
CATANIA (FONTANAROSSA)	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	19	0	0	0	
<b>TOTAL CATANIA (FONTANAROSSA)</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>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MILAN (MALPENSA)	ALITALIA	S	93	0	14	83	8	5	4	0	11	100	0	3	
	BRITISH AIRWAYS CITIEXPRESS L	S	153	0	0	89	5	2	5	0	10	91	6	160	
<b>TOTAL MILAN (MALPENSA)</b>			<b>246</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>6</b>	<b>163</b>	
NAPLES	EUROPEAN AIR CHARTER	C	7	0	0	71	29	0	0	0	10	0	0	0	
	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	3	33	45	9	
<b>TOTAL NAPLES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>31</b>	<b>18</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	55	0	0	71	11	9	9	0	16	79	10	62	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ROME (FIUMICINO)			55	0	0	71	11	9	9	0	0	16	79	10	62
TOTAL ITALY			325	0	14	83	8	4	5	0	0	11	85	9	253
<b>MALTA</b>															
MALTA	AIR MALTA	S	28	0	0	82	14	0	0	4	0	17	58	22	26
	HELLO	C	8	0	0	88	0	13	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	14	14	0	0	0	9	78	15	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	0	50	0	13	0	52	100	1	8
	THOMSONFLY LTD	C	8	0	0	75	13	0	13	0	0	14	88	5	8
TOTAL MALTA			59	0	0	75	10	10	2	3	0	19	73	15	51
TOTAL MALTA			59	0	0	75	10	10	2	3	0	19	73	15	51
<b>MEXICO</b>															
CANCUN	THOMSONFLY LTD	C	6	0	0	67	33	0	0	0	0	10	0	0	0
TOTAL CANCUN			6	0	0	67	33	0	0	0	0	10	25	29	4
TOTAL MEXICO			6	0	0	67	33	0	0	0	0	10	25	29	4
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	111	0	3	77	9	8	5	2	0	17	0	0	0
	KLM	S	164	0	4	74	9	5	10	1	0	18	0	0	0
	KLM CITYHOPPER	S	126	0	0	71	8	13	9	0	0	20	84	8	341
TOTAL AMSTERDAM			401	0	7	74	9	8	8	1	0	18	84	8	341
ROTTERDAM	KLM CITYHOPPER	C	2	0	0	0	50	0	0	50	0	123	0	0	0
TOTAL ROTTERDAM			2	0	0	0	50	0	0	50	0	123	0	0	0
TOTAL NETHERLANDS			403	0	7	73	9	8	8	1	0	19	84	8	341
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	46	0	0	83	11	0	4	0	2	30	73	15	30
TOTAL ISLAMABAD			46	0	0	83	11	0	4	0	2	30	73	15	30
TOTAL PAKISTAN			46	0	0	83	11	0	4	0	2	30	74	15	31
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	100	1	9
	FLYBE LTD	S	36	0	0	67	17	0	3	11	3	55	0	0	0
	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	71	7	7
	MY TRAVEL AIRWAYS UK	S	46	0	0	93	4	2	0	0	0	4	56	19	45
	THOMAS COOK AIRLINES LTD	C	12	0	0	100	0	0	0	0	0	2	89	4	18
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	19	88	3	17
TOTAL FARO			129	0	0	86	7	1	2	3	1	19	75	12	114
TOTAL PORTUGAL(EXCLUDING MADEIRA)			129	0	0	86	7	1	2	3	1	19	75	12	114
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	88	7	8
TOTAL FUNCHAL			10	0	0	80	20	0	0	0	0	8	88	7	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)			10	0	0	80	20	0	0	0	0	8	88	7	8
SLOVAK REPUBLIC															
BRATISLAVA	AIR SLOVAKIA BWJ	S	17	0	9	35	18	24	24	0	0	36	45	61	20
TOTAL BRATISLAVA			17	0	9	35	18	24	24	0	0	36	45	61	20
TOTAL SLOVAK REPUBLIC			17	0	9	35	18	24	24	0	0	36	45	61	20
SPAIN															
ALICANTE	BMIBABY LTD	S	54	0	0	81	13	4	2	0	0	8	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	0	50	0	50	0	0	47	100	2	2
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	4	100	1	10
	FLYBE LTD	S	28	0	0	54	36	11	0	0	0	14	0	0	0
	MONARCH AIRLINES	S	26	0	0	58	12	31	0	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	S	62	0	4	79	15	2	5	0	0	8	65	26	111
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	79	8	14
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	92	4	13
	THOMSONFLY LTD	C	8	2	0	50	25	13	13	0	0	25	79	48	19
TOTAL ALICANTE			209	2	4	74	16	8	3	0	0	11	73	23	179
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	FLYBE LTD	S	26	0	0	50	19	23	4	4	0	27	0	0	0
	MY TRAVEL AIRWAYS UK	S	36	0	0	83	3	8	6	0	0	12	76	27	25
TOTAL ALMERIA			70	0	0	73	9	13	4	1	0	16	82	21	33
BARCELONA	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	97	2	0	2	0	0	3	97	2	61
TOTAL BARCELONA			63	0	0	95	2	0	3	0	0	5	72	28	123
GERONA	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	0	22	0	0	21	75	24	8
	THOMSONFLY LTD	C	5	0	0	80	20	0	0	0	0	6	50	51	6
TOTAL GERONA			14	0	0	71	14	0	14	0	0	15	71	29	17
IBIZA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	100	1	9
	MY TRAVEL AIRWAYS UK	S	5	0	1	100	0	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	13	0	0	0	0	5	73	16	11
	THOMSONFLY LTD	C	20	0	0	85	5	0	0	10	0	34	72	42	25
TOTAL IBIZA			51	0	1	90	6	0	0	4	0	16	78	24	54
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	68	16	8	6	2	0	18	66	18	61
TOTAL MADRID			62	0	0	68	16	8	6	2	0	18	66	18	61
MAHON	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	75	6	4
	MONARCH AIRLINES	C	15	0	0	60	40	0	0	0	0	11	100	4	19
	MY TRAVEL AIRWAYS UK	S	26	0	0	100	0	0	0	0	0	1	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	78	11	9
	SPANAIR	C	3	0	0	0	67	33	0	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	15	100	3	10
	THOMSONFLY LTD	C	11	0	0	100	0	0	0	0	0	0	100	1	16
TOTAL MAHON			72	0	0	86	13	1	0	0	0	5	95	4	58
MALAGA	BMI BRITISH MIDLAND	C	8	0	0	13	0	38	50	0	0	55	0	51	10
	BMIBABY LTD	S	72	0	0	67	15	10	8	0	0	18	0	0	0
	FLYBE LTD	S	36	0	0	72	11	8	8	0	0	18	0	0	0



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	FUTURA AIRLINES	C	2	0	0	50	0	50	0	0	0	17	0	0	0	
	MONARCH AIRLINES	S	62	0	0	66	21	11	2	0	0	12	0	0	0	
	MY TRAVEL AIRWAYS UK	S	60	1	0	85	3	7	3	2	0	13	67	17	121	
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	14	80	8	10	
	THOMSONFLY LTD	C	18	0	0	89	11	0	0	0	0	5	100	1	18	
<b>TOTAL MALAGA</b>			<b>268</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>15</b>	<b>199</b>	
MURCIA SAN JAVIER	BMIBABY LTD	S	8	0	0	100	0	0	0	0	0	1	0	0	0	
	FLYBE LTD	S	40	0	0	53	18	15	5	10	0	48	0	0	0	
	MY TRAVEL AIRWAYS UK	S	62	0	0	94	0	3	3	0	0	6	60	17	62	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>20</b>	<b>72</b>	
PALMA DE MALLORCA	AIR MALTA	C	11	0	0	73	9	0	18	0	0	26	78	15	9	
	BMIBABY LTD	S	58	0	0	81	14	2	3	0	0	11	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	100	0	0	0	0	0	7	100	8	2	
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	5	67	397	3	
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	70	10	5	15	0	0	25	88	5	26	
	FLYBE LTD	S	24	0	0	46	17	13	25	0	0	39	0	0	0	
	MONARCH AIRLINES	C	10	0	0	20	40	30	10	0	0	29	78	8	9	
	MY TRAVEL AIRWAYS UK	S	62	0	0	79	2	3	11	5	0	29	56	30	48	
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	6	0	6	0	0	12	57	46	44	
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	13	13	0	0	19	50	48	16	
	THOMSONFLY LTD	C	45	0	0	76	4	13	2	2	2	26	87	5	46	
	<b>TOTAL PALMA DE MALLORCA</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>7</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>30</b>	<b>203</b>
	REUS	FIRST CHOICE AIRWAYS LTD	C	14	0	0	71	0	29	0	0	0	12	100	0	7
MY TRAVEL AIRWAYS UK		C	9	0	0	100	0	0	0	0	0	0	90	8	10	
THOMSONFLY LTD		C	9	0	0	100	0	0	0	0	0	2	100	2	9	
<b>TOTAL REUS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>4</b>	<b>26</b>	
<b>TOTAL SPAIN</b>			<b>1217</b>	<b>3</b>	<b>5</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>21</b>	<b>1025</b>	
<b>SPAIN(CANARY ISLANDS)</b>																
ARRECIFE	AIR EUROPA	C	8	0	0	75	13	13	0	0	0	7	0	0	0	
	AIR MALTA	C	8	0	0	88	13	0	0	0	0	3	50	26	16	
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	100	1	8	
	MY TRAVEL AIRWAYS UK	C	17	0	0	100	0	0	0	0	0	1	87	5	15	
	THOMAS COOK AIRLINES LTD	C	14	0	0	79	7	7	7	0	0	15	75	12	8	
	THOMSONFLY LTD	C	10	0	0	50	30	0	20	0	0	28	89	194	9	
<b>TOTAL ARRECIFE</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>37</b>	<b>67</b>	
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	8	
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	13	13	0	0	16	100	4	7	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	26	100	1	8	
	THOMSONFLY LTD	C	8	0	0	50	13	13	25	0	0	27	100	3	8	
<b>TOTAL FUERTEVENTURA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>3</b>	<b>6</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>2</b>	<b>31</b>	
LAS PALMAS	FIRST CHOICE AIRWAYS LTD	C	9	1	0	89	11	0	0	0	0	4	100	1	10	
	MONARCH AIRLINES	C	9	0	0	44	11	22	22	0	0	34	0	0	0	
	MY TRAVEL AIRWAYS UK	C	19	0	0	95	5	0	0	0	0	2	48	32	27	
	THOMAS COOK AIRLINES LTD	C	18	1	0	83	11	6	0	0	0	7	100	1	14	
	THOMSONFLY LTD	C	10	0	0	40	30	30	0	0	0	22	75	91	16	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LAS PALMAS</b>			<b>65</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>32</b>	<b>77</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	8	0	0	50	25	0	25	0	0	38	0	0	0
	AIR MALTA	C	12	0	0	58	17	0	25	0	0	36	83	5	12
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	58	16	16	11	0	0	26	92	5	24
	MONARCH AIRLINES	S	61	0	1	69	16	8	7	0	0	17	0	0	0
	MONARCH AIRLINES	C	4	0	0	0	25	75	0	0	0	39	75	18	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	71	12	6	12	0	0	15	42	29	24
	THOMAS COOK AIRLINES LTD	C	27	0	0	78	19	4	0	0	0	7	96	3	25
	THOMSONFLY LTD	C	17	0	0	65	0	6	24	0	6	108	96	4	24
	VOLAR AIRLINES	C	19	0	0	58	26	11	5	0	0	16	73	88	15
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>82</b>	<b>18</b>	<b>146</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>346</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>24</b>	<b>321</b>
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	47	2	0	72	26	2	0	0	0	11	61	13	46
<b>TOTAL GOTEBORG</b>			<b>47</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>13</b>	<b>46</b>
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	26	0	0	73	8	19	0	0	0	11	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>12</b>	<b>96</b>
<b>TOTAL SWEDEN</b>			<b>73</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>12</b>	<b>142</b>
<b>SWITZERLAND</b>															
<b>GENEVA</b>	BRITISH AIRWAYS CITIEXPRESS L	S	2	4	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL GENEVA</b>			<b>2</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ZURICH</b>	SWISS AIRLINES	S	168	0	0	82	13	5	0	0	0	9	68	14	158
<b>TOTAL ZURICH</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>14</b>	<b>158</b>
<b>TOTAL SWITZERLAND</b>			<b>170</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>11</b>	<b>246</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	100	4	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	78	10	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	7	100	0	9
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	75	8	8
<b>TOTAL MONASTIR</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>37</b>
<b>TOTAL TUNISIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>6</b>	<b>37</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	16	0	0	69	19	0	13	0	0	13	75	12	8
<b>TOTAL ANTALYA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>8</b>
<b>BODRUM (MILAS)</b>	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	100	0	9
	MONARCH AIRLINES	C	9	1	0	100	0	0	0	0	0	0	75	11	4
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	43	18	7
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSONFLY LTD	C	9	0	0	22	11	22	44	0	0	61	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>8</b>	<b>20</b>
<b>DALAMAN</b>	AIR MALTA	C	2	0	0	100	0	0	0	0	0	0	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	10	0	0	90	0	0	10	0	0	7	90	5	10
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	60	33	7	0	0	11	93	3	15	
	MY TRAVEL AIRWAYS UK	C	23	0	0	87	0	4	0	9	27	80	10	25	
	ONUR AIR	C	7	0	0	100	0	0	0	0	1	0	0	0	
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	6	19	0	0	12	100	2	9	
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	4	75	10	8	
<b>TOTAL DALAMAN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>14</b>	<b>83</b>	<b>13</b>	<b>75</b>	
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	3	88	4	8	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>8</b>	
<b>TOTAL TURKEY</b>			<b>149</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>113</b>	
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	34	2	0	79	18	3	0	0	8	77	10	35	
<b>TOTAL ASHKHABAD</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>35</b>	
<b>TOTAL TURKMENISTAN</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>35</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	114	0	0	68	20	11	1	0	12	50	22	62	
<b>TOTAL DUBAI</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>22</b>	<b>62</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>22</b>	<b>62</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	88	2	8	2	0	8	75	13	154	
<b>TOTAL ABERDEEN</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>154</b>	
BELFAST CITY	FLYBE LTD	S	329	0	3	85	9	4	2	1	9	85	8	364	
<b>TOTAL BELFAST CITY</b>			<b>329</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>364</b>	
BELFAST INTERNATIONAL	BMIBABY LTD	S	159	2	7	69	21	8	2	0	13	0	0	0	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>159</b>	<b>2</b>	<b>7</b>	<b>69</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>23</b>	<b>2</b>	
EDINBURGH	BMIBABY LTD	S	122	0	2	87	7	5	1	0	7	0	0	0	
	BRITISH AIRWAYS CITIEXPRESS L	S	322	23	0	89	5	3	2	0	6	85	8	330	
	FLYBE LTD	S	302	0	10	78	11	8	3	1	13	71	19	315	
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	7	0	0	0	
<b>TOTAL EDINBURGH</b>			<b>749</b>	<b>23</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>645</b>	
GLASGOW	BRITISH AIRWAYS CITIEXPRESS L	S	281	1	0	93	4	1	2	0	4	86	6	314	
	FLYBE LTD	S	296	1	8	83	7	6	3	1	11	74	17	311	
<b>TOTAL GLASGOW</b>			<b>577</b>	<b>2</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>11</b>	<b>625</b>	
GUERNSEY	FLYBE LTD	S	62	0	0	82	11	6	0	0	8	82	10	65	
<b>TOTAL GUERNSEY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>65</b>	
INVERNESS	EASTERN AIRWAYS	S	133	0	3	78	11	8	2	0	9	73	11	135	
<b>TOTAL INVERNESS</b>			<b>133</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>11</b>	<b>135</b>	
ISLE OF MAN	EASTERN AIRWAYS	S	138	0	6	93	2	1	3	1	7	100	0	103	
	FLYBE LTD	S	62	0	0	77	6	3	10	3	23	77	10	62	
<b>TOTAL ISLE OF MAN</b>			<b>200</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>12</b>	<b>92</b>	<b>4</b>	<b>165</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
JERSEY	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	FLYBE LTD	S	72	0	0	60	25	13	3	0	0	18	78	18	87
<b>TOTAL JERSEY</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>24</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>22</b>	<b>95</b>
NEWCASTLE	EASTERN AIRWAYS	S	168	0	0	92	5	2	2	0	0	4	89	6	166
<b>TOTAL NEWCASTLE</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>5</b>	<b>168</b>
NEWQUAY	BMIBABY LTD	S	56	0	2	61	4	14	21	0	0	24	0	0	0
<b>TOTAL NEWQUAY</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>4</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2665</b>	<b>34</b>	<b>41</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>2470</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	121	1	1	82	8	3	6	1	0	11	86	7	123
<b>TOTAL NEW YORK (NEWARK)</b>			<b>121</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>7</b>	<b>123</b>
SANFORD	THOMSONFLY LTD	C	15	1	0	87	7	7	0	0	0	6	70	7	10
<b>TOTAL SANFORD</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>10</b>	<b>28</b>
<b>TOTAL USA</b>			<b>136</b>	<b>3</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>151</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	26	0	10	73	15	12	0	0	0	10	47	37	32
<b>TOTAL TASHKENT</b>			<b>26</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>37</b>	<b>32</b>
<b>TOTAL UZBEKISTAN</b>			<b>26</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>47</b>	<b>37</b>	<b>32</b>
<b>TOTAL BIRMINGHAM</b>			<b>10078</b>	<b>70</b>	<b>122</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>9324</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	131	0	0	86	8	5	2	0	0	7	92	4	154
TOTAL BRUSSELS			131	0	0	86	8	5	2	0	0	7	91	4	156
TOTAL BELGIUM			131	0	0	86	8	5	2	0	0	7	91	4	156
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	4	0	0	100	0	0	0	0	0	3	0	260	2
	THOMAS COOK AIRLINES LTD	S	4	0	0	100	0	0	0	0	0	0	70	14	10
TOTAL TORONTO			8	0	0	100	0	0	0	0	0	1	58	55	12
TOTAL CANADA			8	0	0	100	0	0	0	0	0	1	58	55	12
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	10	0	0	10	40	10	30	10	0	81	67	17	9
TOTAL LARNACA			10	0	0	10	40	10	30	10	0	81	67	17	9
TOTAL CYPRUS			10	0	0	10	40	10	30	10	0	81	67	17	9
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	114	0	0	81	13	6	0	0	0	7	78	8	111
	FLYGLOBESPAN	S	34	0	0	79	18	3	0	0	0	6	0	0	0
TOTAL PRAGUE			148	0	0	80	14	5	0	0	0	7	78	8	111
TOTAL CZECH REPUBLIC			148	0	0	80	14	5	0	0	0	7	78	8	111
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	10	0	0	80	0	0	20	0	0	20	67	73	9
TOTAL BILLUND			10	0	0	80	0	0	20	0	0	20	67	73	9
COPENHAGEN	BMI REGIONAL	S	104	0	0	88	4	5	4	0	0	10	92	6	104
	STERLING EUROPEAN AIRLINES	S	18	0	0	56	22	17	6	0	0	19	0	0	0
TOTAL COPENHAGEN			122	0	0	83	7	7	4	0	0	11	92	6	104
TOTAL DENMARK			132	0	0	83	6	6	5	0	0	12	90	12	113
<b>FRANCE</b>															
NICE	FLYGLOBESPAN	S	34	0	0	74	12	9	6	0	0	15	0	0	0
TOTAL NICE			34	1	0	74	12	9	6	0	0	15	94	6	18
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	S	172	0	0	71	16	10	2	1	0	13	85	7	173
	CITY JET	S	130	0	0	72	15	6	7	0	0	15	76	10	129
TOTAL PARIS (CHARLES DE GAULLE)			302	0	0	72	16	9	4	0	0	14	81	8	304
PARIS (ORLY)	CITY JET	S	7	0	0	71	14	14	0	0	0	14	89	3	9
TOTAL PARIS (ORLY)			7	0	0	71	14	14	0	0	0	14	89	3	9
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL FRANCE			347	1	0	72	15	9	4	0	0	14	82	8	331

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	44	0	0	86	5	9	0	0	0	8	45	17	44
<b>TOTAL COLOGNE (BONN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>16</b>	<b>46</b>
FRANKFURT MAIN	LUFTHANSA	S	184	0	2	78	12	6	4	0	0	11	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>184</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>9</b>	<b>186</b>
HAMBURG	HAPAG LLOYD EXPRESS	S	26	0	0	85	12	0	0	0	4	19	0	0	0
<b>TOTAL HAMBURG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>254</b>	<b>1</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>237</b>
<b>GREECE</b>															
ZAKINTHOS	MONARCH AIRLINES	C	7	0	0	57	0	43	0	0	0	20	100	1	7
<b>TOTAL ZAKINTHOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>1</b>	<b>7</b>
<b>TOTAL GREECE</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>1</b>	<b>7</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	87	1	1	85	6	1	6	2	0	13	70	31	50
<b>TOTAL CORK</b>			<b>87</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>31</b>	<b>50</b>
DUBLIN	AER LINGUS	S	62	0	0	73	18	10	0	0	0	11	49	25	110
	RYANAIR	S	176	0	0	85	7	6	1	0	0	7	80	8	168
<b>TOTAL DUBLIN</b>			<b>238</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>15</b>	<b>278</b>
GALWAY	AER ARRAN	S	52	0	0	88	0	0	12	0	0	11	59	27	44
<b>TOTAL GALWAY</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>27</b>	<b>44</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>377</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>19</b>	<b>372</b>
<b>ITALY</b>															
MILAN (MALPENSA)	BRITISH AIRWAYS CITIEXPRESS L	S	45	0	0	89	7	2	2	0	0	5	93	5	28
<b>TOTAL MILAN (MALPENSA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>5</b>	<b>28</b>
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	23	0	0	57	30	13	0	0	0	15	96	7	25
	CHANNEL EXPRESS LTD ALSO T/A	S	16	0	0	44	31	19	6	0	0	25	64	16	14
<b>TOTAL ROME (FIUMICINO)</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>10</b>	<b>39</b>
VERONA VILLAFRANCA	AIR MALTA	C	2	0	0	0	100	0	0	0	0	25	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>87</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>10</b>	<b>70</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	18	6	8	3	0	24	73	13	122
	KLM CITYHOPPER	S	302	0	0	83	9	2	6	0	0	10	85	8	301
	TRANSAVIA	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>427</b>
<b>TOTAL NETHERLANDS</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>10</b>	<b>428</b>
<b>POLAND</b>															
WARSAW	LOT-POLISH AIRLINES	C	2	0	0	100	0	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 WARSAW			2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL POLAND			2	0	0	100	0	0	0	0	0	1	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BMI BRITISH MIDLAND	C	7	0	0	86	0	14	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	3	100	1	8	
	FLYGLOBESPAN	S	21	0	1	86	10	0	0	5	16	0	0	0	
	MONARCH AIRLINES	C	7	0	0	71	29	0	0	0	6	75	8	16	
TOTAL FARO			43	0	1	86	9	2	0	2	11	85	7	33	
OPORTO (PORTUGAL)	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	7	0	0	0	
TOTAL OPORTO (PORTUGAL)			2	0	0	100	0	0	0	0	7	0	40	1	
TOTAL PORTUGAL(EXCLUDING MADEIRA)			45	0	1	87	9	2	0	2	11	82	8	34	
SLOVENIA															
LJUBLJANA	AIR ATLANTA ICELANDIC	C	2	0	0	50	50	0	0	0	17	0	0	0	
TOTAL LJUBLJANA			2	0	0	50	50	0	0	0	17	0	0	0	
TOTAL SLOVENIA			2	0	0	50	50	0	0	0	17	0	0	0	
SPAIN															
ALICANTE	FLYGLOBESPAN	S	52	0	0	83	10	6	2	0	9	0	0	0	
	GREECE AIRWAYS	S	15	0	1	40	40	0	0	20	162	69	27	26	
	MONARCH AIRLINES	C	7	0	0	71	0	0	29	0	32	80	6	15	
	THOMSONFLY LTD	C	7	0	0	71	0	0	14	14	43	0	0	0	
TOTAL ALICANTE			81	8	1	73	14	4	5	1	42	78	16	54	
BARCELONA	CHANNEL EXPRESS LTD ALSO T/A	S	8	0	24	50	13	38	0	0	26	72	21	18	
	FLYGLOBESPAN	S	46	0	0	74	9	15	2	0	12	0	0	0	
TOTAL BARCELONA			54	0	24	70	9	19	2	0	14	72	21	18	
IBIZA	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	5	0	0	0	
TOTAL IBIZA			9	0	0	89	11	0	0	0	5	14	120	7	
MADRID	BRITISH AIRWAYS CITIEXPRESS L	S	44	0	0	93	2	5	0	0	4	83	8	42	
TOTAL MADRID			44	0	0	93	2	5	0	0	4	82	8	44	
MAHON	FUTURA AIRLINES	C	7	0	0	57	14	29	0	0	17	64	16	14	
	SPANAIR	C	7	0	0	57	14	0	29	0	26	0	0	0	
TOTAL MAHON			14	0	0	57	14	14	14	0	21	61	15	18	
MALAGA	CHANNEL EXPRESS LTD ALSO T/A	S	10	0	0	70	20	0	10	0	15	54	77	26	
	FLYGLOBESPAN	S	57	0	0	65	16	7	5	4	35	0	0	0	
	FUTURA AIRLINES	C	10	0	0	50	30	0	20	0	27	0	0	0	
	GREECE AIRWAYS	S	18	0	0	33	22	22	6	0	17	146	56	34	
TOTAL MALAGA			95	0	0	58	19	8	7	2	53	61	55	62	
PALMA DE MALLORCA	AIR EUROPA	C	10	0	0	100	0	0	0	0	2	89	4	18	
	CHANNEL EXPRESS LTD ALSO T/A	S	10	0	0	60	10	10	20	0	24	85	16	26	
	FLYGLOBESPAN	S	59	0	0	71	14	8	3	0	25	0	0	0	
	IBERWORLD	C	9	0	0	78	11	11	0	0	9	100	0	2	
	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	3	33	36	9	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PALMA DE MALLORCA	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	71	8	7
<b>TOTAL PALMA DE MALLORCA</b>			<b>104</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>75</b>	<b>13</b>	<b>77</b>
<b>TOTAL SPAIN</b>			<b>401</b>	<b>9</b>	<b>25</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>71</b>	<b>25</b>	<b>280</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	VOLAR AIRLINES	C	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ARRECIFE</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>63</b>	<b>19</b>	<b>8</b>
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	6	100	2	7
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>9</b>	<b>11</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	4	0	0	25	50	0	25	0	0	28	25	21	4
	IBERWORLD	C	8	0	0	63	13	0	25	0	0	28	80	5	10
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	16	60	13	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>12</b>	<b>26</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>12</b>	<b>45</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	16	0	0	75	19	6	0	0	0	11	87	6	52
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>54</b>
STOCKHOLM (BROMMA)	CITY AIRLINE	C	2	0	0	0	0	0	100	0	0	74	0	0	0
<b>TOTAL STOCKHOLM (BROMMA)</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>74</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>87</b>	<b>6</b>	<b>54</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MONASTIR</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TUNISIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKEY</b>															
BODRUM (MILAS)	ONUR AIR	C	9	0	0	78	11	0	11	0	0	14	57	32	7
<b>TOTAL BODRUM (MILAS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>32</b>	<b>7</b>
DALAMAN	MONARCH AIRLINES	C	8	0	0	50	50	0	0	0	0	13	100	3	8
	PEGASUS AIRLINES	C	9	0	0	78	0	22	0	0	0	11	0	0	0
<b>TOTAL DALAMAN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>23</b>	<b>15</b>
<b>TOTAL TURKEY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>26</b>	<b>22</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE LTD	S	213	0	5	76	13	8	2	0	0	13	75	15	206
<b>TOTAL BELFAST CITY</b>			<b>213</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>15</b>	<b>206</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	214	0	0	75	8	10	6	1	0	16	81	9	224
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>9</b>	<b>224</b>
BIRMINGHAM	BMIBABY LTD	S	122	0	2	86	10	3	1	0	0	6	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	230	0	0	90	4	2	3	0	0	6	87	7	230
	FLYBE LTD	S	303	2	9	78	11	7	4	1	0	12	72	18	308



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BIRMINGHAM			<b>655</b>	<b>2</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	538
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	256	0	0	80	9	4	6	0	0	12	82	9	211
	EASYJET AIRLINE COMPANY LTD	S	174	0	0	71	11	14	4	0	0	13	66	13	152
TOTAL BRISTOL			<b>430</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	363
CARDIFF WALES	BMIBABY LTD	S	147	0	1	85	8	5	2	0	0	7	64	22	150
TOTAL CARDIFF WALES			<b>147</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>22</b>	150
EXETER	FLYBE LTD	S	113	1	1	74	13	11	1	1	0	12	73	16	60
TOTAL EXETER			<b>113</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>16</b>	60
GATWICK	BRITISH AIRWAYS PLC	S	354	0	1	62	17	15	5	1	0	19	74	14	349
	EASYJET AIRLINE COMPANY LTD	S	234	0	2	71	18	5	5	1	1	17	68	15	236
TOTAL GATWICK			<b>588</b>	<b>0</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>14</b>	585
HEATHROW	BMI BRITISH MIDLAND	S	474	1	2	75	18	5	1	0	0	10	53	21	474
	BRITISH AIRWAYS PLC	S	721	0	0	66	17	11	6	0	0	17	53	21	627
TOTAL HEATHROW			<b>1195</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>21</b>	1101
INVERNESS	LOGANAIR	S	76	0	0	75	16	4	5	0	0	14	74	11	66
TOTAL INVERNESS			<b>76</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>11</b>	66
JERSEY	BMI REGIONAL	S	8	0	0	100	0	0	0	0	0	0	88	6	8
	FLYBE LTD	S	2	0	0	50	50	0	0	0	0	17	0	0	0
TOTAL JERSEY			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>13</b>	49
KIRKWALL	LOGANAIR	S	73	1	0	73	15	7	5	0	0	14	78	11	85
TOTAL KIRKWALL			<b>73</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	85
LEEDS BRADFORD	BMI REGIONAL	S	168	0	0	90	6	1	2	0	0	6	90	4	134
TOTAL LEEDS BRADFORD			<b>168</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>4</b>	134
LIVERPOOL	FLYBE LTD	S	56	0	2	73	13	14	0	0	0	11	0	0	0
TOTAL LIVERPOOL			<b>56</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
LONDON CITY	BRITISH AIRWAYS CITIEXPRESS L	S	235	0	0	83	9	3	5	0	0	11	84	8	135
	SCOT AIRWAYS	S	394	9	15	89	7	2	2	1	0	8	79	9	406
TOTAL LONDON CITY			<b>629</b>	<b>9</b>	<b>15</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>9</b>	541
LUTON	EASYJET AIRLINE COMPANY LTD	S	329	0	1	78	11	5	4	2	0	14	77	10	323
TOTAL LUTON			<b>329</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	323
MANCHESTER	BMI REGIONAL	S	235	0	0	90	6	3	1	0	0	6	87	6	240
	BRITISH AIRWAYS CITIEXPRESS L	S	305	0	0	77	14	7	3	0	0	11	78	11	308
	CHANNEL EXPRESS LTD ALSO T/A	S	115	1	10	68	18	13	0	1	0	12	0	0	0
TOTAL MANCHESTER			<b>655</b>	<b>1</b>	<b>10</b>	<b>80</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	548
NORWICH	EASTERN AIRWAYS	S	134	0	0	86	4	7	3	0	0	9	81	9	133
	FLYBE LTD	S	62	0	0	77	15	5	3	0	0	13	0	0	0
TOTAL NORWICH			<b>196</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	133
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	128	0	4	93	2	2	3	0	0	5	75	15	154
	EASYJET AIRLINE COMPANY LTD	S	50	0	0	88	8	2	2	0	0	7	64	22	104
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			<b>178</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>18</b>	258

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	205	1	0	86	7	6	1	0	0	8	75	12	239
	FLYBE LTD	S	253	0	7	79	10	6	4	0	0	13	59	16	150
<b>TOTAL SOUTHAMPTON</b>			<b>458</b>	<b>1</b>	<b>7</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>14</b>	<b>389</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	334	0	0	77	12	7	3	1	0	12	75	12	325
	FLYGLOBESPAN	S	103	0	0	75	17	6	3	0	0	13	0	0	0
<b>TOTAL STANSTED</b>			<b>437</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>325</b>
STORNOWAY	BMI REGIONAL	S	52	0	0	98	0	0	2	0	0	3	100	1	62
	LOGANAIR	S	64	4	0	69	20	6	5	0	0	15	58	19	67
<b>TOTAL STORNOWAY</b>			<b>116</b>	<b>4</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>129</b>
SUMBURGH	LOGANAIR	S	103	1	0	67	20	10	3	0	0	14	82	10	62
<b>TOTAL SUMBURGH</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>62</b>
<b>TOTAL UNITED KINGDOM</b>			<b>7039</b>	<b>24</b>	<b>62</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>6409</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	88	0	0	75	8	10	3	3	0	21	64	15	61
<b>TOTAL NEW YORK (NEWARK)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>15</b>	<b>61</b>
<b>TOTAL USA</b>			<b>89</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>15</b>	<b>61</b>
<b>TOTAL EDINBURGH</b>			<b>9528</b>	<b>42</b>	<b>91</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>8759</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	44	0	0	64	27	0	9	0	0	19	89	6	44
<b>TOTAL ALGIERS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>27</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>6</b>	<b>44</b>
HASSI MESSAOUD	AIR ALGERIE	C	16	0	0	63	13	13	13	0	0	18	78	6	18
	ASTRAEUS LTD	C	26	0	0	65	19	12	4	0	0	13	79	10	24
	BRITISH AIRWAYS PLC	S	16	0	0	75	0	6	19	0	0	21	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>8</b>	<b>42</b>
ZARZAITINE	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	0	90	0	0	0
<b>TOTAL ZARZAITINE</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>90</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ALGERIA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>7</b>	<b>86</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	33	22	22	0	11	11	83	40	60	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	1	1	73	8	8	8	4	0	23	59	22	27
<b>TOTAL ANTIGUA</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>38</b>	<b>54</b>	<b>32</b>	<b>37</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>35</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>38</b>	<b>54</b>	<b>32</b>	<b>37</b>
<b>AUSTRIA</b>															
INNSBRUCK	LAUDA-AIR	S	28	0	0	100	0	0	0	0	0	1	83	5	18
<b>TOTAL INNSBRUCK</b>			<b>28</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>83</b>	<b>5</b>	<b>18</b>
SALZBURG	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL SALZBURG</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>5</b>	<b>18</b>
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	AZERBAIJAN AIRLINES ( AZAL )	S	26	0	0	69	23	8	0	0	0	12	80	10	20
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>19</b>	<b>27</b>
<b>TOTAL AZERBAIJAN</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>19</b>	<b>27</b>
<b>BAHAMAS</b>															
NASSAU	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	33	22	0	22	11	11	103	0	0	0
<b>TOTAL NASSAU</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	76	10	10	3	2	0	18	80	9	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	35	0	0	71	11	3	6	9	0	33	68	12	34
<b>TOTAL BRIDGETOWN</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>17</b>	<b>103</b>
<b>TOTAL BARBADOS</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>17</b>	<b>103</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	72	17	11	0	0	0	11	67	16	18
<b>TOTAL MINSK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>16</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BELARUS			18	0	0	72	17	11	0	0	0	11	67	16	18
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	88	0	4	69	18	10	2	0	0	14	81	9	90
TOTAL BRUSSELS			88	1	4	69	18	10	2	0	0	14	81	9	90
TOTAL BELGIUM			88	1	4	69	18	10	2	0	0	14	81	9	90
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	44	0	0	82	14	5	0	0	0	7	84	9	43
TOTAL BERMUDA			44	0	0	82	14	5	0	0	0	7	84	9	43
TOTAL BERMUDA			44	0	0	82	14	5	0	0	0	7	84	9	43
<b>BULGARIA</b>															
BURGAS	BH AIR	C	7	0	0	86	14	0	0	0	0	7	100	6	4
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	91	0	0	9	0	0	15	75	6	4
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	2	100	2	3
TOTAL BURGAS			22	0	0	91	5	0	5	0	0	10	92	4	12
SOFIA	BULGARIA AIR	S	74	0	0	78	11	5	3	3	0	17	80	13	61
TOTAL SOFIA			74	0	0	78	11	5	3	3	0	17	80	13	61
VARNA	BH AIR	C	4	0	0	100	0	0	0	0	0	3	100	6	5
	BULGARIA AIR	S	28	0	0	68	0	21	11	0	0	21	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	40	0	0	0	0	9	100	1	4
TOTAL VARNA			37	0	0	70	5	16	8	0	0	18	90	8	10
TOTAL BULGARIA			133	0	0	78	8	8	5	2	0	16	83	11	83
<b>CAMEROON</b>															
DOUALA	FLYJET LTD	C	2	0	0	0	0	0	100	0	0	125	0	0	0
TOTAL DOUALA			2	0	0	0	0	0	100	0	0	125	0	0	0
TOTAL CAMEROON			2	0	0	0	0	0	100	0	0	125	0	0	0
<b>CANADA</b>															
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL HALIFAX INT			2	0	0	100	0	0	0	0	0	0	0	0	0
MONTREAL (DORVAL)	THOMAS COOK AIRLINES LTD	S	13	0	1	54	38	8	0	0	0	12	43	176	7
TOTAL MONTREAL (DORVAL)			13	0	1	54	38	8	0	0	0	12	43	176	7
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	9	0	0	44	11	22	22	0	0	33	86	31	7
	ZOOM AIRLINES	S	9	0	0	78	0	22	0	0	0	11	0	0	0
TOTAL OTTAWA INTERNATIONAL			18	0	0	61	6	22	11	0	0	22	86	31	7
QUEBEC	THOMAS COOK AIRLINES LTD	S	4	0	0	50	25	25	0	0	0	18	0	0	0
	THOMSONFLY LTD	C	4	0	0	25	75	0	0	0	0	14	0	0	0
TOTAL QUEBEC			8	0	0	38	50	13	0	0	0	16	0	0	0
TORONTO	AIR TRANSAT	S	60	0	0	67	18	7	2	7	0	27	59	22	54
	MY TRAVEL AIRWAYS UK	C	29	0	0	55	21	14	0	3	7	48	37	61	27
	THOMAS COOK AIRLINES LTD	S	10	3	1	90	0	0	10	0	0	9	61	25	23

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)
TORONTO	ZOOM AIRLINES	S	22	0	2	82	9	9	0	0	0	7	78	63	18
<b>TOTAL TORONTO</b>			<b>122</b>	<b>3</b>	<b>3</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>27</b>	<b>57</b>	<b>37</b>	<b>126</b>
VANCOUVER	AIR TRANSAT	S	18	0	0	67	17	17	0	0	0	14	50	32	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	0	50	0	0	46	0	0	0
	THOMAS COOK AIRLINES LTD	S	18	0	0	56	17	17	11	0	0	25	68	16	19
	ZOOM AIRLINES	S	18	0	6	67	17	6	11	0	0	20	38	149	8
<b>TOTAL VANCOUVER</b>			<b>56</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>49</b>	<b>37</b>
<b>TOTAL CANADA</b>			<b>220</b>	<b>3</b>	<b>10</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>57</b>	<b>45</b>	<b>178</b>
CROATIA															
DUBROVNIK	ASTRAEUS LTD	C	9	0	0	67	22	11	0	0	0	10	78	91	9
	BRITISH AIRWAYS PLC	S	60	0	0	58	17	13	8	3	0	26	81	11	26
	CROATIA AIRLINES	S	24	0	0	67	29	0	4	0	0	12	64	20	22
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	67	5	3
	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	7	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>26</b>	<b>60</b>
PULA	CROATIA AIRLINES	S	5	0	0	40	0	0	60	0	0	61	50	20	4
	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	THOMSONFLY LTD	C	5	0	0	60	20	20	0	0	0	14	100	1	5
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>9</b>	<b>9</b>
SPLIT	BRITISH AIRWAYS PLC	S	24	0	0	58	29	4	8	0	0	17	0	0	0
	CROATIA AIRLINES	S	21	0	0	38	24	14	24	0	0	32	43	40	21
	EXCEL AIRWAYS LTD	C	9	1	0	56	11	22	11	0	0	24	50	13	4
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL SPLIT</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>52</b>	<b>31</b>	<b>29</b>
ZADAR	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL ZADAR</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>2</b>
ZAGREB	AUSTRIAN ARROWS	C	2	0	0	50	0	50	0	0	0	17	0	0	0
<b>TOTAL ZAGREB</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>194</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>25</b>	<b>100</b>
CUBA															
CUNAGUA ( CAYO COCO)	EXCEL AIRWAYS LTD	C	3	0	0	0	33	33	33	0	0	45	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	0	38	0	0	50	75	14	8
<b>TOTAL CUNAGUA ( CAYO COCO)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>9</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>75</b>	<b>14</b>	<b>8</b>
HAVANA	CUBANA	S	18	0	0	28	11	6	50	6	0	73	78	9	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	50	22	11	6	0	11	211	0	0	0
<b>TOTAL HAVANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>8</b>	<b>28</b>	<b>3</b>	<b>6</b>	<b>142</b>	<b>78</b>	<b>9</b>	<b>18</b>
HOLGUIN (FRANK PAIS)	EXCEL AIRWAYS LTD	C	8	0	0	63	0	0	13	25	0	87	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	88	6	8
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>59</b>	<b>54</b>	<b>22</b>	<b>13</b>
SANTA CLARA	EXCEL AIRWAYS LTD	C	4	0	0	0	25	75	0	0	0	45	0	0	0
<b>TOTAL SANTA CLARA</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>45</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VARADERO	FIRST CHOICE AIRWAYS LTD	C	3	1	0	100	0	0	0	0	0	2	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	6	100	4	8
<b>TOTAL VARADERO</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>16</b>	<b>13</b>
<b>TOTAL CUBA</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>9</b>	<b>20</b>	<b>4</b>	<b>3</b>	<b>89</b>	<b>71</b>	<b>15</b>	<b>52</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	32	0	0	34	13	19	34	0	0	62	43	21	21
	EXCEL AIRWAYS LTD	C	35	0	0	26	29	14	20	6	6	78	64	21	33
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	0	20	10	0	0	26	67	16	3
	FIRST CHOICE AIRWAYS LTD	S	28	0	0	68	14	14	4	0	0	14	65	21	17
	FLYJET LTD	C	11	0	0	36	9	45	9	0	0	39	0	81	10
	HELIOS AIRWAYS LTD	S	7	0	2	29	43	29	0	0	0	23	40	97	5
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	50	51	6
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	0	29	14	0	0	25	75	7	8
	THOMAS COOK AIRLINES LTD	C	13	1	0	62	15	23	0	0	0	15	67	28	15
	THOMSONFLY LTD	C	17	0	0	59	6	18	18	0	0	24	67	8	15
	<b>TOTAL LARNACA</b>			<b>162</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>15</b>	<b>20</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>55</b>	<b>28</b>
PAPHOS	ASTRAEUS LTD	C	8	0	0	50	13	38	0	0	0	22	0	0	0
	EXCEL AIRWAYS LTD	C	37	1	0	65	24	8	3	0	0	13	55	88	53
	FIRST CHOICE AIRWAYS LTD	S	26	0	0	77	12	8	4	0	0	11	65	17	26
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	91	7	11
	FLYJET LTD	C	20	0	0	50	25	25	0	0	0	20	88	3	17
	GB AIRWAYS LTD	S	68	0	0	66	15	12	7	0	0	19	62	17	26
	HELIOS AIRWAYS LTD	S	7	0	0	71	29	0	0	0	0	8	20	109	5
	MONARCH AIRLINES	C	9	0	0	22	33	44	0	0	0	28	75	15	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	82	6	0	12	0	0	13	63	14	16
	THOMAS COOK AIRLINES LTD	C	25	0	0	88	12	0	0	0	0	5	84	7	25
	THOMSONFLY LTD	C	35	0	0	77	11	6	6	0	0	13	76	27	25
<b>TOTAL PAPHOS</b>			<b>260</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>35</b>	<b>212</b>	
<b>TOTAL CYPRUS</b>			<b>422</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>32</b>	<b>346</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	60	0	0	53	23	10	13	0	0	27	77	7	61
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	53	21	18	7	1	0	23	81	9	120
<b>TOTAL PRAGUE</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>12</b>	<b>245</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>12</b>	<b>245</b>
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	156	0	0	70	16	5	6	3	0	22	84	7	152
<b>TOTAL BILLUND</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>5</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>7</b>	<b>152</b>
COPENHAGEN	MAERSK AIR	S	166	0	0	73	16	4	7	0	0	16	85	8	152
<b>TOTAL COPENHAGEN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>8</b>	<b>152</b>
<b>TOTAL DENMARK</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>8</b>	<b>304</b>
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	8	0	0	88	0	13	0	0	0	8	67	38	9

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DJIBOUTI			8	0	0	88	0	13	0	0	0	8	67	38	9
TOTAL DJIBOUTI REPUBLIC			8	0	0	88	0	13	0	0	0	8	67	38	9
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	9	1	0	22	11	44	22	0	0	49	13	69	8
TOTAL LA ROMANA			9	1	0	22	11	44	22	0	0	49	13	69	8
PUERTO PLATA	EXCEL AIRWAYS LTD	C	6	0	0	33	33	0	17	17	0	75	50	20	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	7	78	72	9
	MONARCH AIRLINES	C	9	0	0	44	33	0	0	22	0	60	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	71	17	7
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	11	11	11	0	11	98	100	0	6
	THOMSONFLY LTD	C	23	1	0	39	22	17	13	9	0	46	89	9	19
TOTAL PUERTO PLATA			65	1	0	55	18	8	9	8	2	47	80	22	49
PUNTA CANA	EXCEL AIRWAYS LTD	C	3	0	0	33	33	0	0	33	0	85	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	9	22	72	9
	MY TRAVEL AIRWAYS UK	C	2	1	0	50	0	0	0	50	0	99	0	0	0
	THOMSONFLY LTD	C	8	0	0	63	13	0	13	13	0	47	100	2	9
TOTAL PUNTA CANA			17	1	0	65	12	0	6	18	0	51	61	37	18
TOTAL DOMINICAN REPUBLIC			91	3	0	54	16	10	10	9	1	48	68	31	75
<b>EGYPT</b>															
ASWAN	ASTRAEUS LTD	C	9	1	0	22	0	11	33	33	0	109	29	45	7
TOTAL ASWAN			9	1	0	22	0	11	33	33	0	109	29	45	7
HURGHADA	ASTRAEUS LTD	C	8	0	0	50	25	25	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	28	0	0	43	29	11	4	14	0	56	55	99	20
	GB AIRWAYS LTD	S	6	0	0	83	17	0	0	0	0	4	0	0	0
TOTAL HURGHADA			42	0	0	50	26	12	2	10	0	41	55	99	20
LUXOR	EXCEL AIRWAYS LTD	C	9	0	0	67	0	11	22	0	0	29	0	0	0
	FLYJET LTD	C	7	0	0	57	14	0	29	0	0	42	0	0	0
	MONARCH AIRLINES	C	18	0	0	17	17	33	28	0	6	73	56	22	16
	THOMSONFLY LTD	C	8	0	0	50	25	13	13	0	0	20	88	6	8
TOTAL LUXOR			42	0	0	40	14	19	24	0	2	48	67	16	24
MARSA ALAM	EXCEL AIRWAYS LTD	C	8	0	0	50	13	0	38	0	0	59	38	57	8
TOTAL MARSA ALAM			8	0	0	50	13	0	38	0	0	59	38	57	8
SHARM EL SHEIKH (OPHIRA)	AIR ATLANTA EUROPE LTD	C	8	0	0	38	13	25	25	0	0	47	10	108	10
	ASTRAEUS LTD	S	21	0	0	76	14	0	0	10	0	33	0	0	0
	EXCEL AIRWAYS LTD	C	35	2	0	54	9	17	9	11	0	51	59	52	39
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	6	13	19	0	0	28	0	0	0
	GB AIRWAYS LTD	S	8	0	0	63	25	13	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	18	0	0	44	6	11	28	0	11	85	55	16	20
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	81	42	16
	THOMSONFLY LTD	C	23	0	0	65	17	9	9	0	0	20	59	13	17
TOTAL SHARM EL SHEIKH (OPHIRA)			145	2	0	63	11	10	10	4	1	38	57	42	102

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	ASTRAEUS LTD	C	27	0	0	81	7	4	7	0	0	12	68	29	31
	EXCEL AIRWAYS LTD	C	10	0	0	40	50	10	0	0	15	59	22	17	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	13	0	0	0	
	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	5	0	0	0	
<b>TOTAL TABA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>27</b>	<b>48</b>	
<b>TOTAL EGYPT</b>			<b>302</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>10</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>37</b>	<b>58</b>	<b>42</b>	209
<b>EQUATORIAL GUINEA</b>															
MALABO	ASTRAEUS LTD	S	8	0	0	100	0	0	0	0	3	100	0	8	
<b>TOTAL MALABO</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>3</b>	<b>100</b>	<b>0</b>	<b>8</b>	
<b>TOTAL EQUATORIAL GUINEA</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>3</b>	<b>100</b>	<b>0</b>	<b>8</b>	
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	80	0	0	66	18	6	10	0	19	54	15	70	
<b>TOTAL TALLIN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>15</b>	<b>70</b>	
<b>TOTAL ESTONIA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>15</b>	<b>70</b>	
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	4	8	0	100	0	0	0	0	7	0	0	0	
<b>TOTAL ADDIS ABABA</b>			<b>4</b>	<b>8</b>	<b>0</b>	<b>100</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 ETHIOPIA</b>			<b>4</b>	<b>8</b>	<b>0</b>	<b>100</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>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	26	0	0	65	15	12	8	0	18	62	18	26	
<b>TOTAL PRISTINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>18</b>	<b>26</b>	
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>18</b>	<b>26</b>	
<b>FRANCE</b>															
BASTIA	ASTRAEUS LTD	C	3	0	0	33	67	0	0	0	17	0	0	0	
	GB AIRWAYS LTD	S	6	0	0	50	33	17	0	0	15	50	107	4	
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>61</b>	<b>7</b>	
BIARRITZ	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	10	0	0	0	
<b>TOTAL BIARRITZ</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>	
BORDEAUX	BRITISH AIRWAYS PLC	S	134	0	0	74	18	1	6	1	18	76	12	137	
<b>TOTAL BORDEAUX</b>			<b>134</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>138</b>	
CALVI	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	75	24	8	
<b>TOTAL CALVI</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>70</b>	<b>21</b>	<b>10</b>	
FIGARI	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	20	50	8	2	
<b>TOTAL FIGARI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>8</b>	<b>2</b>	
MARSEILLE	BRITISH AIRWAYS PLC	S	184	1	0	78	10	7	6	0	13	87	9	179	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	55	27	6	11	0	20	91	7	120	
<b>TOTAL MARSEILLE</b>			<b>246</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>8</b>	<b>299</b>	
MONTPELLIER	GB AIRWAYS LTD	S	2	0	0	100	0	0	0	0	7	72	16	50	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MONTPELLIER</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>72</b>	<b>16</b>	50
<b>NANTES</b>	GB AIRWAYS LTD	S	52	0	0	67	15	8	10	0	0	19	90	7	52
	REGIONAL COMPAGNIE AERIENN	S	138	0	0	80	9	8	3	0	0	12	90	6	152
<b>TOTAL NANTES</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	204
<b>NICE</b>	BRITISH AIRWAYS PLC	S	123	0	1	64	17	16	2	0	1	27	72	17	130
	EASYJET AIRLINE COMPANY LTD	S	118	0	10	54	14	21	10	0	0	26	94	6	120
<b>TOTAL NICE</b>			<b>241</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>16</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>82</b>	<b>12</b>	250
<b>STRASBOURG</b>	BRIT AIR	S	136	0	0	71	12	11	6	0	0	17	82	12	142
<b>TOTAL STRASBOURG</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>12</b>	142
<b>TOULOUSE (BLAGNAC)</b>	BRITISH AIRWAYS PLC	S	182	0	0	72	13	9	6	0	0	15	76	11	170
	EASYJET AIRLINE COMPANY LTD	S	122	0	2	62	19	13	6	0	0	18	77	15	120
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>304</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	290
<b>TOTAL FRANCE</b>			<b>1271</b>	<b>2</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>12</b>	1665
<b>GAMBIA</b>															
<b>BANJUL</b>	MONARCH AIRLINES	C	16	0	0	13	31	25	19	13	0	59	67	18	18
<b>TOTAL BANJUL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>59</b>	<b>66</b>	<b>20</b>	29
<b>TOTAL GAMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>31</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>59</b>	<b>66</b>	<b>20</b>	29
<b>GERMANY</b>															
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	104	0	0	66	15	15	3	0	0	14	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
<b>COLOGNE (BONN)</b>	EASYJET AIRLINE COMPANY LTD	S	100	0	2	58	20	15	7	0	0	19	71	12	62
<b>TOTAL COLOGNE (BONN)</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>9</b>	184
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	152	0	0	63	14	14	9	0	0	21	75	13	140
<b>TOTAL HANOVER</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>13</b>	140
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	164	0	0	65	14	10	10	1	0	22	82	11	154
<b>TOTAL MUNICH</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>82</b>	<b>11</b>	154
<b>TOTAL GERMANY</b>			<b>520</b>	<b>6</b>	<b>2</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>11</b>	553
<b>GHANA</b>															
<b>ACCRA</b>	ASTRAEUS LTD	S	18	0	0	6	22	39	33	0	0	52	0	0	0
	FLYJET LTD	C	4	0	0	50	0	25	25	0	0	34	13	45	8
<b>TOTAL ACCRA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>18</b>	<b>36</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>46</b>	20
<b>TOTAL GHANA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>18</b>	<b>36</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>46</b>	20
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	GB AIRWAYS LTD	S	86	0	0	50	26	16	6	2	0	27	73	15	119
<b>TOTAL GIBRALTAR</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>73</b>	<b>15</b>	119
<b>TOTAL GIBRALTAR</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>73</b>	<b>15</b>	119
<b>GREECE</b>															
<b>ATHENS</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	16	10	0	0	0	11	78	13	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ATHENS	EXCEL AIRWAYS LTD	C	3	0	0	0	0	67	33	0	0	79	25	25	4
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	22	0	0	0	
	OLYMPIC AIRLINES	S	34	0	10	47	35	15	3	0	18	0	0	0	
<b>TOTAL ATHENS</b>			<b>102</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>22</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>18</b>	<b>87</b>	
CHANIA	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	7	67	16	9	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	15	100	2	7	
	MONARCH AIRLINES	C	14	0	0	79	14	7	0	0	8	100	1	12	
	THOMSONFLY LTD	C	7	0	0	71	0	14	14	0	24	57	11	7	
<b>TOTAL CHANIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>42</b>	
CORFU	EXCEL AIRWAYS LTD	C	13	1	0	85	8	0	0	0	84	13	128	8	
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	62	23	8	8	0	19	85	5	27	
	FLYJET LTD	C	2	0	0	50	0	0	50	0	41	100	0	4	
	MONARCH AIRLINES	C	34	0	0	76	6	6	9	3	20	92	5	25	
	MY TRAVEL AIRWAYS UK	C	9	0	0	22	11	11	56	0	58	81	35	16	
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	6	0	6	18	82	17	17	
	THOMSONFLY LTD	C	12	0	0	92	8	0	0	0	3	89	11	36	
<b>TOTAL CORFU</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>5</b>	<b>10</b>	<b>2</b>	<b>28</b>	<b>83</b>	<b>19</b>	<b>133</b>	
HERAKLION	ALEXANDAIR	C	6	0	0	50	33	17	0	0	16	0	0	0	
	ASTRAEUS LTD	C	11	0	0	82	9	0	9	0	12	60	29	10	
	EXCEL AIRWAYS LTD	C	22	0	0	73	5	5	9	9	47	56	105	25	
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	67	0	33	0	0	15	70	10	27	
	FLYJET LTD	C	7	1	0	86	0	14	0	0	8	43	38	7	
	GB AIRWAYS LTD	S	16	0	0	75	13	0	13	0	13	0	0	0	
	MONARCH AIRLINES	C	17	0	0	82	6	0	6	6	25	61	30	23	
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	8	50	115	16	
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	0	0	12	0	15	88	8	8	
	THOMSONFLY LTD	C	17	0	0	88	6	6	0	0	7	88	30	16	
<b>TOTAL HERAKLION</b>			<b>132</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>20</b>	<b>64</b>	<b>49</b>	<b>133</b>	
KALAMATA	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	4	100	3	4	
	EXCEL AIRWAYS LTD	C	15	0	0	80	7	13	0	0	13	63	12	16	
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	100	0	4	
<b>TOTAL KALAMATA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>8</b>	<b>27</b>	
KAVALLA	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	2	100	0	1	
<b>TOTAL KAVALLA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>25</b>	<b>5</b>	
KEFALLINIA	ASTRAEUS LTD	C	10	0	0	50	10	10	30	0	35	40	17	5	
	EXCEL AIRWAYS LTD	C	24	0	0	83	4	13	0	0	9	50	21	8	
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	86	14	0	0	0	5	100	1	21	
	MY TRAVEL AIRWAYS UK	C	2	1	0	100	0	0	0	0	1	100	2	3	
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	10	100	1	4	
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	3	71	30	7	
<b>TOTAL KEFALLINIA</b>			<b>73</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>14</b>	<b>50</b>	
KOS	ALEXANDAIR	C	10	0	0	30	40	10	20	0	48	0	0	0	
	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	6	0	0	0	
	EXCEL AIRWAYS LTD	C	29	0	0	72	14	10	0	3	20	61	19	33	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	6	77	12	13	
	MONARCH AIRLINES	C	20	0	0	80	0	15	5	0	15	61	20	18	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
KOS	MY TRAVEL AIRWAYS UK	C	7	0	0	43	14	14	29	0	0	33	76	92	17
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	4	81	10	16	
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	3	100	2	11	
<b>TOTAL KOS</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>27</b>	<b>108</b>
LEMNOS	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	12	50	22	2	
<b>TOTAL LEMNOS</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>12</b>	<b>50</b>	<b>22</b>	<b>2</b>	
MIKONOS	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	100	3	6	
<b>TOTAL MIKONOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>3</b>	<b>6</b>	
MITILINI	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	3	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	5	100	0	4	
<b>TOTAL MITILINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>115</b>	<b>7</b>	
PREVEZA	ASTRAEUS LTD	C	4	0	0	75	25	0	0	0	7	100	3	4	
	EXCEL AIRWAYS LTD	C	15	0	0	60	20	20	0	0	13	100	4	12	
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	84	16	0	0	0	7	62	12	13	
	MONARCH AIRLINES	C	10	0	0	80	0	0	20	0	19	100	5	9	
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	2	89	2	9	
<b>TOTAL PREVEZA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>47</b>	
RHODES	EXCEL AIRWAYS LTD	C	29	0	0	76	17	7	0	0	9	70	94	33	
	FIRST CHOICE AIRWAYS LTD	C	15	1	0	87	13	0	0	0	3	71	7	7	
	MONARCH AIRLINES	C	18	0	0	89	11	0	0	0	4	88	4	17	
	MY TRAVEL AIRWAYS UK	C	7	0	0	29	14	43	14	0	31	71	15	7	
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	8	89	6	18	
	THOMSONFLY LTD	C	17	0	0	76	12	12	0	0	9	88	28	16	
<b>TOTAL RHODES</b>			<b>93</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>39</b>	<b>98</b>	
SALONIKA	BRITISH AIRWAYS PLC	S	38	0	0	61	16	13	11	0	22	0	0	0	
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	50	88	2	
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	4	100	0	10	
	OLYMPIC AIRLINES	S	46	0	0	76	7	0	17	0	21	62	18	42	
	THOMAS COOK AIRLINES LTD	C	12	0	0	67	25	8	0	0	12	33	33	6	
<b>TOTAL SALONIKA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>21</b>	<b>66</b>	
SAMOS	ASTRAEUS LTD	C	6	0	0	100	0	0	0	0	6	0	0	0	
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	6	71	14	7	
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	3	100	7	4	
<b>TOTAL SAMOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>12</b>	<b>11</b>	
SKIATHOS	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	7	50	14	6	
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	4	71	12	7	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	8	75	4	4	
<b>TOTAL SKIATHOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>10</b>	<b>18</b>	
THIRA (SANTORINI)	ASTRAEUS LTD	C	3	0	0	33	33	33	0	0	20	0	0	0	
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	1	60	13	5	
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	50	0	0	22	100	5	4	
<b>TOTAL THIRA (SANTORINI)</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>9</b>	<b>9</b>	
VOLOS	ASTRAEUS LTD	C	3	0	0	100	0	0	0	0	3	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 VOLOS</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>3</b>	<b>50</b>	<b>17</b>	<b>4</b>
<b>ZAKINTHOS</b>	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	1	100	0	1
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	32	67	11	3
	FIRST CHOICE AIRWAYS LTD	C	24	1	0	100	0	0	0	0	0	2	84	7	19
	MONARCH AIRLINES	C	18	0	0	39	11	28	17	6	0	44	83	5	12
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	0	11	22	11	0	51	56	31	16
	THOMAS COOK AIRLINES LTD	C	28	2	0	79	7	11	4	0	0	10	86	19	22
	THOMSONFLY LTD	C	9	1	0	56	33	11	0	0	0	12	94	4	16
<b>TOTAL ZAKINTHOS</b>			<b>96</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>16</b>	<b>92</b>
<b>TOTAL GREECE</b>			<b>990</b>	<b>9</b>	<b>10</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>24</b>	<b>945</b>
<b>GRENADA</b>															
<b>GRENADA</b>	BRITISH AIRWAYS PLC	S	8	0	0	50	38	13	0	0	0	17	88	6	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	38	25	25	13	0	0	39	75	29	4
<b>TOTAL GRENADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>14</b>	<b>12</b>
<b>TOTAL GRENADA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>14</b>	<b>12</b>
<b>HUNGARY</b>															
<b>BUDAPEST</b>	BRITISH AIRWAYS PLC	S	44	0	0	23	32	34	11	0	0	34	50	18	42
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	34	37	19	6	3	0	33	18	43	60
<b>TOTAL BUDAPEST</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>35</b>	<b>25</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>31</b>	<b>33</b>	<b>106</b>
<b>TOTAL HUNGARY</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>35</b>	<b>25</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>31</b>	<b>33</b>	<b>106</b>
<b>INDIA</b>															
<b>AGRA (KHERIA)</b>	ASTRAEUS LTD	C	7	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL AGRA (KHERIA)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GOA</b>	MONARCH AIRLINES	C	10	0	0	20	10	40	10	10	10	166	40	51	5
<b>TOTAL GOA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>10</b>	<b>40</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>166</b>	<b>24</b>	<b>132</b>	<b>21</b>
<b>TOTAL INDIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>99</b>	<b>26</b>	<b>109</b>	<b>27</b>
<b>IRISH REPUBLIC</b>															
<b>CONNAUGHT</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	2	57	17	25	0	2	0	22	0	0	0
	RYANAIR	S	61	1	0	79	16	2	3	0	0	9	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>121</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CORK</b>	EASYJET AIRLINE COMPANY LTD	S	125	0	1	62	18	12	8	1	0	20	0	0	0
<b>TOTAL CORK</b>			<b>126</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>33</b>	<b>60</b>
<b>DUBLIN</b>	BRITISH AIRWAYS PLC	S	223	0	0	73	15	7	5	0	0	13	71	21	224
	RYANAIR	S	310	0	0	72	12	9	7	0	0	16	80	12	360
<b>TOTAL DUBLIN</b>			<b>533</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>16</b>	<b>586</b>
<b>SHANNON</b>	EASYJET AIRLINE COMPANY LTD	S	88	0	4	50	23	18	9	0	0	23	0	0	0
	RYANAIR	S	62	0	1	89	6	5	0	0	0	5	0	0	0
<b>TOTAL SHANNON</b>			<b>150</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>930</b>	<b>2</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>646</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	0	25	25	0	0	32	100	7	3
<b>TOTAL ARUBA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>100</b>	<b>7</b>	<b>3</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>100</b>	<b>7</b>	<b>3</b>
<b>ISRAEL</b>															
TEL AVIV	EXCEL AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	36	0	33	1
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	23	0	0	0
<b>TOTAL TEL AVIV</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>16</b>	<b>29</b>
<b>TOTAL ISRAEL</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>16</b>	<b>29</b>
<b>ITALY</b>															
BARI (PALESE)	BRITISH AIRWAYS PLC	S	18	0	0	83	6	11	0	0	0	8	88	6	26
<b>TOTAL BARI (PALESE)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>26</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	174	0	0	73	13	8	6	1	0	17	76	11	169
<b>TOTAL BOLOGNA</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>11</b>	<b>169</b>
BRESCIA/MONTICHIARI	ASTRAEUS LTD	C	11	0	0	18	64	9	0	9	0	44	27	41	11
	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	97	4
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>24</b>	<b>51</b>	<b>17</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	26	0	0	69	19	12	0	0	0	13	68	14	28
	MERIDIANA AIR	S	29	0	0	55	17	14	14	0	0	30	62	17	60
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>16</b>	<b>88</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	44	0	0	64	27	7	2	0	0	14	74	13	34
	THOMSONFLY LTD	C	9	0	0	44	11	0	33	11	0	89	78	9	9
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>12</b>	<b>52</b>
FLORENCE	MERIDIANA AIR	S	95	0	0	54	12	11	22	2	0	40	64	17	84
<b>TOTAL FLORENCE</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>11</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>64</b>	<b>17</b>	<b>84</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	16	8	5	0	0	15	92	7	60
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>92</b>	<b>7</b>	<b>60</b>
NAPLES	BRITISH AIRWAYS PLC	S	183	0	0	61	21	10	7	1	0	21	81	12	196
	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	22	37	9
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	89	5	9
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	14	60	25	10
	THOMSONFLY LTD	C	17	0	0	65	6	18	12	0	0	19	63	46	16
<b>TOTAL NAPLES</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>14</b>	<b>302</b>
OLBIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	18	5	6	0	0	16	0	0	0
	MERIDIANA AIR	S	4	0	0	75	25	0	0	0	0	12	63	9	8
<b>TOTAL OLBIA</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>8</b>	<b>10</b>
PISA	BRITISH AIRWAYS PLC	S	190	0	0	67	16	9	6	1	0	19	72	13	196
	THOMSONFLY LTD	C	9	0	0	22	33	22	11	11	0	54	78	10	9
<b>TOTAL PISA</b>			<b>199</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>13</b>	<b>207</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	123	1	6	72	15	8	5	0	0	16	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL ROME (CIAMPINO)</b>			<b>123</b>	<b>1</b>	<b>6</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>13</b>	<b>3</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	120	0	0	53	25	8	13	0	1	34	58	19	60
<b>TOTAL ROME (FIUMICINO)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>58</b>	<b>19</b>	<b>60</b>
TURIN	BRITISH AIRWAYS PLC	S	62	0	0	65	6	21	8	0	0	21	86	8	59
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>8</b>	<b>59</b>
VENICE	BRITISH AIRWAYS PLC	S	182	0	0	57	23	11	9	0	0	21	66	16	190
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	60	11	15	12	1	1	28	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	60	60	15	5
<b>TOTAL VENICE</b>			<b>309</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>16</b>	<b>198</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	118	0	0	74	16	5	5	0	0	12	74	15	115
	THOMSONFLY LTD	C	2	1	0	50	50	0	0	0	0	9	50	11	2
<b>TOTAL VERONA VILLAFRANCA</b>			<b>122</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>118</b>
<b>TOTAL ITALY</b>			<b>1695</b>	<b>3</b>	<b>6</b>	<b>64</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>1532</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	26	0	0	8	31	38	19	4	0	47	65	16	26
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>31</b>	<b>38</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>65</b>	<b>16</b>	<b>26</b>
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	20	0	10	0	37	11	56	9
	THOMSONFLY LTD	C	10	0	0	30	20	40	10	0	0	36	75	14	8
<b>TOTAL MONTEGO BAY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>30</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>41</b>	<b>36</b>	<b>17</b>
<b>TOTAL JAMAICA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>24</b>	<b>35</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>42</b>	<b>56</b>	<b>24</b>	<b>43</b>
<b>JORDAN</b>															
AQABA	ASTRAEUS LTD	C	7	0	0	71	14	14	0	0	0	15	57	22	7
<b>TOTAL AQABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>22</b>	<b>7</b>
<b>TOTAL JORDAN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>22</b>	<b>7</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	10	0	0	80	20	0	0	0	0	7	83	19	12
	MONARCH AIRLINES	C	9	0	0	44	33	22	0	0	0	21	0	0	0
<b>TOTAL MOMBASA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>18</b>	<b>16</b>
<b>TOTAL KENYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>18</b>	<b>16</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQYAH AIRWAYS	S	38	0	0	24	21	24	26	5	0	58	63	17	16
<b>TOTAL TRIPOLI</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>21</b>	<b>24</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>58</b>	<b>63</b>	<b>17</b>	<b>16</b>
<b>TOTAL LIBYA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>21</b>	<b>24</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>58</b>	<b>63</b>	<b>17</b>	<b>16</b>
<b>LITHUANIA</b>															
VILNIUS	AIR BALTIC CORPORATION SIA	S	62	0	0	94	5	2	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	46	0	0	65	26	4	4	0	0	14	0	0	0
	LITHUANIAN AIRLINES	S	90	0	10	87	9	1	3	0	0	8	78	11	103
<b>TOTAL VILNIUS</b>			<b>198</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>103</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LITHUANIA			198	0	10	84	12	2	3	0	0	8	78	11	103
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	92	0	0	80	11	1	8	0	0	14	86	6	90
TOTAL LUXEMBOURG			92	0	0	80	11	1	8	0	0	14	86	6	90
TOTAL LUXEMBOURG			92	0	0	80	11	1	8	0	0	14	86	6	90
MALDIVE ISLANDS															
MALE INTERNATIONAL	MONARCH AIRLINES	C	28	1	0	46	11	21	21	0	0	33	46	26	26
TOTAL MALE INTERNATIONAL			28	1	0	46	11	21	21	0	0	33	46	26	26
TOTAL MALDIVE ISLANDS			28	1	0	46	11	21	21	0	0	33	46	26	26
MALTA															
MALTA	AIR MALTA	S	111	0	2	68	17	14	1	0	0	13	73	10	103
	AIR MALTA	C	4	0	0	75	0	0	25	0	0	20	0	0	0
	EXCEL AIRWAYS LTD	C	11	0	0	91	0	0	9	0	0	13	100	6	2
	GB AIRWAYS LTD	S	96	0	0	58	23	10	8	0	0	20	50	27	62
	HELLO	C	44	0	0	86	9	5	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	0	13	0	48	63	32	8
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	12	50	19	8
TOTAL MALTA			282	0	2	68	17	10	4	0	0	15	61	20	231
TOTAL MALTA			282	0	2	68	17	10	4	0	0	15	61	20	231
MARTINIQUE															
FORT DE FRANCE MARTINIQUE	CORSAIR	C	2	0	0	50	0	0	0	50	0	132	0	0	0
TOTAL FORT DE FRANCE MARTINIQUE			2	0	0	50	0	0	0	50	0	132	0	0	0
TOTAL MARTINIQUE			2	0	0	50	0	0	0	50	0	132	0	0	0
MEXICO															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	9	1	0	56	22	0	11	11	0	38	63	12	8
	MONARCH AIRLINES	C	7	0	0	43	29	14	0	0	14	79	0	0	0
	MY TRAVEL AIRWAYS UK	C	11	0	0	82	9	0	9	0	0	14	56	43	18
	THOMAS COOK AIRLINES LTD	C	6	1	0	83	17	0	0	0	0	5	78	7	9
	THOMSONFLY LTD	C	12	0	0	58	8	8	25	0	0	43	83	9	18
TOTAL CANCUN			45	2	0	64	16	4	11	2	2	35	70	21	53
TOTAL MEXICO			45	2	0	64	16	4	11	2	2	35	70	21	53
MOROCCO															
AGADIR	GB AIRWAYS LTD	S	10	0	0	50	20	20	10	0	0	25	91	8	11
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	10	10	20	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	16	0	0	0
TOTAL AGADIR			28	0	0	57	14	18	11	0	0	24	79	13	33
FEZ	GB AIRWAYS LTD	S	9	0	1	67	0	22	0	11	0	38	0	0	0
TOTAL FEZ			9	0	1	67	0	22	0	11	0	38	0	0	0
MARRAKESH	GB AIRWAYS LTD	S	26	0	0	50	23	15	8	4	0	31	88	11	17
	ROYAL AIR MAROC	S	42	0	0	81	10	7	2	0	0	10	81	11	26

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MARRAKESH			68	0	0	69	15	10	4	1	0	18	80	12	49
TOTAL MOROCCO			105	0	1	66	13	13	6	2	0	21	79	12	82
NAMIBIA															
WINDHOEK	AIR NAMIBIA	S	26	0	0	58	4	12	15	12	0	46	0	0	0
TOTAL WINDHOEK			26	0	0	58	4	12	15	12	0	46	0	0	0
TOTAL NAMIBIA			26	0	0	58	4	12	15	12	0	46	0	0	0
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	302	0	0	75	13	7	6	0	0	14	80	9	315
	EASYJET AIRLINE COMPANY LTD	S	216	0	2	58	25	13	4	0	0	17	76	12	216
TOTAL AMSTERDAM			518	1	2	68	18	9	5	0	0	15	79	10	531
TOTAL NETHERLANDS			518	1	2	68	18	9	5	0	0	15	79	10	531
NIGERIA															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	1	88	6	0	0	0	6	62	59	17	17
TOTAL PORT HARCOURT			16	0	1	88	6	0	0	0	6	62	59	17	17
TOTAL NIGERIA			16	0	1	88	6	0	0	0	6	62	59	17	17
NORWAY															
BERGEN	BRAATHENS ASA	S	62	0	0	44	37	15	3	2	0	24	75	14	60
TOTAL BERGEN			62	0	0	44	37	15	3	2	0	24	75	14	60
TOTAL NORWAY			62	0	0	44	37	15	3	2	0	24	71	15	96
POLAND															
KRAKOW	BRITISH AIRWAYS PLC	S	62	0	0	34	29	26	11	0	0	30	72	13	43
	LOT-POLISH AIRLINES	S	52	0	0	40	31	19	10	0	0	28	81	8	62
TOTAL KRAKOW			114	0	0	37	30	23	11	0	0	29	77	10	105
WARSAW	LOT-POLISH AIRLINES	S	56	0	0	63	20	11	7	0	0	20	0	0	0
TOTAL WARSAW			57	0	0	63	19	11	7	0	0	20	0	0	0
TOTAL POLAND			171	0	0	46	26	19	9	0	0	26	77	10	105
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	8	0	0	50	0	25	25	0	0	27	0	0	0
TOTAL AZORES PONTA DELGADA			8	0	0	50	0	25	25	0	0	27	0	0	0
FARO	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	17	55	21	11
	EASYJET AIRLINE COMPANY LTD	S	82	0	0	68	13	10	9	0	0	18	77	9	70
	EXCEL AIRWAYS LTD	C	21	0	0	57	5	19	19	0	0	30	85	30	13
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	74	17	7	2	0	0	10	86	7	36
	GB AIRWAYS LTD	S	164	0	1	57	20	10	10	4	0	31	77	15	144
	MONARCH AIRLINES	S	70	0	0	70	13	4	7	6	0	26	82	10	62
	MONARCH AIRLINES	C	20	1	0	75	5	5	10	0	5	45	46	37	28
	THOMAS COOK AIRLINES LTD	C	25	0	0	60	20	12	8	0	0	17	58	21	43
	THOMSONFLY LTD	C	18	1	0	83	6	0	11	0	0	11	78	15	18
TOTAL FARO			448	2	1	65	15	9	9	2	0	25	75	15	444



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LISBON	AIR PORTUGAL	S	124	0	0	70	15	8	6	0	0	16	77	10	122
	MONARCH AIRLINES	S	62	0	0	90	5	3	2	0	5	0	0	0	
<b>TOTAL LISBON</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>10</b>	<b>122</b>	
Oporto (Portugal)	AIR PORTUGAL	S	3	0	0	33	33	33	0	0	21	0	16	1	
	GB AIRWAYS LTD	S	56	0	0	39	21	23	13	4	38	81	9	52	
<b>TOTAL Oporto (Portugal)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>25</b>	<b>12</b>	<b>3</b>	<b>37</b>	<b>79</b>	<b>9</b>	<b>53</b>	
<b>TOTAL PORTUGAL (EXCLUDING MADEIRA)</b>			<b>702</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>22</b>	<b>76</b>	<b>14</b>	<b>619</b>	
<b>PORTUGAL (MADEIRA)</b>															
Funchal	AIR PORTUGAL	S	36	0	0	61	11	25	3	0	17	61	15	28	
	EXCEL AIRWAYS LTD	C	10	0	0	50	20	30	0	0	20	50	19	12	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	20	10	20	0	27	50	13	8	
	GB AIRWAYS LTD	S	30	0	0	63	20	17	0	0	13	50	18	30	
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	10	20	20	89	75	19	8	
	THOMSONFLY LTD	C	10	0	0	40	0	30	30	0	49	13	69	8	
<b>TOTAL FUNCHAL</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>27</b>	<b>52</b>	<b>21</b>	<b>94</b>	
<b>TOTAL PORTUGAL (MADEIRA)</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>27</b>	<b>52</b>	<b>21</b>	<b>94</b>	
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	58	24	8	8	2	21	0	0	0	
<b>TOTAL DOHA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	NATIONWIDE AIR	S	28	0	0	50	21	21	4	4	29	62	16	26	
<b>TOTAL JOHANNESBURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>4</b>	<b>29</b>	<b>62</b>	<b>16</b>	<b>26</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>4</b>	<b>29</b>	<b>62</b>	<b>16</b>	<b>26</b>	
<b>RUMANIA</b>															
TOTAL RUMANIA			2	2	0	50	0	50	0	0	22	0	0	0	
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	46	0	8	74	17	2	2	4	20	33	34	54	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>46</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>20</b>	<b>32</b>	<b>34</b>	<b>56</b>	
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	16	0	0	44	38	19	0	0	20	38	24	16	
<b>TOTAL ST PETERSBURG</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>25</b>	<b>18</b>	
<b>TOTAL RUSSIA</b>			<b>62</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>23</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>20</b>	<b>32</b>	<b>32</b>	<b>76</b>	
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	EXCEL AIRWAYS LTD	C	5	0	0	20	80	0	0	0	20	17	270	6	
<b>TOTAL ST KITTS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>270</b>	<b>6</b>	
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>270</b>	<b>6</b>	
<b>SIERRA LEONE</b>															
FREETOWN	ASTRAEUS LTD	S	18	0	0	39	22	17	22	0	32	61	27	18	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FREETOWN			18	0	0	39	22	17	22	0	0	32	61	27	18
TOTAL SIERRA LEONE			18	0	0	39	22	17	22	0	0	32	61	27	18
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	62	0	0	76	13	2	10	0	0	15	85	12	62
TOTAL LJUBLJANA			62	0	0	76	13	2	10	0	0	15	85	12	62
TOTAL SLOVENIA			62	0	0	76	13	2	10	0	0	15	85	12	62
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	125	1	0	68	14	14	4	1	0	18	88	6	129
	EXCEL AIRWAYS LTD	C	13	0	0	85	0	0	15	0	0	24	60	50	10
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	81	5	5	10	0	0	15	72	15	18
	GB AIRWAYS LTD	S	116	0	2	57	17	10	13	3	0	34	78	15	118
	MONARCH AIRLINES	S	127	0	1	67	16	8	9	1	0	19	88	8	122
	MONARCH AIRLINES	C	12	0	0	83	0	8	8	0	0	14	50	28	28
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	13	75	27	8
	THOMSONFLY LTD	C	18	0	0	78	0	6	6	11	0	40	76	14	29
TOTAL ALICANTE			440	1	3	67	14	10	8	2	0	23	80	13	468
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	18	2	5	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	75	56	8
	GB AIRWAYS LTD	S	36	0	0	75	11	8	6	0	0	19	68	14	34
TOTAL ALMERIA			105	0	0	76	15	4	5	0	0	15	66	30	58
BARCELONA	BRITISH AIRWAYS PLC	S	184	0	0	54	18	16	11	1	0	28	76	12	181
	EASYJET AIRLINE COMPANY LTD	S	244	0	0	57	21	15	8	0	0	22	76	11	223
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	50	32	4
TOTAL BARCELONA			430	1	0	56	20	15	9	0	0	25	75	12	413
GERONA	THOMSONFLY LTD	C	11	0	0	36	0	9	45	0	9	93	100	2	16
TOTAL GERONA			11	0	0	36	0	9	45	0	9	93	97	2	31
GRANADA	MONARCH AIRLINES	S	60	2	0	95	2	0	3	0	0	5	0	0	0
TOTAL GRANADA			60	2	0	95	2	0	3	0	0	5	0	0	0
IBIZA	FIRST CHOICE AIRWAYS LTD	C	19	0	0	100	0	0	0	0	0	1	91	4	11
	MONARCH AIRLINES	C	7	0	0	100	0	0	0	0	0	3	70	32	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	0	6	0	0	0	5	38	21	13
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	12	12	0	6	0	21	67	53	18
	THOMSONFLY LTD	C	28	0	0	71	21	4	4	0	0	10	94	7	36
TOTAL IBIZA			89	0	0	84	9	4	1	1	0	9	77	19	104
MADRID	AEROLINEAS ARGENTINAS	S	36	0	2	28	28	25	14	6	0	42	56	21	9
	BRITISH AIRWAYS PLC	S	186	1	0	49	21	19	10	1	0	26	67	16	178
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	57	23	13	7	0	0	21	67	15	120
TOTAL MADRID			338	1	2	50	22	17	9	1	0	26	66	16	316
MAHON	AIR NOSTRUM	S	26	0	0	73	8	15	4	0	0	16	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	71	14	14	0	0	0	12	91	2	11
	FIRST CHOICE AIRWAYS LTD	C	27	1	0	89	7	0	4	0	0	7	97	3	30
	GB AIRWAYS LTD	S	18	0	0	78	0	11	11	0	0	16	56	19	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	MONARCH AIRLINES	C	14	0	0	64	21	14	0	0	0	11	75	14	24
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	13	6	6	6	0	27	81	27	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	56	78	25
	THOMSONFLY LTD	C	33	0	0	91	6	0	3	0	0	5	88	4	33
<b>TOTAL MAHON</b>			<b>149</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>21</b>	<b>157</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	151	1	1	74	8	7	10	1	0	20	74	16	148
	EXCEL AIRWAYS LTD	C	26	0	0	50	27	15	4	4	0	29	55	43	22
	FIRST CHOICE AIRWAYS LTD	C	29	0	0	83	10	7	0	0	0	7	63	16	32
	GB AIRWAYS LTD	S	214	2	1	59	19	12	10	0	0	23	79	11	219
	MONARCH AIRLINES	C	12	0	0	17	25	8	42	8	0	80	38	50	32
	MONARCH AIRLINES	S	128	0	1	66	20	9	5	0	0	16	77	10	122
	SPANAIR	C	2	0	0	0	0	100	0	0	0	33	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	5	75	37	28
THOMSONFLY LTD	C	29	1	0	72	10	3	10	0	3	41	79	10	38	
<b>TOTAL MALAGA</b>			<b>601</b>	<b>4</b>	<b>3</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>16</b>	<b>665</b>
MURCIA SAN JAVIER	BRITISH AIRWAYS PLC	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	19	10	10	0	0	20	0	0	0
	GB AIRWAYS LTD	S	44	0	0	52	18	16	5	9	0	38	85	10	54
<b>TOTAL MURCIA SAN JAVIER</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>11</b>	<b>58</b>
PALMA DE MALLORCA	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	0	118	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	10	65	18	15	3	0	0	17	83	9	120
	EXCEL AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	3	61	25	18
	FIRST CHOICE AIRWAYS LTD	C	64	0	0	81	6	8	5	0	0	10	73	12	77
	GB AIRWAYS LTD	S	44	0	0	59	30	5	7	0	0	18	82	8	72
	MONARCH AIRLINES	C	19	1	0	68	16	0	11	0	5	50	25	88	12
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	11	0	0	11	50	73	48	26
	THOMAS COOK AIRLINES LTD	C	41	0	0	61	12	15	12	0	0	22	75	14	40
	THOMSONFLY LTD	C	90	2	0	74	12	4	4	4	0	25	92	5	98
	VOLAR AIRLINES	C	10	0	0	90	10	0	0	0	0	6	100	5	1
<b>TOTAL PALMA DE MALLORCA</b>			<b>357</b>	<b>3</b>	<b>10</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>80</b>	<b>13</b>	<b>508</b>
REUS	ASTRAEUS LTD	C	7	0	0	71	14	0	14	0	0	14	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	86	0	7	7	0	0	12	82	8	17
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	3	89	6	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	100	0	6
	THOMSONFLY LTD	C	16	0	0	81	0	0	13	6	0	34	100	2	16
<b>TOTAL REUS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>5</b>	<b>48</b>
SEVILLE	FUTURA AIRLINES	C	2	0	0	50	0	0	50	0	0	58	0	0	0
	GB AIRWAYS LTD	S	62	0	0	63	16	8	10	3	0	29	83	15	60
<b>TOTAL SEVILLE</b>			<b>65</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>83</b>	<b>15</b>	<b>60</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	22	5	0	3	0	18	0	0	0
	GB AIRWAYS LTD	S	59	0	0	58	17	12	8	5	0	33	71	25	62
<b>TOTAL VALENCIA</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>25</b>	<b>66</b>
<b>TOTAL SPAIN</b>			<b>2925</b>	<b>15</b>	<b>18</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>15</b>	<b>3048</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	5	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ARRECIFE	ASTRAEUS LTD	C	6	0	0	17	0	17	67	0	0	73	40	46	10
	EXCEL AIRWAYS LTD	C	19	0	0	74	16	0	0	11	0	28	68	20	28
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	83	17	0	0	0	0	8	49	25	41
	GB AIRWAYS LTD	S	26	0	0	58	27	8	0	8	0	31	64	16	25
	MONARCH AIRLINES	C	25	0	0	56	16	12	8	8	0	41	85	8	20
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	13	0	0	19	67	11	9
	THOMAS COOK AIRLINES LTD	C	33	0	0	73	6	6	12	3	0	25	73	21	30
	THOMSONFLY LTD	C	25	1	0	88	0	12	0	0	0	8	71	12	28
<b>TOTAL ARRECIFE</b>			<b>190</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>19</b>	<b>194</b>
FUERTEVENTURA	EXCEL AIRWAYS LTD	C	6	0	0	67	17	0	17	0	0	32	83	5	6
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	3	86	6	21
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	100	3	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	30	10	0	0	0	12	72	17	18
	THOMAS COOK AIRLINES LTD	C	24	0	0	67	8	8	4	13	0	39	58	39	19
THOMSONFLY LTD	C	16	0	0	75	13	0	13	0	0	19	100	2	15	
<b>TOTAL FUERTEVENTURA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>15</b>	<b>95</b>
LAS PALMAS	AIR EUROPA	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	EXCEL AIRWAYS LTD	C	11	0	0	36	18	9	18	18	0	73	67	16	9
	FIRST CHOICE AIRWAYS LTD	C	29	2	0	55	14	24	7	0	0	24	68	18	25
	GB AIRWAYS LTD	S	29	0	1	59	17	14	10	0	0	24	69	21	26
	MONARCH AIRLINES	C	16	0	0	25	19	25	19	13	0	58	78	14	9
	MY TRAVEL AIRWAYS UK	C	9	1	0	78	22	0	0	0	0	10	59	23	17
	THOMAS COOK AIRLINES LTD	C	28	0	0	64	11	21	4	0	0	16	75	13	28
	THOMSONFLY LTD	C	28	0	0	75	11	11	4	0	0	13	85	8	34
<b>TOTAL LAS PALMAS</b>			<b>153</b>	<b>3</b>	<b>1</b>	<b>59</b>	<b>14</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>20</b>	<b>167</b>
TENERIFE (NORTE LOS RODEOS)	GB AIRWAYS LTD	S	16	0	0	25	50	13	13	0	0	28	100	2	4
	THOMSONFLY LTD	C	6	0	0	67	0	17	17	0	0	26	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>2</b>	<b>4</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	5	1	0	80	20	0	0	0	0	5	100	13	1
	ASTRAEUS LTD	C	16	1	0	50	6	19	25	0	0	33	62	17	13
	EXCEL AIRWAYS LTD	C	44	0	0	45	11	18	25	0	0	36	43	67	72
	FIRST CHOICE AIRWAYS LTD	C	64	1	0	58	13	19	11	0	0	22	80	9	61
	FLYJET LTD	C	8	0	0	50	13	13	25	0	0	39	50	25	14
	FUTURA AIRLINES	C	4	0	0	25	0	0	75	0	0	76	44	19	9
	GB AIRWAYS LTD	S	69	0	1	55	16	14	14	0	0	29	65	16	34
	MONARCH AIRLINES	C	39	0	0	46	13	26	8	5	3	59	58	18	24
	MY TRAVEL AIRWAYS UK	C	17	0	0	53	12	24	12	0	0	26	71	25	21
	THOMAS COOK AIRLINES LTD	C	37	0	0	70	14	14	0	0	3	27	70	31	57
	THOMSONFLY LTD	C	45	1	0	76	11	2	9	2	0	20	86	6	37
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>348</b>	<b>4</b>	<b>1</b>	<b>57</b>	<b>13</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>65</b>	<b>28</b>	<b>348</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>795</b>	<b>8</b>	<b>2</b>	<b>62</b>	<b>14</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>23</b>	<b>808</b>
ST LUCIA															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	18	0	0	72	22	6	0	0	0	10	81	12	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	78	11	7	4	0	0	11	50	29	26
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>23</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ST LUCIA			45	0	0	76	16	7	2	0	0	10	62	23	42
SWITZERLAND															
GENEVA	BRITISH AIRWAYS PLC	S	156	0	0	73	15	6	6	0	0	14	83	8	149
	EASYJET SWITZERLAND	S	186	0	0	87	7	2	4	0	0	8	92	5	180
TOTAL GENEVA			342	0	0	81	11	4	5	0	0	11	88	7	329
ZURICH	BRITISH AIRWAYS PLC	S	124	0	0	66	17	9	8	0	0	18	100	0	1
TOTAL ZURICH			124	0	0	66	17	9	8	0	0	18	76	10	51
TOTAL SWITZERLAND			466	0	0	77	12	5	6	0	0	13	86	7	380
TRINIDAD AND TOBAGO															
TOBAGO	BRITISH AIRWAYS PLC	S	19	0	0	84	5	11	0	0	0	9	79	8	19
	EXCEL AIRWAYS LTD	C	13	0	0	23	38	15	15	8	0	45	25	45	12
TOTAL TOBAGO			32	0	0	59	19	13	6	3	0	24	63	20	35
TOTAL TRINIDAD AND TOBAGO			32	0	0	59	19	13	6	3	0	24	63	20	35
TUNISIA															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	0	10	20	0	62	77	13	13
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	17	6	0	0	11	60	80	11	10
	NOUVELAIR TUNISIE	C	2	1	0	50	0	50	0	0	0	30	40	25	10
	NOUVELAIR TUNISIE	S	9	0	0	44	44	0	0	0	11	64	40	35	10
	THOMAS COOK AIRLINES LTD	C	21	0	0	86	10	5	0	0	0	6	63	28	16
	THOMSONFLY LTD	C	18	0	0	72	6	0	6	11	6	59	82	7	17
TOTAL MONASTIR			78	1	0	69	14	4	3	5	5	45	66	19	79
TUNIS	EXCEL AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	13	0	0	0
	FLYJET LTD	C	2	0	0	50	0	50	0	0	0	23	0	0	0
	GB AIRWAYS LTD	S	35	0	1	43	34	14	9	0	0	25	67	12	36
TOTAL TUNIS			43	0	1	47	30	16	7	0	0	23	63	15	48
TOTAL TUNISIA			121	1	1	61	20	8	4	3	3	37	65	17	129
TURKEY															
ANTALYA	EXCEL AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	5	100	2	4
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	25	6	0	0	0	9	47	17	19
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	100	0	0	0	0	0	0	56	13	16
	MONARCH AIRLINES	C	10	0	0	60	0	20	10	10	0	57	0	0	0
	THOMAS COOK AIRLINES LTD	C	29	0	0	79	7	3	10	0	0	12	83	9	18
	THOMSONFLY LTD	C	7	0	0	86	0	14	0	0	0	6	0	0	0
TOTAL ANTALYA			76	0	0	78	9	7	5	1	0	15	68	11	65
BODRUM (MILAS)	ASTRAEUS LTD	C	3	0	0	67	0	0	33	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	19	0	0	89	11	0	0	0	0	4	88	6	8
	FIRST CHOICE AIRWAYS LTD	C	40	0	0	85	13	0	3	0	0	5	100	2	29
	MONARCH AIRLINES	C	8	1	0	38	25	13	25	0	0	50	93	2	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	11	75	24	8
	THOMAS COOK AIRLINES LTD	C	30	0	0	70	3	3	23	0	0	30	73	7	15
	THOMSONFLY LTD	C	9	0	0	89	0	11	0	0	0	7	63	71	8
TOTAL BODRUM (MILAS)			117	1	0	78	9	3	9	0	0	15	87	12	85

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)
DALAMAN	AIR ATLANTA EUROPE LTD	C	4	0	0	50	0	50	0	0	0	24	100	6	2
	EXCEL AIRWAYS LTD	C	39	2	0	64	10	21	5	0	0	19	63	21	32
	FIRST CHOICE AIRWAYS LTD	C	56	1	0	68	18	9	2	4	0	17	85	15	27
	MONARCH AIRLINES	C	42	0	0	64	14	7	7	7	0	31	78	14	23
	MY TRAVEL AIRWAYS UK	C	15	0	0	40	27	33	0	0	0	23	74	22	23
	ONUR AIR	C	28	0	0	32	11	11	36	7	4	81	10	76	10
	THOMAS COOK AIRLINES LTD	C	43	0	0	60	16	16	7	0	0	22	84	10	44
	THOMSONFLY LTD	C	22	1	0	68	9	14	9	0	0	15	82	14	11
<b>TOTAL DALAMAN</b>			<b>250</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>24</b>	<b>193</b>
ISTANBUL	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	20	20	20	0	0	27	0	39	4
<b>TOTAL ISTANBUL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>39</b>	<b>4</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	14	0	0	86	0	0	14	0	0	13	78	5	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>5</b>	<b>9</b>
<b>TOTAL TURKEY</b>			<b>462</b>	<b>7</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>18</b>	<b>356</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	73	21	6	0	0	0	10	75	10	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>10</b>	<b>61</b>
SIMFEROPOL	ASTRAEUS LTD	C	9	0	0	22	33	33	0	11	0	56	75	8	8
<b>TOTAL SIMFEROPOL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>75</b>	<b>8</b>	<b>8</b>
<b>TOTAL UKRAINE</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>10</b>	<b>69</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	0	73	15	3	6	2	2	25	84	7	25
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>84</b>	<b>7</b>	<b>25</b>
DUBAI	EMIRATES	S	172	0	2	78	16	5	1	1	0	9	69	13	180
<b>TOTAL DUBAI</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>13</b>	<b>180</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>234</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>205</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	228	0	0	60	25	10	5	0	1	21	72	14	225
<b>TOTAL ABERDEEN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>72</b>	<b>14</b>	<b>225</b>
BELFAST CITY	FLYBE LTD	S	216	0	2	75	18	5	2	0	0	12	87	6	214
<b>TOTAL BELFAST CITY</b>			<b>216</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>214</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	234	0	4	62	18	15	5	0	0	18	82	9	232
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>234</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>18</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>9</b>	<b>232</b>
DURHAM TEES VALLEY	BMIBABY LTD	S	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DURHAM TEES VALLEY</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	354	0	0	58	19	17	6	1	0	21	70	15	349
	EASYJET AIRLINE COMPANY LTD	S	234	0	2	64	22	8	5	1	1	20	67	15	233
<b>TOTAL EDINBURGH</b>			<b>588</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>582</b>
GLASGOW	BRITISH AIRWAYS PLC	S	346	0	0	67	14	11	8	0	0	19	74	14	332
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	33	0	33	0	0	43	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL GLASGOW</b>			<b>349</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>14</b>	<b>332</b>
<b>GUERNSEY</b>	AURIGNY AIR SERVICES	S	247	0	2	81	11	4	4	0	0	14	90	5	242
	FLYBE LTD	S	290	0	0	87	4	4	4	1	0	11	91	9	243
<b>TOTAL GUERNSEY</b>			<b>537</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>7</b>	<b>485</b>
<b>INVERNESS</b>	BRITISH AIRWAYS CITIEXPRESS L	S	180	0	0	73	16	8	3	0	0	13	88	6	179
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	37	32	21	6	3	0	31	58	31	60
<b>TOTAL INVERNESS</b>			<b>242</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>12</b>	<b>239</b>
<b>ISLE OF MAN</b>	BRITISH AIRWAYS CITIEXPRESS L	S	166	0	0	70	13	8	7	1	0	19	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>9</b>	<b>162</b>
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	326	0	0	70	16	9	5	0	0	15	77	9	319
	FLYBE LTD	S	246	1	0	78	13	4	4	1	0	13	89	7	239
<b>TOTAL JERSEY</b>			<b>572</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>558</b>
<b>MANCHESTER</b>	ASTRAEUS LTD	C	4	3	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS PLC	S	376	0	0	56	20	15	8	0	0	21	73	12	374
	CHANNEL EXPRESS LTD ALSO T/A	S	146	0	2	78	15	5	1	0	0	11	0	0	0
	MONARCH AIRLINES	C	2	10	0	50	0	50	0	0	0	25	0	119	2
	ZOOM AIRLINES	S	4	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL MANCHESTER</b>			<b>534</b>	<b>32</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>393</b>
<b>NEWCASTLE</b>	BRITISH AIRWAYS PLC	S	234	0	0	65	18	9	9	0	0	17	82	9	231
<b>TOTAL NEWCASTLE</b>			<b>234</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>9</b>	<b>231</b>
<b>NEWQUAY</b>	AIR SOUTHWEST	S	91	0	2	74	11	12	2	1	0	14	91	4	90
<b>TOTAL NEWQUAY</b>			<b>91</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>4</b>	<b>90</b>
<b>PLYMOUTH</b>	AIR SOUTHWEST	S	152	0	3	69	14	14	3	0	0	15	87	5	151
<b>TOTAL PLYMOUTH</b>			<b>152</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>5</b>	<b>151</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4148</b>	<b>38</b>	<b>17</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>3896</b>
<b>USA</b>															
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	62	0	0	82	16	2	0	0	0	9	62	17	61
	DELTA AIRLINES	S	186	1	0	88	7	2	2	1	0	9	62	18	184
<b>TOTAL ATLANTA</b>			<b>248</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>18</b>	<b>245</b>
<b>CHARLOTTE</b>	US AIRWAYS	S	62	0	0	74	19	3	2	2	0	14	48	26	61
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>26</b>	<b>61</b>
<b>CINCINNATI</b>	DELTA AIRLINES	S	59	0	3	88	5	3	3	0	0	7	60	14	62
<b>TOTAL CINCINNATI</b>			<b>59</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>14</b>	<b>62</b>
<b>CLEVELAND</b>	CONTINENTAL AIRLINES	S	2	0	0	100	0	0	0	0	0	0	100	6	2
<b>TOTAL CLEVELAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>6</b>	<b>2</b>
<b>DALLAS/FORT WORTH</b>	AMERICAN AIRLINES	S	161	0	0	80	13	4	2	1	0	12	79	12	154
	BRITISH AIRWAYS PLC	S	62	0	0	66	24	6	3	0	0	15	69	36	61
<b>TOTAL DALLAS/FORT WORTH</b>			<b>223</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>18</b>	<b>215</b>
<b>DETROIT</b>	NORTHWEST AIRLINES	S	62	0	0	90	0	3	5	2	0	12	84	7	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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)
HOUSTON	BRITISH AIRWAYS PLC	S	113	0	1	85	10	1	4	0	0	9	80	10	88
	CONTINENTAL AIRLINES	S	124	0	0	85	7	4	3	1	0	11	80	9	122
<b>TOTAL HOUSTON</b>			<b>237</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>210</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	52	0	0	50	19	25	4	2	0	24	39	42	33
<b>TOTAL LAS VEGAS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>36</b>	<b>46</b>	<b>39</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	0	0	60	10	23	7	0	0	22	81	8	62
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>8</b>	<b>62</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	77	16	6	1	0	0	10	56	19	122
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>19</b>	<b>122</b>
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	74	19	5	2	0	0	11	82	7	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	133	1	0	47	26	14	10	4	0	31	44	32	114
<b>TOTAL ORLANDO</b>			<b>195</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>23</b>	<b>175</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	63	0	0	56	24	14	5	2	0	23	48	32	61
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>32</b>	<b>61</b>
RALEIGH	AMERICAN AIRLINES	S	61	0	0	89	10	2	0	0	0	6	71	16	62
<b>TOTAL RALEIGH</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>62</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	53	2	0	34	19	23	21	2	2	69	28	120	54
	FIRST CHOICE AIRWAYS LTD	C	13	1	0	46	31	8	8	8	0	43	53	20	15
	MONARCH AIRLINES	C	17	0	0	71	6	12	0	12	0	48	68	12	19
	MY TRAVEL AIRWAYS UK	C	26	0	0	62	15	4	12	8	0	41	40	39	25
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	5	90	4	10
	THOMSONFLY LTD	C	18	0	0	39	33	22	0	6	0	36	33	84	27
<b>TOTAL SANFORD</b>			<b>136</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>50</b>	<b>43</b>	<b>69</b>	<b>150</b>
TAMPA	BRITISH AIRWAYS PLC	S	45	1	0	76	13	4	4	0	2	50	80	13	45
<b>TOTAL TAMPA</b>			<b>45</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>80</b>	<b>13</b>	<b>45</b>
<b>TOTAL USA</b>			<b>1630</b>	<b>6</b>	<b>4</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>22</b>	<b>1632</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	59	0	0	0
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>50</b>	<b>24</b>	<b>8</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>50</b>	<b>24</b>	<b>8</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	27	1	1	33	15	22	26	4	0	51	31	21	26
<b>TOTAL HARARE</b>			<b>27</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>15</b>	<b>22</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>21</b>	<b>26</b>
<b>TOTAL ZIMBABWE</b>			<b>27</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>15</b>	<b>22</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>21</b>	<b>26</b>
<b>TOTAL GATWICK</b>			<b>21871</b>	<b>132</b>	<b>126</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>16</b>	<b>20861</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	C	2	0	0	50	0	50	0	0	0	33	0	0	0
TOTAL MINSK			2	0	0	50	0	50	0	0	0	33	0	0	0
TOTAL BELARUS			2	0	0	50	0	50	0	0	0	33	0	0	0
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	74	1	1	88	5	5	1	0	0	6	0	0	0
TOTAL BRUSSELS			74	1	1	88	5	5	1	0	0	6	0	0	0
TOTAL BELGIUM			74	1	1	88	5	5	1	0	0	6	0	0	0
<b>BULGARIA</b>															
BURGAS	BH AIR	C	6	0	0	100	0	0	0	0	0	1	50	18	8
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	50	65	4
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	2	100	8	3
TOTAL BURGAS			13	0	0	100	0	0	0	0	0	1	60	29	15
VARNA	BH AIR	C	6	1	0	83	17	0	0	0	0	8	50	20	6
TOTAL VARNA			6	1	0	83	17	0	0	0	0	8	50	20	6
TOTAL BULGARIA			19	1	0	95	5	0	0	0	0	3	57	26	21
<b>CANADA</b>															
OTTAWA INTERNATIONAL	ZOOM AIRLINES	S	10	0	0	100	0	0	0	0	0	2	25	79	4
TOTAL OTTAWA INTERNATIONAL			10	0	0	100	0	0	0	0	0	2	25	79	4
TORONTO	AIR CANADA	S	2	0	0	100	0	0	0	0	0	4	0	0	0
	AIR TRANSAT	S	24	0	0	83	13	4	0	0	0	5	71	11	24
	THOMAS COOK AIRLINES LTD	S	35	0	0	74	6	6	14	0	0	22	66	52	38
	ZOOM AIRLINES	S	18	0	0	61	22	6	6	6	0	29	83	18	18
TOTAL TORONTO			79	0	0	75	11	5	8	1	0	18	71	32	80
VANCOUVER	AIR TRANSAT	S	8	0	0	100	0	0	0	0	0	1	63	30	8
	ZOOM AIRLINES	S	19	2	0	95	0	0	5	0	0	9	86	5	14
TOTAL VANCOUVER			27	2	0	96	0	0	4	0	0	6	77	14	22
TOTAL CANADA			116	2	0	82	8	3	6	1	0	14	70	30	110
<b>CROATIA</b>															
TOTAL DUBROVNIK			2	1	0	50	50	0	0	0	0	15	0	0	0
SPLIT	CROATIA AIRLINES	C	2	0	0	50	0	50	0	0	0	31	100	4	2
TOTAL SPLIT			2	0	0	50	0	50	0	0	0	31	100	4	2
TOTAL CROATIA			4	1	0	50	25	25	0	0	0	23	100	4	2
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	11	0	0	9	27	9	45	9	0	74	29	33	17
	HELIOS AIRWAYS LTD	S	8	0	2	13	50	13	25	0	0	41	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	29	0	0	0	15	71	11	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	40	10	20	0	0	37	44	18	9
	THOMSONFLY LTD	C	9	0	0	33	22	11	33	0	0	45	83	5	6

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LARNACA</b>			<b>45</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>31</b>	<b>13</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>50</b>	<b>21</b>	<b>40</b>
<b>PAPHOS</b>	EUROCYPRIA AIRLINES LTD	C	9	0	0	67	11	0	22	0	0	38	67	13	9
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	25	38	38	0	0	0	21	88	19	8
	FLYGLOBESPAN	S	16	1	1	44	19	19	19	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	25	25	50	0	0	0	34	0	0	0
	THOMSONFLY LTD	C	8	0	0	63	38	0	0	0	0	13	63	14	8
<b>TOTAL PAPHOS</b>			<b>45</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>24</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>14</b>	<b>27</b>
<b>TOTAL CYPRUS</b>			<b>90</b>	<b>1</b>	<b>3</b>	<b>37</b>	<b>28</b>	<b>16</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>60</b>	<b>18</b>	<b>67</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	FLYGLOBESPAN	S	62	0	0	94	0	2	2	0	3	19	93	3	14
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>93</b>	<b>3</b>	<b>14</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>19</b>	<b>93</b>	<b>3</b>	<b>14</b>
<b>DENMARK</b>															
<b>COPENHAGEN</b>	BMI REGIONAL	S	62	0	0	94	3	0	0	3	0	10	79	11	62
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>62</b>
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>62</b>
<b>DOMINICAN REPUBLIC</b>															
<b>PUERTO PLATA</b>	FIRST CHOICE AIRWAYS LTD	C	4	1	0	50	50	0	0	0	0	11	33	23	3
	MY TRAVEL AIRWAYS UK	C	6	2	0	67	17	0	0	17	0	40	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>10</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>23</b>	<b>3</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>10</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>23</b>	<b>3</b>
<b>EGYPT</b>															
<b>HURGHADA</b>	FLYGLOBESPAN	C	9	0	0	67	33	0	0	0	0	9	0	0	0
<b>TOTAL HURGHADA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SHARM EL SHEIKH (OPHIRA)</b>	EXCEL AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	15	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ESTONIA</b>															
<b>TALLIN</b>	ESTONIAN AIR	C	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL TALLIN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
<b>NICE</b>	FLYGLOBESPAN	S	10	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL NICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>48</b>	<b>10</b>
<b>PARIS (CHARLES DE GAULLE)</b>	BRITISH AIRWAYS CITIEXPRESS L	S	50	0	0	88	12	0	0	0	0	4	91	6	46
	GREECE AIRWAYS	S	20	0	1	70	5	5	0	0	20	164	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>91</b>	<b>6</b>	<b>46</b>
<b>TOTAL FRANCE</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>89</b>	<b>13</b>	<b>56</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GERMANY</b>															
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	46	0	0	93	2	0	4	0	0	6	83	6	30
<b>TOTAL FRANKFURT MAIN</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>6</b>	<b>30</b>
MUNICH	BRITISH AIRWAYS CITIEXPRESS L	S	42	0	0	93	5	2	0	0	0	3	86	10	44
<b>TOTAL MUNICH</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>10</b>	<b>44</b>
<b>TOTAL GERMANY</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>7</b>	<b>92</b>
<b>GREECE</b>															
ATHENS	GREECE AIRWAYS	S	18	0	0	50	22	6	0	0	22	163	61	17	18
<b>TOTAL ATHENS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>163</b>	<b>61</b>	<b>17</b>	<b>18</b>
CORFU	EXCEL AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	25	100	0	6
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	29	14	14	0	0	24	100	3	5
	THOMAS COOK AIRLINES LTD	C	13	0	0	62	15	8	8	8	0	29	88	6	16
	THOMSONFLY LTD	C	7	0	0	71	0	0	29	0	0	42	89	4	9
<b>TOTAL CORFU</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>92</b>	<b>4</b>	<b>36</b>
HERAKLION	EXCEL AIRWAYS LTD	C	15	0	0	93	7	0	0	0	0	2	100	2	16
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	20	86	8	7
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	29	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	57	18	7
<b>TOTAL HERAKLION</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>19</b>	<b>37</b>
KOS	BMI BRITISH MIDLAND	C	7	0	0	14	29	29	14	0	14	95	57	15	7
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	1	100	0	2
	THOMAS COOK AIRLINES LTD	C	6	0	0	0	50	50	0	0	0	32	78	8	9
<b>TOTAL KOS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>25</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>43</b>	<b>72</b>	<b>10</b>	<b>18</b>
RHODES	EXCEL AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	88	4	16
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	20	40	40	0	0	0	25	50	45	6
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	8	0	0	50	25	0	25	0	0	37	86	43	7
<b>TOTAL RHODES</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>22</b>	<b>32</b>
ZAKINTHOS	EXCEL AIRWAYS LTD	C	7	0	0	86	0	14	0	0	0	9	100	0	3
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	100	2	9
	THOMAS COOK AIRLINES LTD	C	15	0	0	67	0	20	7	7	0	34	42	40	12
<b>TOTAL ZAKINTHOS</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>19</b>	<b>28</b>
<b>TOTAL GREECE</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>35</b>	<b>75</b>	<b>15</b>	<b>169</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	50	29	21	0	0	0	18	38	21	34
<b>TOTAL KEFLAVIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>21</b>	<b>34</b>
<b>TOTAL ICELAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>21</b>	<b>34</b>
<b>IRISH REPUBLIC</b>															
CORK	LOGANAIR	S	50	1	0	94	4	2	0	0	0	2	80	14	55
<b>TOTAL CORK</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>14</b>	<b>55</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	AER LINGUS	S	166	0	0	75	13	11	1	0	0	11	60	20	154
	LOGANAIR	S	62	0	0	68	18	10	5	0	0	13	0	0	0
<b>TOTAL DUBLIN</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>20</b>	<b>154</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>278</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>18</b>	<b>245</b>
<b>ITALY</b>															
NAPLES	THOMSONFLY LTD	C	7	0	0	57	14	0	29	0	0	21	78	9	9
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>9</b>	<b>9</b>
PALERMO	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	24	100	4	2	
<b>TOTAL PALERMO</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>24</b>	<b>100</b>	<b>4</b>	<b>2</b>	
<b>TOTAL ITALY</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>23</b>	<b>31</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	16	0	2	88	6	6	0	0	5	75	13	16	
	HELLO	C	8	0	0	88	13	0	0	0	3	0	0	0	
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	43	0	0	0	12	56	155	9	
<b>TOTAL MALTA</b>			<b>31</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>94</b>	<b>33</b>	
<b>TOTAL MALTA</b>			<b>31</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>94</b>	<b>33</b>	
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	100	0	0	0	24	0	0	0	
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	0	0	33	0	33	43	83	7	
<b>TOTAL CANCUN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>31</b>	<b>43</b>	<b>83</b>	<b>7</b>	
<b>TOTAL MEXICO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>31</b>	<b>43</b>	<b>83</b>	<b>7</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	58	0	0	78	10	9	3	0	13	90	5	62	
	KLM CITYHOPPER	S	242	0	0	82	9	2	6	1	15	81	11	238	
<b>TOTAL AMSTERDAM</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>83</b>	<b>10</b>	<b>301</b>	
<b>TOTAL NETHERLANDS</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>15</b>	<b>83</b>	<b>10</b>	<b>301</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	28	0	0	0	
	EXCEL AIRWAYS LTD	C	2	0	0	0	50	50	0	0	33	100	0	2	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	30	0	0	14	56	32	16	
	FLYGLOBESPAN	S	60	1	0	73	13	7	3	3	20	100	0	6	
	MY TRAVEL AIRWAYS UK	C	17	0	0	94	6	0	0	0	2	30	65	10	
	THOMAS COOK AIRLINES LTD	C	21	0	0	57	19	10	14	0	23	69	11	16	
	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	3	71	22	7	
<b>TOTAL FARO</b>			<b>119</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>64</b>	<b>24</b>	<b>75</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>119</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>64</b>	<b>24</b>	<b>75</b>	
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	9	100	2	8	
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>20</b>	<b>16</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)			10	0	0	80	10	10	0	0	0	9	88	20	16
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	TRAVEL SERVICE AIRLINES	C	2	0	0	50	0	50	0	0	0	26	0	0	0
TOTAL BRATISLAVA			4	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL SLOVAK REPUBLIC			4	0	0	50	0	50	0	0	0	21	0	0	0
SLOVENIA															
MARIBOR	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL MARIBOR			2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL SLOVENIA			2	0	0	100	0	0	0	0	0	6	0	0	0
SPAIN															
ALICANTE	EXCEL AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	83	15	12
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	40	0	0	0	0	10	90	5	10
	FLYGLOBESPAN	S	62	0	0	69	21	3	6	0	0	14	78	15	51
	GREECE AIRWAYS	S	18	1	0	44	11	11	11	6	17	159	72	23	25
	MY TRAVEL AIRWAYS UK	C	17	0	0	76	12	6	6	0	0	12	82	37	17
	THOMAS COOK AIRLINES LTD	C	13	0	0	77	0	15	8	0	0	17	65	34	20
	THOMSONFLY LTD	C	18	0	0	72	6	11	11	0	0	22	89	4	18
TOTAL ALICANTE			147	1	0	69	15	6	7	1	2	32	79	19	157
ALMERIA	MY TRAVEL AIRWAYS UK	C	7	0	0	86	0	14	0	0	0	11	0	0	0
TOTAL ALMERIA			7	0	0	86	0	14	0	0	0	11	0	0	0
BARCELONA	FLYGLOBESPAN	S	59	0	0	81	5	10	3	0	0	12	54	21	13
TOTAL BARCELONA			59	0	0	81	5	10	3	0	0	12	80	15	54
GERONA	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	2	100	0	1
	THOMSONFLY LTD	C	9	0	0	56	11	11	22	0	0	42	100	2	7
TOTAL GERONA			18	0	0	72	11	6	11	0	0	22	84	10	31
IBIZA	MY TRAVEL AIRWAYS UK	C	17	0	0	94	6	0	0	0	0	2	57	93	7
	THOMAS COOK AIRLINES LTD	C	17	0	0	53	0	29	18	0	0	33	43	29	7
	THOMSONFLY LTD	C	16	0	0	69	13	19	0	0	0	12	92	7	25
TOTAL IBIZA			50	0	0	72	6	16	6	0	0	16	78	25	41
MAHON	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	9	100	0	2
	FUTURA AIRLINES	C	4	0	0	75	0	0	25	0	0	27	80	6	15
	MY TRAVEL AIRWAYS UK	C	7	1	0	100	0	0	0	0	0	0	100	4	5
	THOMAS COOK AIRLINES LTD	C	6	1	0	100	0	0	0	0	0	2	83	10	12
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	1	100	1	9
TOTAL MAHON			28	2	0	96	0	0	4	0	0	5	88	5	43
MALAGA	BMI BRITISH MIDLAND	C	2	0	0	0	50	50	0	0	0	40	0	0	0
	EXCEL AIRWAYS LTD	C	3	1	0	0	67	0	33	0	0	62	25	100	4
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	75	10	8
	FLYGLOBESPAN	S	59	0	0	90	3	5	2	0	0	7	93	4	60
	FLYJET LTD	C	2	0	0	0	0	50	0	50	0	122	0	0	0
	GREECE AIRWAYS	S	22	0	0	32	36	9	0	0	23	206	82	30	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	SPANAIR	C	10	0	0	60	10	20	10	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	1	0	50	0	0	50	0	0	69	61	45	18
	THOMSONFLY LTD	C	10	0	0	90	0	10	0	0	0	5	90	15	20
<b>TOTAL MALAGA</b>			<b>113</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>52</b>	<b>83</b>	<b>17</b>	<b>145</b>
PALMA DE MALLORCA	AIR EUROPA	C	9	1	0	100	0	0	0	0	0	1	100	3	7
	EXCEL AIRWAYS LTD	C	12	0	0	92	0	8	0	0	0	3	92	3	12
	FLYGLOBESPAN	S	68	0	0	88	3	0	6	0	3	20	77	11	57
	FUTURA AIRLINES	C	8	0	0	75	25	0	0	0	0	6	23	27	13
	GREECE AIRWAYS	S	16	1	1	75	6	0	0	0	19	175	100	3	16
	IBERWORLD	C	2	0	0	100	0	0	0	0	0	2	67	12	12
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	23	0	0	83	4	4	4	4	0	20	71	35	21
	THOMAS COOK AIRLINES LTD	C	39	0	0	72	5	10	13	0	0	18	80	13	40
	THOMSONFLY LTD	C	35	0	0	71	9	3	14	3	0	26	89	9	44
	VOLAR AIRLINES	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>224</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>76</b>	<b>13</b>	<b>244</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	5	100	1	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	2	85	11	13
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	67	12	15
	THOMSONFLY LTD	C	9	0	0	78	0	0	22	0	0	24	78	41	9
<b>TOTAL REUS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>16</b>	<b>45</b>
<b>TOTAL SPAIN</b>			<b>688</b>	<b>7</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>28</b>	<b>80</b>	<b>16</b>	<b>761</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EXCEL AIRWAYS LTD	C	11	0	0	45	27	27	0	0	0	20	44	64	9
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	44	31	9
	FLYGLOBESPAN	S	17	1	1	76	12	0	12	0	0	14	0	0	0
	FUTURA AIRLINES	C	4	0	0	25	25	50	0	0	0	31	60	9	5
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	5	75	20	8
	THOMAS COOK AIRLINES LTD	C	25	1	0	64	0	20	16	0	0	28	55	24	20
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	5	67	9	9
<b>TOTAL ARRECIFE</b>			<b>81</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>25</b>	<b>65</b>
FUERTEVENTURA	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	0	19	2
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	10	100	0	7
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	8	0	0	0	0	2	100	2	10
<b>TOTAL FUERTEVENTURA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>3</b>	<b>19</b>
LAS PALMAS	AIR EUROPA	C	3	0	0	0	33	0	67	0	0	77	59	18	17
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	FLYGLOBESPAN	S	20	0	0	95	5	0	0	0	0	3	0	0	0
	FUTURA AIRLINES	C	4	0	0	75	0	25	0	0	0	16	0	0	0
	IBERWORLD	C	8	0	0	63	13	0	13	13	0	56	80	6	10
	MY TRAVEL AIRWAYS UK	C	18	1	0	72	6	17	6	0	0	13	75	17	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	80	0	13	7	0	0	19	79	31	24
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	4	75	11	8
<b>TOTAL LAS PALMAS</b>			<b>79</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>21</b>	<b>69</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	12	0	0	92	0	8	0	0	0	3	100	1	1

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	ASTRAEUS LTD	C	2	0	0	50	0	0	50	0	0	49	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	EXCEL AIRWAYS LTD	C	14	0	0	57	29	14	0	0	0	15	63	17	16
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	64	36	0	0	0	0	13	100	1	9
	FLYGLOBESPAN	S	62	0	0	90	5	2	3	0	0	7	83	5	18
	FLYJET LTD	C	2	0	0	100	0	0	0	0	0	7	100	6	2
	FUTURA AIRLINES	C	10	0	0	80	10	10	0	0	0	12	77	7	13
	MY TRAVEL AIRWAYS UK	C	7	1	0	71	29	0	0	0	0	7	68	12	28
	THOMAS COOK AIRLINES LTD	C	37	0	0	59	24	14	3	0	0	16	57	65	35
	THOMSONFLY LTD	C	14	0	0	79	0	7	14	0	0	32	83	7	18
	VOLAR AIRLINES	C	22	0	0	91	9	0	0	0	0	3	65	21	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>195</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>22</b>	<b>169</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>377</b>	<b>4</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>21</b>	<b>322</b>	
<b>TUNISIA</b>															
MONASTIR	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	NOUVELAIR TUNISIE	C	2	0	0	50	0	50	0	0	0	17	17	140	6
	THOMAS COOK AIRLINES LTD	C	14	0	0	50	21	21	7	0	0	22	75	19	12
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>41</b>	<b>27</b>	
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>41</b>	<b>27</b>	
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	88	0	13	0	0	0	9	88	7	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	73	13	0	13	0	0	26	33	49	9
<b>TOTAL ANTALYA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>29</b>	<b>17</b>	
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	33	0	0	0	0	10	100	1	9
	ONUR AIR	C	7	1	0	100	0	0	0	0	0	3	0	0	0
	PEGASUS AIRLINES	C	9	0	0	56	11	11	0	22	0	63	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>31</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>22</b>	<b>100</b>	<b>1</b>	<b>9</b>	
<b>DALAMAN</b>															
DALAMAN	EXCEL AIRWAYS LTD	C	7	1	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	45	18	18	0	18	0	67	71	28	7
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	1	0	51	6
	ONUR AIR	C	15	0	0	40	13	20	27	0	0	42	0	0	0
	SUNEXPRESS	C	4	0	0	75	0	0	25	0	0	34	100	7	2
	THOMAS COOK AIRLINES LTD	C	20	2	0	80	15	5	0	0	0	7	76	25	17
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	17	71	7	7
<b>TOTAL DALAMAN</b>			<b>74</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>24</b>	<b>69</b>	<b>22</b>	<b>45</b>	
<b>TOTAL TURKEY</b>			<b>129</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>23</b>	<b>70</b>	<b>21</b>	<b>71</b>	
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	56	16	26	2	0	0	18	65	12	60
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>12</b>	<b>60</b>	
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>26</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>12</b>	<b>60</b>	
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	51	0	0	76	20	0	2	2	0	15	65	19	52

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BARRA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>19</b>	52
BELFAST CITY	FLYBE LTD	S	215	0	4	87	5	5	3	0	0	8	86	10	219
<b>TOTAL BELFAST CITY</b>			<b>215</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>10</b>	219
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	236	0	0	88	5	6	2	0	0	6	86	7	226
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>236</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	226
BENBECULA	LOGANAIR	S	98	0	0	68	24	5	2	0	0	14	69	14	80
<b>TOTAL BENBECULA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>14</b>	80
BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS L	S	207	0	0	92	4	1	3	0	0	5	94	5	224
	FLYBE LTD	S	296	1	7	81	9	5	4	1	0	11	78	16	304
<b>TOTAL BIRMINGHAM</b>			<b>503</b>	<b>1</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>11</b>	528
BRISTOL	BRITISH AIRWAYS CITIEXPRESS L	S	188	0	0	89	5	4	1	1	0	7	91	5	184
	EASYJET AIRLINE COMPANY LTD	S	156	0	0	73	12	6	6	3	0	18	86	7	152
<b>TOTAL BRISTOL</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	336
CAMPBELTOWN	LOGANAIR	S	82	0	0	88	6	2	4	0	0	8	93	4	84
<b>TOTAL CAMPBELTOWN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	84
CITY OF DERRY (EGLINTON)	LOGANAIR	S	62	0	0	74	13	10	2	2	0	13	42	97	57
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>42</b>	<b>97</b>	57
EXETER	FLYBE LTD	S	62	0	0	85	3	6	5	0	0	10	77	25	60
<b>TOTAL EXETER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>25</b>	60
GATWICK	BRITISH AIRWAYS PLC	S	345	1	1	74	10	10	6	0	0	16	79	11	333
<b>TOTAL GATWICK</b>			<b>345</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	333
HEATHROW	BMI BRITISH MIDLAND	S	452	0	4	83	11	6	1	0	0	8	56	19	463
	BRITISH AIRWAYS PLC	S	656	0	1	69	16	11	4	1	0	15	59	19	612
<b>TOTAL HEATHROW</b>			<b>1108</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>19</b>	1075
ISLAY	LOGANAIR	S	92	0	0	83	11	4	2	0	0	9	84	10	92
<b>TOTAL ISLAY</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	92
ISLE OF MAN	EUROMANX GMBH	S	2	1	0	100	0	0	0	0	0	2	0	0	0
	LOGANAIR	S	70	0	0	73	14	7	6	0	0	15	73	16	59
<b>TOTAL ISLE OF MAN</b>			<b>72</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>20</b>	166
JERSEY	BMI REGIONAL	S	8	0	0	75	0	25	0	0	0	11	67	13	6
	FLYBE LTD	S	2	0	0	50	50	0	0	0	0	19	0	0	0
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>13</b>	6
LEEDS BRADFORD	BMI REGIONAL	S	131	0	0	85	8	5	1	1	0	8	93	6	134
<b>TOTAL LEEDS BRADFORD</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>6</b>	134
LUTON	EASYJET AIRLINE COMPANY LTD	S	321	1	3	87	7	5	1	0	0	7	89	7	316
<b>TOTAL LUTON</b>			<b>321</b>	<b>1</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>7</b>	316
MANCHESTER	BMI REGIONAL	S	170	1	0	94	5	1	1	0	0	4	83	10	207
	BRITISH AIRWAYS CITIEXPRESS L	S	302	0	0	80	9	6	5	0	0	12	66	18	296
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MANCHESTER			475	11	0	85	7	4	4	0	0	9	73	15	503
NORWICH	FLYBE LTD	S	62	0	0	73	16	5	3	3	0	19	0	0	0
TOTAL NORWICH			62	0	0	73	16	5	3	3	0	19	0	0	0
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	156	0	0	90	4	3	3	0	0	6	88	8	152
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			156	0	0	90	4	3	3	0	0	6	88	8	152
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	206	0	0	89	8	2	1	0	0	5	81	9	225
	FLYBE LTD	S	201	0	9	79	13	4	3	0	0	9	77	14	213
TOTAL SOUTHAMPTON			407	0	9	84	11	3	2	0	0	7	79	11	438
STANSTED	EASYJET AIRLINE COMPANY LTD	S	278	0	0	83	6	6	4	0	0	11	90	7	264
	FLYGLOBESPAN	S	104	0	0	86	9	4	0	2	0	11	0	0	0
TOTAL STANSTED			382	0	0	84	7	6	3	1	0	11	90	7	264
STORNOWAY	LOGANAIR	S	200	0	0	74	17	6	4	0	0	12	73	16	101
TOTAL STORNOWAY			200	0	0	74	17	6	4	0	0	12	73	16	101
SUMBURGH	LOGANAIR	S	114	0	0	73	15	7	4	1	0	15	73	18	113
TOTAL SUMBURGH			114	0	0	73	15	7	4	1	0	15	73	18	113
TIREE	LOGANAIR	S	51	0	0	90	8	2	0	0	0	5	80	20	51
TOTAL TIREE			51	0	0	90	8	2	0	0	0	5	80	20	51
TOTAL UNITED KINGDOM			5579	23	29	81	10	6	3	0	0	10	77	14	5426
USA															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL CHICAGO (O'HARE)			4	0	0	100	0	0	0	0	0	1	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	94	0	0	74	14	6	4	1	0	15	84	9	62
TOTAL NEW YORK (NEWARK)			94	0	0	74	14	6	4	1	0	15	84	9	62
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	40	0	0	78	13	5	5	0	0	11	78	11	59
TOTAL PHILADELPHIA INTERNATIONAL			40	0	0	78	13	5	5	0	0	11	78	11	59
SANFORD	AIR ATLANTA EUROPE LTD	C	6	0	0	17	0	17	67	0	0	67	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	0	13	0	0	9	33	14	9
	MONARCH AIRLINES	C	8	0	0	13	25	50	13	0	0	40	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	19	0	6	6	13	84	50	44	18
TOTAL SANFORD			38	0	0	47	13	13	18	3	5	56	49	28	37
TOTAL USA			177	0	0	70	13	7	7	1	1	23	73	14	158
TOTAL GLASGOW			8631	51	38	79	10	6	4	1	0	14	76	15	8209

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

		Reporting Airport: HEATHROW (Full Analysis)														
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE							OCT 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	36	0	0	64	14	8	14	0	0	21	36	28	36	
TOTAL ALGIERS			36	1	0	64	14	8	14	0	0	21	36	28	36	
TOTAL ALGERIA			36	1	0	64	14	8	14	0	0	21	36	28	36	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	67	22	0	11	0	0	14	56	46	9	
TOTAL LUANDA			9	0	0	67	22	0	11	0	0	14	56	46	9	
TOTAL ANGOLA			9	0	0	67	22	0	11	0	0	14	56	46	9	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	36	0	0	67	17	11	6	0	0	17	97	5	35	
TOTAL BUENOS AIRES			36	0	0	67	17	11	6	0	0	17	97	5	35	
TOTAL ARGENTINA			36	0	0	67	17	11	6	0	0	17	97	5	35	
<b>AUSTRALIA</b>																
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	53	27	10	10	0	0	21	63	23	59	
	QANTAS	S	61	1	0	64	15	11	8	0	2	25	48	25	56	
TOTAL MELBOURNE			123	1	0	59	21	11	9	0	1	23	56	24	115	
PERTH (AUSTRALIA)	QANTAS	S	25	0	0	72	12	12	4	0	0	15	0	0	0	
TOTAL PERTH (AUSTRALIA)			25	0	0	72	12	12	4	0	0	15	0	0	0	
SYDNEY	BRITISH AIRWAYS PLC	S	124	1	0	65	19	13	4	0	0	17	64	15	121	
	QANTAS	S	150	1	0	56	24	14	6	0	0	19	47	25	130	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	63	15	16	6	0	0	19	0	0	0	
TOTAL SYDNEY			336	2	0	60	20	14	5	0	0	18	55	21	251	
TOTAL AUSTRALIA			484	3	0	61	20	13	6	0	0	19	55	22	366	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	302	0	0	73	18	8	1	0	0	11	50	22	291	
	BRITISH AIRWAYS PLC	S	248	0	0	60	19	15	6	0	0	19	62	18	242	
TOTAL VIENNA			550	0	0	67	18	11	3	0	0	15	55	20	533	
TOTAL AUSTRIA			550	0	0	67	18	11	3	0	0	15	55	20	533	
<b>AZERBAIJAN</b>																
BAKU ( HEYDER ALIYEV INT'L )	BMED	S	62	0	0	74	18	6	2	0	0	12	72	17	32	
TOTAL BAKU ( HEYDER ALIYEV INT'L )			62	0	0	74	18	6	2	0	0	12	72	17	32	
TOTAL AZERBAIJAN			62	0	0	74	18	6	2	0	0	12	72	17	32	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	123	0	1	60	23	11	5	1	0	19	44	21	100	
TOTAL BAHRAIN			123	0	1	60	23	11	5	1	0	19	44	21	100	
TOTAL BAHRAIN			123	0	1	60	23	11	5	1	0	19	44	21	100	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	46	0	0	39	20	22	15	2	2	51	14	74	49
	BRITISH AIRWAYS PLC	S	26	2	2	65	19	15	0	0	0	13	59	15	27
<b>TOTAL DACCA</b>			<b>72</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>30</b>	<b>53</b>	<b>76</b>
<b>TOTAL BANGLADESH</b>			<b>72</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>30</b>	<b>53</b>	<b>76</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	362	0	0	74	15	7	4	0	0	13	53	23	352
	BRITISH AIRWAYS PLC	S	448	0	0	62	19	13	6	0	0	18	56	20	415
	SN BRUSSELS AIRLINES	S	10	0	0	100	0	0	0	0	0	3	70	16	10
<b>TOTAL BRUSSELS</b>			<b>820</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>21</b>	<b>777</b>
<b>TOTAL BELGIUM</b>			<b>820</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>21</b>	<b>777</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	26	1	0	58	27	8	8	0	0	23	81	11	26
	VARIG	S	4	0	0	50	50	0	0	0	0	14	42	25	60
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>20</b>	<b>86</b>
SAO PAULO (GUARULHOS)	VARIG	S	56	2	2	38	27	27	7	0	2	47	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>56</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>27</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>86</b>	<b>3</b>	<b>2</b>	<b>44</b>	<b>28</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>53</b>	<b>20</b>	<b>86</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	60	19	13	8	0	0	19	38	26	60
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>26</b>	<b>60</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>26</b>	<b>60</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	42	21	24	11	2	0	32	62	15	60
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>24</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>15</b>	<b>60</b>
<b>TOTAL BULGARIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>24</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>15</b>	<b>60</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	108	0	2	73	19	6	2	0	0	11	58	29	104
<b>TOTAL CALGARY</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>29</b>	<b>104</b>
HALIFAX INT	AIR CANADA	S	60	0	0	77	15	7	0	2	0	13	54	28	61
<b>TOTAL HALIFAX INT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>28</b>	<b>61</b>
MONTREAL (DORVAL)	AIR CANADA	S	94	0	0	76	14	5	4	1	0	15	46	22	103
	BRITISH AIRWAYS PLC	S	62	0	0	74	15	3	6	2	0	16	66	42	61
<b>TOTAL MONTREAL (DORVAL)</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>29</b>	<b>164</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	58	0	0	79	14	3	2	2	0	11	70	16	61
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>61</b>
TORONTO	AIR CANADA	S	299	1	1	70	15	10	5	0	0	16	44	26	304
	BRITISH AIRWAYS PLC	S	150	0	0	61	23	9	6	1	0	21	50	18	123

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 TORONTO			449	1	1	67	18	10	5	0	0	18	46	24	427
VANCOUVER	AIR CANADA	S	113	0	1	80	11	6	4	0	0	10	67	16	125
	BRITISH AIRWAYS PLC	S	88	0	0	53	25	15	7	0	0	21	67	11	61
TOTAL VANCOUVER			201	0	1	68	17	10	5	0	0	15	67	15	186
TOTAL CANADA			1032	1	4	70	17	8	4	1	0	16	54	23	1003
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	1	1	74	12	15	0	0	0	11	72	10	36
TOTAL GRAND CAYMAN			34	1	1	74	12	15	0	0	0	11	72	10	36
TOTAL CAYMAN ISLANDS			34	1	1	74	12	15	0	0	0	11	72	10	36
CHINA															
BEIJING	AIR CHINA	S	60	0	0	40	12	18	27	3	0	50	37	63	60
	BRITISH AIRWAYS PLC	S	54	0	0	35	24	33	7	0	0	28	61	14	44
TOTAL BEIJING			114	0	0	38	18	25	18	2	0	40	47	42	104
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	46	0	0	59	26	9	4	2	0	21	0	0	0
	CHINA EASTERN AIRLINES	S	36	0	0	47	28	19	6	0	0	21	56	32	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	0	52	20	17	11	0	0	25	41	26	44
TOTAL SHANGHAI (PU DONG)			136	0	0	53	24	15	7	1	0	23	47	29	78
TOTAL CHINA			250	0	0	46	21	20	12	1	0	30	47	36	182
CROATIA															
DUBROVNIK	BMI BRITISH MIDLAND	C	5	0	0	80	20	0	0	0	0	6	0	0	0
TOTAL DUBROVNIK			5	1	1	80	20	0	0	0	0	6	0	0	0
SPLIT	CROATIA AIRLINES	S	10	0	0	90	0	10	0	0	0	10	38	67	8
TOTAL SPLIT			10	0	0	90	0	10	0	0	0	10	38	67	8
ZAGREB	CROATIA AIRLINES	S	69	0	0	78	17	4	0	0	0	9	51	42	68
TOTAL ZAGREB			69	0	0	78	17	4	0	0	0	9	51	42	68
TOTAL CROATIA			84	1	1	80	15	5	0	0	0	9	50	44	76
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	105	0	0	60	20	10	10	0	0	21	41	21	70
	CYPRUS AIRWAYS	S	157	0	0	59	20	13	7	1	0	23	53	23	150
	HELIOS AIRWAYS LTD	S	50	0	2	54	18	22	6	0	0	21	60	35	40
TOTAL LARNACA			312	0	2	58	20	13	8	0	0	22	51	25	260
TOTAL CYPRUS			312	0	2	58	20	13	8	0	0	22	51	25	260
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	186	0	0	48	23	16	11	2	0	28	53	22	180
	CSA	S	176	0	0	70	15	11	4	0	0	14	55	19	172
TOTAL PRAGUE			362	0	0	59	19	14	8	1	0	21	54	20	352
TOTAL CZECH REPUBLIC			362	0	0	59	19	14	8	1	0	21	54	20	352

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											OCT 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)												
<b>DENMARK</b>																
COPENHAGEN	BRITISH AIRWAYS PLC	S	350	0	0	70	16	8	6	0	0	15	61	18	314	
	SAS	S	351	0	0	59	20	13	7	1	0	20	57	20	352	
	VARIG	S	24	0	2	46	8	33	4	0	8	61	42	28	24	
<b>TOTAL COPENHAGEN</b>			<b>725</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>19</b>	690	
<b>TOTAL DENMARK</b>			<b>725</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>19</b>	690	
<b>EGYPT</b>																
ALEXANDRIA (BORG EL ARAB)	BMED	S	25	0	0	72	16	8	4	0	0	10	0	0	0	
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>			<b>25</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>10</b>	<b>0</b>	<b>0</b>	0	
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	77	18	5	0	0	0	8	78	9	60	
	EGYPT AIR	S	62	0	0	76	11	11	2	0	0	13	33	30	61	
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>20</b>	121	
LUXOR	EGYPT AIR	S	10	0	0	80	20	0	0	0	0	7	63	15	8	
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>15</b>	8	
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	10	0	0	100	0	0	0	0	0	1	100	2	9	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>2</b>	9	
<b>TOTAL EGYPT</b>			<b>169</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>18</b>	138	
<b>ETHIOPIA</b>																
ADDIS ABABA	BMED	S	31	0	0	45	26	16	3	6	3	47	65	29	34	
	ETHIOPIAN AIRLINES	S	34	0	2	50	26	15	9	0	0	22	53	24	36	
<b>TOTAL ADDIS ABABA</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>34</b>	<b>59</b>	<b>27</b>	70	
<b>TOTAL ETHIOPIA</b>			<b>65</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>34</b>	<b>59</b>	<b>27</b>	70	
<b>FED REP YUGO SERBIA M'ENEGRO</b>																
BELGRADE	BRITISH AIRWAYS PLC	S	46	0	0	65	13	17	4	0	0	16	79	10	34	
	JATAIRWAYS	S	62	0	0	65	15	16	5	0	0	18	58	36	60	
<b>TOTAL BELGRADE</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>27</b>	94	
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>27</b>	94	
<b>FINLAND</b>																
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	74	15	6	6	0	0	12	62	20	121	
	FINNAIR	S	248	0	0	80	12	7	1	0	0	9	64	14	244	
<b>TOTAL HELSINKI</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>16</b>	365	
<b>TOTAL FINLAND</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>16</b>	365	
<b>FRANCE</b>																
AJACCIO	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	0	50	13	2	
<b>TOTAL AJACCIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	2	
LYON	AIR FRANCE	S	60	0	0	82	12	5	2	0	0	9	76	10	168	
	BRITISH AIRWAYS PLC	S	179	0	0	75	11	8	7	0	0	14	62	18	178	
<b>TOTAL LYON</b>			<b>239</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>14</b>	346	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	84	9	5	3	0	0	9	63	18	120
	BRITISH AIRWAYS PLC	S	254	0	0	63	16	13	7	1	0	21	50	24	252
<b>TOTAL NICE</b>			<b>334</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>54</b>	<b>22</b>	<b>372</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	677	0	0	69	16	9	5	0	0	14	62	15	743
	BMI BRITISH MIDLAND	S	276	0	0	71	15	11	4	0	0	13	48	24	274
	BRITISH AIRWAYS PLC	S	629	0	2	60	16	15	9	0	0	21	63	17	625
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1582</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>17</b>	<b>1642</b>
<b>TOTAL FRANCE</b>			<b>2157</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>18</b>	<b>2362</b>
<b>GEORGIA</b>															
TBILISI	BMED	S	25	0	0	84	4	4	8	0	0	11	0	0	0
<b>TOTAL TBILISI</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GEORGIA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	307	0	1	61	19	13	7	0	0	20	56	18	300
<b>TOTAL BERLIN (TEGEL)</b>			<b>307</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>18</b>	<b>300</b>
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	183	0	0	69	18	7	6	0	0	15	66	17	179
	LUFTHANSA CITY LINE	S	162	0	0	85	7	3	4	0	0	10	66	16	174
<b>TOTAL COLOGNE (BONN)</b>			<b>345</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>17</b>	<b>353</b>
DUSSELDORF	BRITISH AIRWAYS PLC	S	344	1	0	71	13	11	5	0	0	15	62	15	339
	LUFTHANSA	S	296	0	0	82	9	6	3	0	0	10	65	13	296
<b>TOTAL DUSSELDORF</b>			<b>640</b>	<b>1</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>63</b>	<b>15</b>	<b>635</b>
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	449	0	1	59	20	14	7	0	0	19	59	18	437
	LUFTHANSA	S	608	0	8	66	17	13	3	0	0	15	70	12	616
<b>TOTAL FRANKFURT MAIN</b>			<b>1057</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>14</b>	<b>1053</b>
HAMBURG	BRITISH AIRWAYS PLC	S	246	0	0	62	20	10	7	1	0	20	58	18	235
	LUFTHANSA	S	184	0	0	89	7	4	1	0	0	5	72	11	186
<b>TOTAL HAMBURG</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>15</b>	<b>421</b>
HANOVER	BMI BRITISH MIDLAND	S	108	0	0	82	11	5	1	1	0	9	66	15	147
<b>TOTAL HANOVER</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>15</b>	<b>147</b>
MUNICH	BRITISH AIRWAYS PLC	S	298	0	0	59	21	14	6	1	0	20	63	16	286
	LUFTHANSA	S	430	0	2	70	17	10	3	0	0	13	65	15	431
<b>TOTAL MUNICH</b>			<b>728</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>15</b>	<b>717</b>
STUTT GART	BRITISH AIRWAYS PLC	S	186	0	0	67	19	11	3	0	0	15	59	17	181
	LUFTHANSA CITY LINE	S	122	0	0	86	8	3	2	0	0	7	71	12	122
<b>TOTAL STUTT GART</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>15</b>	<b>303</b>
<b>TOTAL GERMANY</b>			<b>3923</b>	<b>1</b>	<b>12</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>15</b>	<b>3929</b>
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	42	26	26	5	2	0	28	59	27	61
<b>TOTAL ACCRA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>26</b>	<b>26</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>59</b>	<b>27</b>	<b>61</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			62	0	0	42	26	26	5	2	0	28	59	27	61
GIBRALTAR															
GIBRALTAR	GB AIRWAYS LTD	S	62	0	0	63	11	18	6	2	0	24	0	0	0
TOTAL GIBRALTAR			62	0	0	63	11	18	6	2	0	24	0	0	0
TOTAL GIBRALTAR			62	0	0	63	11	18	6	2	0	24	0	0	0
GREECE															
ATHENS	BRITISH AIRWAYS PLC	S	178	0	0	67	19	12	2	0	0	13	70	18	157
	OLYMPIC AIRLINES	S	187	0	0	67	18	7	7	1	0	18	70	15	179
	QANTAS	C	2	0	0	0	50	50	0	0	0	29	0	87	2
TOTAL ATHENS			367	0	0	67	19	10	4	0	0	16	70	15	408
CORFU	BMI BRITISH MIDLAND	C	4	0	0	75	0	25	0	0	0	11	0	0	0
TOTAL CORFU			4	0	0	75	0	25	0	0	0	11	0	0	0
TOTAL GREECE			371	0	0	67	18	10	4	0	0	16	70	15	417
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	184	0	0	60	22	13	3	1	2	30	70	12	147
	CATHAY PACIFIC AIRWAYS	S	186	0	0	67	19	11	3	1	0	15	48	20	180
TOTAL HONG KONG (CHEP LAP KOK)			370	0	0	63	21	12	3	1	1	23	57	17	385
TOTAL HONG KONG			370	0	0	63	21	12	3	1	1	23	57	17	385
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	186	0	0	58	24	10	8	0	0	20	52	23	124
	MALEV (HUNGARIAN AIRLINES)	S	122	2	0	67	14	13	5	0	1	19	71	12	113
TOTAL BUDAPEST			308	2	0	62	20	11	7	0	0	19	61	18	237
TOTAL HUNGARY			308	2	0	62	20	11	7	0	0	19	61	18	237
ICELAND															
KEFLAVIK	ICELANDAIR	S	116	0	0	37	31	28	3	0	0	26	52	20	122
TOTAL KEFLAVIK			116	0	0	37	31	28	3	0	0	26	52	20	122
TOTAL ICELAND			116	0	0	37	31	28	3	0	0	26	52	20	122
INDIA															
BANGALORE	BRITISH AIRWAYS PLC	S	3	0	0	67	33	0	0	0	0	13	0	0	0
TOTAL BANGALORE			3	0	0	67	33	0	0	0	0	13	0	0	0
CALCUTTA	AIR INDIA	S	26	0	0	73	15	8	4	0	0	12	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	62	15	23	0	0	0	17	70	11	27
TOTAL CALCUTTA			52	0	0	67	15	15	2	0	0	15	70	11	27
DELHI	BRITISH AIRWAYS PLC	S	62	0	0	60	24	10	6	0	0	17	50	29	62
	JET AIRWAYS	S	4	0	0	25	25	25	25	0	0	33	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	0	56	16	18	10	0	0	24	23	37	26
TOTAL DELHI			127	1	0	57	20	14	9	0	0	21	42	31	88
MADRAS/CHENNAI	AIR INDIA	S	5	0	0	20	20	0	60	0	0	76	0	0	0
	BRITISH AIRWAYS PLC	S	21	0	0	52	10	33	5	0	0	24	50	31	18

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL MADRAS/CHENNAI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>31</b>	18
<b>MUMBAI</b>	AIR INDIA	S	132	2	4	38	17	24	14	5	2	54	39	29	104
	BMI BRITISH MIDLAND	S	34	0	0	65	15	18	3	0	0	16	0	0	0
	BRITISH AIRWAYS PLC	S	65	0	1	57	20	12	8	2	2	49	56	31	61
	JET AIRWAYS	S	62	0	0	55	26	15	5	0	0	18	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	52	33	11	4	0	0	17	0	0	0
<b>TOTAL MUMBAI</b>			<b>320</b>	<b>2</b>	<b>5</b>	<b>49</b>	<b>21</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>45</b>	<b>30</b>	165
<b>TOTAL INDIA</b>			<b>528</b>	<b>3</b>	<b>5</b>	<b>53</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>47</b>	<b>28</b>	298
<b>IRAN</b>															
<b>TEHRAN</b>	BMED	S	60	1	0	85	7	5	2	2	0	11	67	23	42
	IRAN AIR	S	26	0	1	35	12	46	8	0	0	30	33	28	24
<b>TOTAL TEHRAN</b>			<b>86</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>24</b>	66
<b>TOTAL IRAN</b>			<b>86</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>8</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>24</b>	66
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	AER LINGUS	S	293	0	2	73	13	10	4	1	0	16	62	19	244
<b>TOTAL CORK</b>			<b>293</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>19</b>	244
<b>DUBLIN</b>	AER LINGUS	S	791	0	1	70	18	8	3	0	0	13	58	19	770
	BMI BRITISH MIDLAND	S	378	0	0	68	20	10	1	0	0	14	45	24	370
<b>TOTAL DUBLIN</b>			<b>1169</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>21</b>	1140
<b>SHANNON</b>	AER LINGUS	S	235	0	0	77	12	7	4	0	0	11	58	17	237
<b>TOTAL SHANNON</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>17</b>	237
<b>TOTAL IRISH REPUBLIC</b>			<b>1697</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>20</b>	1621
<b>ISRAEL</b>															
<b>TEL AVIV</b>	BRITISH AIRWAYS PLC	S	118	0	0	68	17	13	3	0	0	15	73	13	120
	EL AL	S	73	0	2	71	16	10	3	0	0	14	61	16	84
<b>TOTAL TEL AVIV</b>			<b>191</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>14</b>	204
<b>TOTAL ISRAEL</b>			<b>191</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>14</b>	206
<b>ITALY</b>															
<b>CAGLIARI (ELMAS)</b>	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	6	100	6	2
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>6</b>	2
<b>CATANIA (FONTANAROSSA)</b>	BMI BRITISH MIDLAND	C	10	0	0	70	20	10	0	0	0	10	70	16	10
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	10
<b>MILAN (LINATE)</b>	ALITALIA	S	221	0	2	74	14	9	4	0	0	12	73	15	162
	BMI BRITISH MIDLAND	S	62	0	0	76	13	8	3	0	0	12	50	25	60
	BRITISH AIRWAYS PLC	S	190	0	0	62	18	12	8	0	0	19	55	24	181
<b>TOTAL MILAN (LINATE)</b>			<b>473</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>20</b>	403
<b>MILAN (MALPENSA)</b>	ALITALIA	S	240	0	3	65	16	11	8	0	0	18	63	18	304
	BRITISH AIRWAYS PLC	S	248	0	0	57	18	19	6	0	0	20	60	18	178
<b>TOTAL MILAN (MALPENSA)</b>			<b>488</b>	<b>0</b>	<b>3</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>18</b>	482



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NAPLES	BMI BRITISH MIDLAND	S	68	0	0	65	19	12	4	0	0	18	70	16	60
<b>TOTAL NAPLES</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>17</b>	<b>69</b>
ROME (FIUMICINO)	ALITALIA	S	305	0	2	67	13	12	8	0	0	19	55	19	304
	BRITISH AIRWAYS PLC	S	310	0	0	54	20	16	9	1	0	24	46	27	301
<b>TOTAL ROME (FIUMICINO)</b>			<b>615</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>23</b>	<b>605</b>
VENICE	BMI BRITISH MIDLAND	S	62	0	0	52	23	16	10	0	0	23	15	37	60
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>37</b>	<b>60</b>
<b>TOTAL ITALY</b>			<b>1718</b>	<b>5</b>	<b>7</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>21</b>	<b>1641</b>
<b>JAMAICA</b>															
KINGSTON	AIR JAMAICA	S	61	0	0	39	20	10	23	8	0	57	23	106	62
<b>TOTAL KINGSTON</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>20</b>	<b>10</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>106</b>	<b>62</b>
<b>TOTAL JAMAICA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>20</b>	<b>10</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>106</b>	<b>62</b>
<b>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	62	0	0	79	16	5	0	0	0	11	57	30	60
<b>TOTAL OSAKA (KANSAI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>30</b>	<b>60</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	66	18	11	2	3	0	21	67	13	60
	BRITISH AIRWAYS PLC	S	121	0	0	45	34	16	6	0	0	21	62	18	121
	JAPAN AIRLINES	S	124	0	0	58	24	15	2	0	0	17	53	18	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	63	23	13	2	0	0	14	43	26	60
<b>TOTAL TOKYO (NARITA)</b>			<b>369</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>18</b>	<b>361</b>
<b>TOTAL JAPAN</b>			<b>431</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>20</b>	<b>421</b>
<b>JORDAN</b>															
AMMAN	BMED	S	23	1	0	74	17	9	0	0	0	9	63	16	30
	ROYAL JORDANIAN	S	62	0	0	81	13	6	0	0	0	8	47	24	60
<b>TOTAL AMMAN</b>			<b>85</b>	<b>1</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>52</b>	<b>21</b>	<b>90</b>
<b>TOTAL JORDAN</b>			<b>85</b>	<b>1</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>52</b>	<b>21</b>	<b>90</b>
<b>KAZAKHSTAN</b>															
ALMA ATA	AIR ASTANA	S	18	0	0	89	6	6	0	0	0	6	39	77	18
	BMED	S	26	0	0	69	23	4	4	0	0	14	46	42	24
<b>TOTAL ALMA ATA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>57</b>	<b>42</b>
<b>TOTAL KAZAKHSTAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>57</b>	<b>42</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	86	0	0	77	13	6	5	0	0	12	59	26	88
	KENYA AIRWAYS	S	80	0	2	65	19	6	5	1	4	46	64	25	78
<b>TOTAL NAIROBI</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>61</b>	<b>26</b>	<b>166</b>
<b>TOTAL KENYA</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>61</b>	<b>26</b>	<b>166</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	89	6	5	0	0	0	6	87	10	61
	KUWAIT AIRWAYS	S	62	0	0	66	21	8	5	0	0	17	57	15	61

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KUWAIT			124	0	0	77	14	6	2	0	0	12	72	12	122
TOTAL KUWAIT			124	0	0	77	14	6	2	0	0	12	72	12	122
KYRGYZSTAN															
BISHKEK (FRUNZE)	BMED	S	26	0	0	50	27	4	15	4	0	35	58	28	26
TOTAL BISHKEK (FRUNZE)			26	0	0	50	27	4	15	4	0	35	58	28	26
TOTAL KYRGYZSTAN			26	0	0	50	27	4	15	4	0	35	58	28	26
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	52	0	0	71	13	6	10	0	0	17	60	17	50
	BRITISH AIRWAYS PLC	S	62	0	0	68	23	8	2	0	0	12	66	13	44
TOTAL RIGA			114	0	0	69	18	7	5	0	0	15	63	15	94
TOTAL LATVIA			114	0	0	69	18	7	5	0	0	15	63	15	94
LEBANON															
BEIRUT	MEA	S	44	0	0	84	9	7	0	0	0	8	40	21	42
TOTAL BEIRUT			45	1	0	82	11	7	0	0	0	8	50	19	52
TOTAL LEBANON			45	1	0	82	11	7	0	0	0	8	50	19	52
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	62	0	0	77	11	8	3	0	0	11	61	21	44
	LIBYAN ARAB AIRLINES	S	18	0	0	61	11	6	11	11	0	46	56	36	18
TOTAL TRIPOLI			80	0	0	74	11	8	5	3	0	19	60	26	62
TOTAL LIBYA			80	0	0	74	11	8	5	3	0	19	59	25	66
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	124	0	0	82	11	6	1	0	0	9	57	15	120
TOTAL LUXEMBOURG			124	0	0	82	11	6	1	0	0	9	57	15	120
TOTAL LUXEMBOURG			124	0	0	82	11	6	1	0	0	9	57	15	120
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	160	0	0	76	13	10	1	1	0	11	38	35	153
TOTAL KUALA LUMPUR (SEPANG)			160	0	0	76	13	10	1	1	0	11	38	35	153
TOTAL MALAYSIA			160	0	0	76	13	10	1	1	0	11	38	35	153
MALTA															
MALTA	AIR MALTA	S	124	0	0	77	13	9	1	0	0	10	59	17	122
TOTAL MALTA			124	0	0	77	13	9	1	0	0	10	59	17	122
TOTAL MALTA			124	0	0	77	13	9	1	0	0	10	59	17	122
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	46	0	0	72	13	7	9	0	0	16	52	20	44
	BRITISH AIRWAYS PLC	S	27	0	0	70	15	11	0	4	0	19	58	36	26
TOTAL MAURITIUS			73	0	0	71	14	8	5	1	0	17	54	26	70

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MAURITIUS			73	0	0	71	14	8	5	1	0	17	54	26	70
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	34	0	0	47	24	21	9	0	0	24	37	41	35
TOTAL MEXICO CITY			34	0	0	47	24	21	9	0	0	24	37	41	35
TOTAL MEXICO			34	0	0	47	24	21	9	0	0	24	37	41	35
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	55	0	0	76	9	11	4	0	0	12	66	17	61
TOTAL CASABLANCA MOHAMED V			55	0	0	76	9	11	4	0	0	12	66	17	61
MARRAKESH	GB AIRWAYS LTD	S	62	0	0	61	16	13	8	2	0	24	73	16	60
	ROYAL AIR MAROC	S	7	0	0	86	0	14	0	0	0	9	0	0	0
TOTAL MARRAKESH			69	0	0	64	14	13	7	1	0	22	73	16	60
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	16	0	0	69	6	6	19	0	0	19	0	0	0
TOTAL TANGIERS (IBN BATUTA)			16	0	0	69	6	6	19	0	0	19	0	0	0
TOTAL MOROCCO			140	0	0	69	11	11	7	1	0	18	69	16	121
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	44	0	0	36	36	25	2	0	0	24	36	30	42
TOTAL TAIPEI			44	0	0	36	36	25	2	0	0	24	36	30	42
TOTAL NATIONALIST CHINA (TAIWAN)			44	0	0	36	36	25	2	0	0	24	36	30	42
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	449	0	2	72	16	10	1	0	0	11	54	23	443
	BRITISH AIRWAYS PLC	S	458	0	0	78	10	7	6	0	0	14	68	15	432
	KLM	S	517	0	0	77	9	7	7	1	0	15	73	13	535
TOTAL AMSTERDAM			1424	0	2	76	11	8	5	0	0	13	65	17	1410
EINDHOVEN	KLM CITYHOPPER	S	120	0	0	77	13	3	6	3	0	16	0	0	0
TOTAL EINDHOVEN			120	0	0	77	13	3	6	3	0	16	64	16	83
ROTTERDAM	KLM CITYHOPPER	S	147	0	0	86	8	3	3	0	0	7	75	11	196
TOTAL ROTTERDAM			147	0	0	86	8	3	3	0	0	7	75	11	196
TOTAL NETHERLANDS			1691	0	2	77	11	7	5	0	0	13	66	16	1689
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	61	1	1	69	20	2	5	5	0	25	82	9	60
TOTAL AUCKLAND INTERNATIONAL			61	1	1	69	20	2	5	5	0	25	82	9	60
TOTAL NEW ZEALAND			61	1	1	69	20	2	5	5	0	25	82	9	60
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	82	11	5	2	0	0	9	67	37	43
TOTAL ABUJA			62	0	0	82	11	5	2	0	0	9	67	37	43
LAGOS	BRITISH AIRWAYS PLC	S	89	0	0	42	29	20	6	2	1	34	43	24	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	87	2	2	47	30	17	3	2	0	22	41	26	61

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											OCT 2004		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
		MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	Actual (7)	Plan (8)											
TOTAL LAGOS			176	2	2	44	30	19	5	2	1	28	42	25	122
TOTAL NIGERIA			238	2	2	54	25	15	4	2	0	23	48	28	165
NORWAY															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	244	0	0	64	15	14	7	0	0	18	58	17	242
	SAS	S	299	0	1	66	15	10	9	0	0	19	59	19	298
TOTAL OSLO (GARDERMOEN)			543	0	1	65	15	11	8	0	0	18	59	18	540
STAVANGER	SAS	S	102	0	0	73	10	11	7	0	0	14	63	14	104
TOTAL STAVANGER			102	0	0	73	10	11	7	0	0	14	63	14	104
TOTAL NORWAY			645	0	1	66	14	11	8	0	0	18	59	17	644
OMAN															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	77	16	6	0	0	0	8	84	7	61
	GULF AIR	S	112	0	1	58	16	19	6	1	0	21	51	20	103
TOTAL MUSCAT			174	0	1	65	16	14	4	1	0	16	63	15	164
TOTAL OMAN			174	0	1	65	16	14	4	1	0	16	63	15	164
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	59	19	19	4	0	0	18	63	122	27
	PAKISTAN INTL AIRLINES	S	38	0	0	24	42	29	5	0	0	28	27	30	26
TOTAL ISLAMABAD			65	0	0	38	32	25	5	0	0	24	45	77	53
KARACHI	PAKISTAN INTL AIRLINES	S	26	0	0	46	23	27	4	0	0	23	32	25	28
TOTAL KARACHI			26	0	0	46	23	27	4	0	0	23	32	25	28
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	38	27	23	12	0	0	29	35	25	26
TOTAL LAHORE			26	0	0	38	27	23	12	0	0	29	35	25	26
TOTAL PAKISTAN			117	0	0	40	29	25	6	0	0	25	39	51	107
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	185	0	0	61	22	13	4	1	0	17	54	17	183
	LOT-POLISH AIRLINES	S	186	0	0	71	18	8	3	0	0	14	59	19	186
TOTAL WARSAW			371	0	0	66	20	10	4	0	0	15	56	18	369
TOTAL POLAND			371	0	0	66	20	10	4	0	0	15	56	18	369
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	60	0	0	65	20	12	3	0	0	15	70	14	60
	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	33	0	0	0
TOTAL FARO			62	0	0	65	19	13	3	0	0	16	70	14	60
LISBON	AIR PORTUGAL	S	186	0	1	53	15	18	12	1	0	25	43	28	184
	BRITISH AIRWAYS PLC	S	248	0	0	60	21	13	5	1	0	19	62	16	240
TOTAL LISBON			434	2	1	57	19	15	8	1	0	22	54	21	424
OPORTO (PORTUGAL)	AIR PORTUGAL	S	121	0	0	60	17	18	5	0	0	18	47	27	120
TOTAL OPORTO (PORTUGAL)			121	0	0	60	17	18	5	0	0	18	47	26	121
TOTAL PORTUGAL(EXCLUDING MADEIRA)			617	2	1	58	18	16	7	1	0	20	54	21	605

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											OCT 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)												
<b>PORTUGAL(MADEIRA)</b>																
FUNCHAL	AIR PORTUGAL	S	18	0	0	56	33	11	0	0	0	18	39	20	18	
TOTAL FUNCHAL			18	0	0	56	33	11	0	0	0	18	35	25	20	
TOTAL PORTUGAL(MADEIRA)			18	0	0	56	33	11	0	0	0	18	35	25	20	
<b>QATAR</b>																
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	74	18	3	5	0	0	14	74	28	61	
	QATAR AIRWAYS	S	115	0	1	70	17	7	5	0	0	15	80	10	116	
TOTAL DOHA			177	0	1	72	18	6	5	0	0	15	78	16	177	
TOTAL QATAR			177	0	1	72	18	6	5	0	0	15	78	16	177	
<b>REPUBLIC OF KOREA</b>																
SEOUL (INCHEON)	ASIANA AIRLINES	S	26	0	0	54	12	19	15	0	0	24	40	40	25	
	KOREAN AIR	S	62	0	0	69	23	8	0	0	0	12	69	13	62	
TOTAL SEOUL (INCHEON)			88	0	0	65	19	11	5	0	0	15	61	21	87	
TOTAL REPUBLIC OF KOREA			88	0	0	65	19	11	5	0	0	15	61	21	87	
<b>REPUBLIC OF SOUTH AFRICA</b>																
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	66	24	8	2	0	0	11	54	21	61	
	SOUTH AFRICAN AIRWAYS	S	62	0	0	77	18	5	0	0	0	9	74	12	80	
	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	0	50	50	0	0	0	28	0	0	0	
TOTAL CAPE TOWN			126	0	0	71	21	7	1	0	0	10	65	16	141	
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	69	20	9	2	0	0	12	71	13	122	
	SOUTH AFRICAN AIRWAYS	S	124	0	0	67	23	9	1	0	1	18	63	16	120	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	50	29	21	0	0	0	19	53	19	60	
TOTAL JOHANNESBURG			310	0	0	65	23	11	1	0	0	16	64	15	302	
TOTAL REPUBLIC OF SOUTH AFRICA			436	0	0	66	22	10	1	0	0	14	65	15	443	
<b>REPUBLIC OF YEMEN</b>																
SANAA	YEMENIA	S	18	0	0	72	22	6	0	0	0	9	56	14	18	
TOTAL SANAA			18	0	0	72	22	6	0	0	0	9	56	14	18	
TOTAL REPUBLIC OF YEMEN			18	0	0	72	22	6	0	0	0	9	56	14	18	
<b>RUMANIA</b>																
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	62	0	0	56	15	11	18	0	0	27	57	20	60	
	TAROM	S	62	0	0	79	11	6	3	0	0	10	65	28	60	
TOTAL BUCHAREST (OTOPENI)			124	0	0	68	13	9	10	0	0	18	61	24	120	
TOTAL RUMANIA			124	0	0	68	13	9	10	0	0	18	61	24	120	
<b>RUSSIA</b>																
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	142	0	0	54	24	17	5	0	0	19	57	17	138	
TOTAL MOSCOW (DOMODEDOVO)			142	0	0	54	24	17	5	0	0	19	56	17	139	
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	152	0	0	59	31	7	3	0	0	15	37	26	152	
TOTAL MOSCOW (SHEREMETYEVO)			152	0	0	59	31	7	3	0	0	15	37	26	152	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	69	18	8	3	2	0	18	58	20	60
	PULKOVO AVIATION ENTERPRISE	S	10	0	0	40	60	0	0	0	0	13	38	24	8
<b>TOTAL ST PETERSBURG</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>21</b>	<b>70</b>
<b>TOTAL RUSSIA</b>			<b>366</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>21</b>	<b>361</b>
SAUDI ARABIA															
JEDDAH	SAUDI ARABIAN AIRLINES	S	62	0	0	66	31	3	0	0	0	12	80	11	60
<b>TOTAL JEDDAH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>14</b>	<b>94</b>
RIYADH	BMI BRITISH MIDLAND	S	23	0	1	78	13	9	0	0	0	8	0	0	0
	SAUDI ARABIAN AIRLINES	S	23	0	0	70	22	4	4	0	0	13	62	14	26
<b>TOTAL RIYADH</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>18</b>	<b>53</b>
<b>TOTAL SAUDI ARABIA</b>			<b>109</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>25</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>147</b>
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	67	28	6	0	0	0	13	53	106	17
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>106</b>	<b>17</b>
<b>TOTAL SEYCHELLES</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>106</b>	<b>17</b>
SINGAPORE															
SINGAPORE	QANTAS	S	2	0	0	0	50	50	0	0	0	27	0	0	0
	SINGAPORE AIRLINES	S	186	0	0	75	15	9	2	0	0	13	42	21	182
<b>TOTAL SINGAPORE</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>21</b>	<b>184</b>
<b>TOTAL SINGAPORE</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>21</b>	<b>184</b>
SPAIN															
ALICANTE	BMI BRITISH MIDLAND	S	62	0	0	58	23	18	2	0	0	17	41	19	61
<b>TOTAL ALICANTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>41</b>	<b>19</b>	<b>61</b>
BARCELONA	BRITISH AIRWAYS PLC	S	246	0	0	47	20	21	11	1	0	30	49	23	259
	IBERIA	S	247	0	1	66	18	9	5	1	0	19	71	14	243
<b>TOTAL BARCELONA</b>			<b>493</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>19</b>	<b>502</b>
BILBAO	IBERIA	S	62	0	0	82	8	5	3	2	0	13	85	13	60
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>18</b>	<b>120</b>
MADRID	BMI BRITISH MIDLAND	S	62	0	0	76	13	6	5	0	0	15	62	16	60
	BRITISH AIRWAYS PLC	S	310	0	0	53	20	16	10	1	0	30	50	23	301
	IBERIA	S	364	0	5	48	21	20	10	0	1	30	56	23	363
<b>TOTAL MADRID</b>			<b>736</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>20</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>23</b>	<b>724</b>
MALAGA	GB AIRWAYS LTD	S	124	0	0	61	17	16	5	1	0	20	53	21	120
	IBERIA	S	62	0	0	63	16	10	10	2	0	21	68	15	60
<b>TOTAL MALAGA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>58</b>	<b>19</b>	<b>180</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	72	0	0	72	10	14	4	0	0	15	27	35	70
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>27</b>	<b>35</b>	<b>70</b>
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	62	0	0	76	13	8	3	0	0	12	83	7	59
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>59</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SEVILLE	IBERIA	S	62	0	0	71	18	3	8	0	0	19	73	12	60
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>60</b>
VALENCIA	IBERIA	S	62	0	0	76	10	6	6	2	0	20	80	16	60
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>16</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>1797</b>	<b>0</b>	<b>6</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>58</b>	<b>20</b>	<b>1836</b>
<b>SPAIN(CANARY ISLANDS)</b>															
LAS PALMAS	QANTAS	C	2	0	0	0	50	50	0	0	0	28	0	0	0
<b>TOTAL LAS PALMAS</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>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	BMI BRITISH MIDLAND	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	90	0	0	61	19	11	7	2	0	23	67	16	102
<b>TOTAL COLOMBO</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>16</b>	<b>102</b>
<b>TOTAL SRI LANKA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>16</b>	<b>102</b>
<b>SUDAN</b>															
KHARTOUM	BMED	S	32	0	0	56	16	25	3	0	0	17	23	62	26
<b>TOTAL KHARTOUM</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>62</b>	<b>26</b>
<b>TOTAL SUDAN</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>62</b>	<b>26</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	122	0	1	80	16	3	1	0	0	8	72	11	122
<b>TOTAL GOTEBORG</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>11</b>	<b>122</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	347	0	0	65	14	15	5	1	0	17	58	18	346
	SAS	S	339	0	0	62	24	12	2	0	0	15	57	19	347
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>686</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>18</b>	<b>693</b>
<b>TOTAL SWEDEN</b>			<b>808</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>17</b>	<b>815</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	184	0	1	81	11	4	3	0	0	9	100	2	1
<b>TOTAL BASLE MULHOUSE</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>181</b>
GENEVA	BRITISH AIRWAYS PLC	S	491	0	1	77	10	8	5	0	0	12	66	13	340
<b>TOTAL GENEVA</b>			<b>491</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>11</b>	<b>579</b>
ZURICH	BRITISH AIRWAYS PLC	S	356	0	0	74	13	10	3	0	0	14	57	18	337
	SWISS AIRLINES	S	372	0	0	72	16	10	2	0	0	12	57	18	416
<b>TOTAL ZURICH</b>			<b>728</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>18</b>	<b>753</b>
<b>TOTAL SWITZERLAND</b>			<b>1403</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>14</b>	<b>1513</b>
<b>SYRIA</b>															
DAMASCUS	BMED	S	39	3	0	62	15	5	15	3	0	29	70	27	54

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DAMASCUS	SYRIANAIR	S	27	0	0	44	22	30	4	0	0	24	35	55	26
TOTAL DAMASCUS			66	3	0	55	18	15	11	2	0	27	59	36	80
TOTAL SYRIA			66	3	0	55	18	15	11	2	0	27	59	36	80
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	74	22	4	0	0	0	9	65	38	26
TOTAL DAR-ES-SALAAM			27	0	0	74	22	4	0	0	0	9	65	38	26
TOTAL TANZANIA			27	0	0	74	22	4	0	0	0	9	65	38	26
THAILAND															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	124	0	0	60	25	14	1	0	0	14	61	15	112
TOTAL BANGKOK			124	0	0	60	25	14	1	0	0	14	61	15	112
TOTAL THAILAND			124	0	0	60	25	14	1	0	0	14	61	15	112
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	62	0	0	24	18	27	31	0	0	42	37	33	60
TOTAL PORT OF SPAIN			62	0	0	24	18	27	31	0	0	42	37	33	60
TOTAL TRINIDAD AND TOBAGO			62	0	0	24	18	27	31	0	0	42	37	33	60
TUNISIA															
TUNIS	TUNISAIR	S	36	0	0	42	17	19	22	0	0	33	36	34	36
TOTAL TUNIS			36	0	0	42	17	19	22	0	0	33	36	34	36
TOTAL TUNISIA			36	0	0	42	17	19	22	0	0	33	36	34	36
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	70	10	20	0	0	0	15	10	60	10
TOTAL ANTALYA			10	0	0	70	10	20	0	0	0	15	10	60	10
DALAMAN	BMI BRITISH MIDLAND	C	9	0	0	0	22	78	0	0	0	42	22	48	9
TOTAL DALAMAN			9	0	0	0	22	78	0	0	0	42	22	48	9
ISTANBUL	BRITISH AIRWAYS PLC	S	124	0	0	53	30	12	5	0	0	19	53	19	120
	QANTAS	C	2	0	0	0	0	50	50	0	0	68	0	77	2
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	53	26	14	6	0	0	19	48	21	185
TOTAL ISTANBUL			312	0	0	53	28	13	6	0	0	20	50	21	315
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	29	0	0	52	17	17	10	3	0	31	23	35	26
TOTAL IZMIR (ADNAM MENDERES)			29	0	0	52	17	17	10	3	0	31	23	35	26
TOTAL TURKEY			360	0	0	52	26	16	6	0	0	21	47	23	360
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	33	22	33	11	0	0	29	17	38	18
TOTAL ASHKHABAD			18	0	0	33	22	33	11	0	0	29	17	38	18
TOTAL TURKMENISTAN			18	0	0	33	22	33	11	0	0	29	17	38	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	10	0	1	70	10	20	0	0	0	12	75	13	8



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											OCT 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 PROVIDENCIALES			10	0	1	70	10	20	0	0	0	12	75	13	8
TOTAL TURKS AND CAICOS ISLANDS			10	0	1	70	10	20	0	0	0	12	75	13	8
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	62	19	15	4	0	0	15	60	105	25
TOTAL ENTEBBE			26	0	0	62	19	15	4	0	0	15	60	105	25
TOTAL UGANDA			26	0	0	62	19	15	4	0	0	15	60	105	25
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	59	0	2	49	25	20	5	0	0	19	82	11	44
TOTAL KIEV (BORISPOL)			59	0	2	49	25	20	5	0	0	19	82	11	44
TOTAL UKRAINE			59	0	2	49	25	20	5	0	0	19	82	11	44
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	85	0	1	79	13	4	4	1	0	13	80	8	86
	GULF AIR	S	57	1	0	84	4	5	4	4	0	17	66	17	65
TOTAL ABU DHABI INTERNATIONAL			142	1	1	81	9	4	4	2	0	15	74	12	151
DUBAI	BRITISH AIRWAYS PLC	S	124	0	0	79	16	3	2	0	0	8	78	13	121
	EMIRATES	S	309	0	1	54	28	15	3	0	0	18	39	26	242
TOTAL DUBAI			433	0	1	61	24	12	3	0	0	15	52	21	363
TOTAL UNITED ARAB EMIRATES			575	1	2	66	21	10	3	1	0	15	59	19	514
UNITED KINGDOM															
ABERDEEN	BMI BRITISH MIDLAND	S	267	0	2	73	16	9	2	0	0	12	58	22	271
	BRITISH AIRWAYS PLC	S	400	0	0	66	14	12	8	0	0	18	57	19	388
TOTAL ABERDEEN			667	0	2	69	15	10	6	0	0	16	57	20	659
BELFAST CITY	BMI BRITISH MIDLAND	S	474	0	0	76	14	8	3	0	0	12	58	18	462
TOTAL BELFAST CITY			474	0	0	76	14	8	3	0	0	12	58	18	462
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	166	1	0	81	14	4	2	0	0	8	74	14	159
TOTAL DURHAM TEES VALLEY			166	1	0	81	14	4	2	0	0	8	74	14	159
EDINBURGH	BMI BRITISH MIDLAND	S	474	0	0	72	21	5	2	0	0	11	48	24	462
	BRITISH AIRWAYS PLC	S	719	0	2	63	18	13	6	0	0	18	48	25	625
TOTAL EDINBURGH			1193	0	2	67	19	10	4	0	0	15	48	24	1087
GLASGOW	BMI BRITISH MIDLAND	S	452	0	0	80	12	7	1	0	0	9	56	20	450
	BRITISH AIRWAYS PLC	S	654	0	3	67	15	13	5	0	0	16	56	20	624
TOTAL GLASGOW			1106	0	3	73	14	10	3	0	0	13	56	20	1074
INVERNESS	BMI BRITISH MIDLAND	S	62	0	0	68	24	5	3	0	0	15	70	16	60
TOTAL INVERNESS			62	0	0	68	24	5	3	0	0	15	70	16	60
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	217	0	0	72	14	10	4	0	0	14	70	12	210
TOTAL LEEDS BRADFORD			217	0	0	72	14	10	4	0	0	14	70	12	210
MANCHESTER	BMI BRITISH MIDLAND	S	411	0	3	74	16	6	3	0	0	11	51	22	400
	BRITISH AIRWAYS PLC	S	592	0	2	61	20	13	5	1	0	20	54	21	566
	QANTAS	S	37	0	0	86	8	0	5	0	0	10	81	9	91

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MANCHESTER</b>			<b>1040</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>21</b>	1057
NEWCASTLE	BRITISH AIRWAYS PLC	S	399	0	1	67	18	8	7	0	0	16	49	25	335
<b>TOTAL NEWCASTLE</b>			<b>399</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>25</b>	335
<b>TOTAL UNITED KINGDOM</b>			<b>5324</b>	<b>1</b>	<b>13</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>21</b>	5103
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	61	1	1	72	16	10	0	0	2	34	70	12	61
<b>TOTAL BALTIMORE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>70</b>	<b>12</b>	61
BOSTON	AMERICAN AIRLINES	S	124	0	0	83	10	4	2	0	0	8	71	12	111
	BRITISH AIRWAYS PLC	S	186	0	0	76	12	6	4	1	0	15	68	14	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	13	10	0	2	0	13	45	27	66
<b>TOTAL BOSTON</b>			<b>372</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>16</b>	300
CHICAGO (O'HARE)	AIR INDIA	S	27	0	0	67	15	4	15	0	0	21	81	8	26
	AMERICAN AIRLINES	S	306	0	1	82	11	4	2	0	0	11	76	11	303
	BRITISH AIRWAYS PLC	S	124	0	0	67	19	7	5	2	0	17	72	10	122
	UNITED AIRLINES	S	186	0	0	68	17	9	4	2	0	19	65	16	182
<b>TOTAL CHICAGO (O'HARE)</b>			<b>643</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	633
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	61	0	0	77	13	7	2	0	2	31	76	8	59
<b>TOTAL DENVER INTERNATIONAL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>76</b>	<b>8</b>	59
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	79	19	2	0	0	0	8	79	11	61
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	61
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	89	3	5	3	0	0	8	77	11	61
<b>TOTAL HOUSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>11</b>	61
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	118	0	0	73	19	7	2	0	0	10	65	22	121
	BRITISH AIRWAYS PLC	S	183	0	0	50	26	13	11	1	0	25	49	20	122
	UNITED AIRLINES	S	62	0	0	84	10	5	2	0	0	8	72	13	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	71	18	7	2	2	0	16	56	21	123
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>487</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>20</b>	427
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	70	0	1	81	10	7	1	0	0	9	69	13	71
	BRITISH AIRWAYS PLC	S	117	0	0	62	18	15	5	0	0	17	49	28	122
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	1	2	71	19	7	3	0	0	13	35	27	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>246</b>	<b>1</b>	<b>3</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>24</b>	253
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	44	13	24	18	2	0	39	40	30	60
	AMERICAN AIRLINES	S	361	0	0	67	16	10	6	1	0	17	69	15	354
	BRITISH AIRWAYS PLC	S	422	0	0	61	20	12	5	1	0	19	73	12	365
	KUWAIT AIRWAYS	S	26	0	0	77	4	15	4	0	0	12	81	10	26
	UNITED AIRLINES	S	120	0	0	78	12	8	3	1	0	11	84	11	121
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	66	18	12	3	1	0	16	53	25	182
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1177</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>16</b>	1108
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	176	0	0	81	11	6	1	0	0	8	79	18	165
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	0	0	70	19	9	3	0	0	13	43	31	120
<b>TOTAL NEW YORK (NEWARK)</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>24</b>	285

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ORLANDO	BRITISH AIRWAYS PLC	C	4	0	0	25	25	25	25	0	0	33	33	42	3
<b>TOTAL ORLANDO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>42</b>	<b>3</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	124	0	0	79	13	6	2	0	10	63	15	122	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>63</b>	<b>15</b>	<b>122</b>	
PHOENIX	BRITISH AIRWAYS PLC	S	54	0	0	67	19	11	2	2	18	62	14	53	
<b>TOTAL PHOENIX</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>18</b>	<b>62</b>	<b>14</b>	<b>53</b>	
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	58	27	10	4	1	18	56	22	122	
	UNITED AIRLINES	S	124	0	0	86	6	6	2	0	7	75	11	121	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	63	24	13	0	0	13	51	21	61	
<b>TOTAL SAN FRANCISCO</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>17</b>	<b>304</b>	
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	63	23	15	0	0	14	72	11	61	
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>61</b>	
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	181	0	1	78	14	7	1	1	10	75	18	178	
	UNITED AIRLINES	S	244	0	0	88	9	2	0	1	8	68	16	243	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	21	2	3	0	13	34	24	65	
<b>TOTAL WASHINGTON (DULLES)</b>			<b>487</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>9</b>	<b>66</b>	<b>18</b>	<b>486</b>	
<b>TOTAL USA</b>			<b>4504</b>	<b>2</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>66</b>	<b>17</b>	<b>4277</b>	
<b>UZBEKISTAN</b>															
TASHKENT	BMED	S	25	1	0	68	20	8	4	0	13	31	99	26	
	UZBEKISTAN AIRLINES	S	35	1	1	66	23	11	0	0	13	61	20	36	
<b>TOTAL TASHKENT</b>			<b>60</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>53</b>	<b>62</b>	
<b>TOTAL UZBEKISTAN</b>			<b>60</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>48</b>	<b>53</b>	<b>62</b>	
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	0	0	58	15	23	4	0	18	56	18	18	
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>18</b>	<b>18</b>	
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>18</b>	<b>18</b>	
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	26	0	0	54	35	8	4	0	17	85	6	26	
<b>TOTAL HARARE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>35</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>6</b>	<b>26</b>	
<b>TOTAL ZIMBABWE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>35</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>6</b>	<b>26</b>	
<b>TOTAL HEATHROW</b>			<b>40297</b>	<b>45</b>	<b>95</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>19</b>	<b>39048</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	280	0	11	88	6	3	2	1	0	9	92	7	259
<b>TOTAL ANTWERP</b>			<b>280</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>7</b>	<b>259</b>
BRUSSELS	VLM (BELGIUM)	S	215	0	6	76	15	5	3	0	0	13	78	10	218
<b>TOTAL BRUSSELS</b>			<b>215</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>218</b>
<b>TOTAL BELGIUM</b>			<b>495</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	<b>477</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	5	0	1	100	0	0	0	0	0	4	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>5</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	46	0	0	57	22	11	7	4	0	28	70	11	47
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>70</b>	<b>11</b>	<b>47</b>
PARIS (ORLY)	CITY JET	S	199	1	0	73	13	12	2	1	0	16	81	9	215
<b>TOTAL PARIS (ORLY)</b>			<b>199</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>9</b>	<b>215</b>
<b>TOTAL FRANCE</b>			<b>245</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>10</b>	<b>262</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFTRANSP	S	90	0	0	46	43	7	4	0	0	21	94	7	90
<b>TOTAL BREMEN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>43</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>94</b>	<b>7</b>	<b>90</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	78	0	0	72	23	5	0	0	0	10	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>16</b>	<b>84</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	130	0	0	62	18	14	5	2	0	21	76	10	42
	BRITISH AIRWAYS CITIEXPRESS L	S	131	0	0	74	11	8	7	0	0	14	69	15	129
<b>TOTAL FRANKFURT MAIN</b>			<b>261</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>263</b>
MUNICH	CIRRUS LUFTFAHRT	S	76	0	8	75	16	4	5	0	0	12	72	15	81
<b>TOTAL MUNICH</b>			<b>76</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>81</b>
<b>TOTAL GERMANY</b>			<b>505</b>	<b>0</b>	<b>8</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>12</b>	<b>518</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	232	0	0	66	18	10	6	0	0	16	78	11	236
<b>TOTAL DUBLIN</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>236</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>236</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	182	0	4	82	12	4	3	0	0	10	82	10	144
	VLM (BELGIUM)	S	172	2	10	84	11	4	1	0	0	7	85	6	143
<b>TOTAL LUXEMBOURG</b>			<b>354</b>	<b>2</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>287</b>
<b>TOTAL LUXEMBOURG</b>			<b>354</b>	<b>2</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>287</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	318	1	0	80	11	4	5	0	0	12	78	10	245
	VLM (BELGIUM)	S	160	0	8	89	6	3	0	2	0	10	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>478</b>	<b>1</b>	<b>8</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>245</b>
ROTTERDAM	KLM CITYHOPPER	S	73	0	0	86	8	4	1	0	0	7	0	0	0
	VLM (BELGIUM)	S	334	0	12	92	3	1	3	1	0	9	94	4	292
<b>TOTAL ROTTERDAM</b>			<b>407</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>292</b>
<b>TOTAL NETHERLANDS</b>			<b>885</b>	<b>1</b>	<b>20</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>537</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	154	1	0	88	8	5	0	0	0	6	93	5	143
<b>TOTAL BASLE MULHOUSE</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>5</b>	<b>143</b>
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	129	2	0	76	12	8	5	0	0	12	67	12	131
	SWISS AIRLINES	S	190	0	1	78	9	9	3	0	0	11	100	0	1
<b>TOTAL GENEVA</b>			<b>319</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>12</b>	<b>132</b>
ZURICH	SWISS AIRLINES	S	270	0	13	84	10	4	1	1	0	9	58	17	203
<b>TOTAL ZURICH</b>			<b>270</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>17</b>	<b>203</b>
<b>TOTAL SWITZERLAND</b>			<b>743</b>	<b>3</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>12</b>	<b>478</b>
<b>UNITED KINGDOM</b>															
DUNDEE	SCOT AIRWAYS	S	196	0	2	63	29	5	4	0	0	14	66	17	190
<b>TOTAL DUNDEE</b>			<b>196</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>29</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	<b>190</b>
EDINBURGH	BRITISH AIRWAYS CITIEXPRESS L	S	234	0	0	72	18	5	6	0	0	15	72	12	122
	SCOT AIRWAYS	S	399	0	21	78	16	4	2	0	0	11	72	12	410
<b>TOTAL EDINBURGH</b>			<b>633</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>12</b>	<b>532</b>
ISLE OF MAN	EUROMANX GMBH	S	153	2	0	78	10	9	3	0	0	13	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>153</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>7</b>	<b>50</b>
JERSEY	VLM (BELGIUM)	S	56	0	0	64	18	13	4	2	0	19	92	4	152
<b>TOTAL JERSEY</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>92</b>	<b>4</b>	<b>152</b>
LIVERPOOL	VLM (BELGIUM)	S	230	0	12	74	17	5	4	0	0	12	87	6	230
<b>TOTAL LIVERPOOL</b>			<b>230</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>230</b>
MANCHESTER	VLM (BELGIUM)	S	342	0	14	80	13	6	1	0	0	10	86	9	411
<b>TOTAL MANCHESTER</b>			<b>342</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>411</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1610</b>	<b>2</b>	<b>49</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>1667</b>
<b>TOTAL LONDON CITY</b>			<b>5074</b>	<b>14</b>	<b>123</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>4462</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	0	0	88	0	13	0	0	0	7	100	2	8
	HELIOS AIRWAYS LTD	S	66	4	0	61	15	15	9	0	0	24	76	17	66
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	9	78	10	9
<b>TOTAL LARNACA</b>			<b>84</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>76</b>	<b>16</b>	<b>86</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	11	56	11	9
	THOMSONFLY LTD	C	17	1	0	82	0	18	0	0	0	10	78	28	27
<b>TOTAL PAPHOS</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>23</b>	<b>36</b>
<b>TOTAL CYPRUS</b>			<b>111</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>75</b>	<b>18</b>	<b>122</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL PRAGUE</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DENMARK</b>															
ESBJERG	RYANAIR	S	58	0	0	74	17	3	5	0	0	10	0	0	0
<b>TOTAL ESBJERG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>58</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</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>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
DINARD	RYANAIR	S	56	0	0	95	2	4	0	0	0	3	90	5	40
<b>TOTAL DINARD</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>40</b>
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	60	0	2	48	28	15	5	3	0	30	0	0	0
<b>TOTAL GRENOBLE</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>28</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	182	0	50	60	20	12	8	0	0	20	81	11	216
<b>TOTAL NICE</b>			<b>182</b>	<b>4</b>	<b>50</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>216</b>
NIMES	RYANAIR	S	59	0	1	90	7	3	0	0	0	5	0	0	0
<b>TOTAL NIMES</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	188	0	0	79	10	5	5	1	0	13	72	14	238
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>188</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>14</b>	<b>238</b>
TOULOUSE (BLAGNAC)	FUTURA AIRLINES	C	2	0	0	50	0	0	50	0	0	41	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</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>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>548</b>	<b>5</b>	<b>53</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>494</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	165	0	1	79	13	4	3	1	0	13	77	15	164

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BERLIN (SCHONEFELD)</b>			<b>165</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>15</b>	<b>164</b>
BREMEN	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BREMEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	104	0	0	83	13	4	0	1	0	8	90	8	110
<b>TOTAL DORTMUND</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>110</b>
<b>TOTAL GERMANY</b>			<b>271</b>	<b>4</b>	<b>1</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>12</b>	<b>274</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	60	1	2	88	3	2	3	2	2	19	82	13	61
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>82</b>	<b>13</b>	<b>61</b>
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>1</b>	<b>2</b>	<b>88</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>19</b>	<b>82</b>	<b>13</b>	<b>61</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	10	8	11	3	0	24	84	7	123
<b>TOTAL ATHENS</b>			<b>62</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>7</b>	<b>123</b>
CORFU	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	0	7	86	5	7
<b>TOTAL CORFU</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>16</b>	<b>64</b>	<b>11</b>	<b>11</b>
KEFALLINIA	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
KOS	THOMSONFLY LTD	C	9	0	0	44	11	22	22	0	0	33	100	0	1
<b>TOTAL KOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>0</b>	<b>1</b>
RHODES	THOMSONFLY LTD	C	11	0	0	91	0	0	9	0	0	14	0	0	0
<b>TOTAL RHODES</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALONIKA	THOMSONFLY LTD	C	3	0	0	67	0	0	0	33	0	76	0	0	0
<b>TOTAL SALONIKA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAKINTHOS	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	27	0	0	0
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>110</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>7</b>	<b>142</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	124	0	0	67	18	9	6	0	0	17	81	10	62
	WIZZ AIR	S	61	2	0	57	20	16	7	0	0	20	74	12	148
<b>TOTAL BUDAPEST</b>			<b>185</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>11</b>	<b>210</b>
<b>TOTAL HUNGARY</b>			<b>185</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>11</b>	<b>210</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	RYANAIR	S	228	0	0	86	7	4	2	1	0	10	87	7	252
<b>TOTAL DUBLIN</b>			<b>228</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>252</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GALWAY	AER ARRAN	S	122	1	1	73	5	10	11	1	0	23	73	18	107
<b>TOTAL GALWAY</b>			<b>122</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>5</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>18</b>	<b>107</b>
SHANNON	RYANAIR	S	62	0	0	90	6	2	2	0	0	5	0	0	0
<b>TOTAL SHANNON</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	AER ARRAN	S	123	0	1	76	3	7	12	2	0	25	72	18	94
<b>TOTAL WATERFORD</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>3</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>18</b>	<b>94</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>539</b>	<b>3</b>	<b>2</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>12</b>	<b>453</b>
<b>ISRAEL</b>															
OVDA	FLYJET LTD	C	5	0	0	60	40	0	0	0	0	13	0	0	0
<b>TOTAL OVDA</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>13</b>	<b>100</b>	<b>2</b>	<b>1</b>
TEL AVIV	EXCEL AIRWAYS LTD	C	3	0	0	0	0	67	33	0	0	56	0	0	0
<b>TOTAL TEL AVIV</b>			<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>10</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>100</b>	<b>2</b>	<b>1</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	124	0	0	93	6	0	1	0	0	5	89	11	123
<b>TOTAL BERGAMO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>14</b>	<b>124</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	65	20	7	8	0	0	17	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>26</b>
NAPLES	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	0	67	17	9
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>9</b>
ROME (CIAMPINO)	RYANAIR	S	62	0	0	81	13	5	2	0	0	11	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	61	1	1	77	21	2	0	0	0	8	0	0	0
<b>TOTAL TREVISO</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	23	3	6	3	0	21	33	27	36
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>27</b>	<b>36</b>
<b>TOTAL ITALY</b>			<b>377</b>	<b>10</b>	<b>1</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>17</b>	<b>198</b>
<b>MALTA</b>															
MALTA	THOMSONFLY LTD	C	7	0	0	14	14	57	14	0	0	37	0	0	0
<b>TOTAL MALTA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	278	0	0	69	15	7	7	2	0	19	64	15	268
<b>TOTAL AMSTERDAM</b>			<b>278</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>15</b>	<b>268</b>
<b>TOTAL NETHERLANDS</b>			<b>278</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>15</b>	<b>268</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	90	6	0	59	23	9	7	2	0	26	32	27	59



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 GDANSK			90	6	0	59	23	9	7	2	0	26	32	27	59
KATOWICE	WIZZ AIR	S	94	2	0	66	12	9	6	4	3	41	72	15	112
TOTAL KATOWICE			94	2	0	66	12	9	6	4	3	41	72	15	112
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	11	5	0	0	0	7	58	19	36
TOTAL KRAKOW			62	0	0	84	11	5	0	0	0	7	61	18	38
POZNAN	WIZZ AIR	S	34	2	0	74	9	6	3	3	6	41	0	0	0
TOTAL POZNAN			34	2	0	74	9	6	3	3	6	41	0	0	0
WARSAW	EASYJET AIRLINE COMPANY LTD	S	104	0	0	72	13	10	5	0	0	14	0	0	0
	WIZZ AIR	S	85	1	0	80	14	1	2	2	0	17	57	21	120
TOTAL WARSAW			189	2	0	76	14	6	4	1	0	15	57	21	120
TOTAL POLAND			469	12	0	71	14	7	4	2	1	23	58	20	329
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	82	0	32	87	5	4	2	2	0	15	80	22	114
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	0	14	0	0	0	8	0	0	0
	MONARCH AIRLINES	S	44	0	0	64	25	9	2	0	0	13	71	10	28
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	9	100	4	9
TOTAL FARO			141	1	32	79	12	6	2	1	0	14	79	19	159
TOTAL PORTUGAL(EXCLUDING MADEIRA)			141	1	32	79	12	6	2	1	0	14	79	19	159
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSONFLY LTD	C	10	0	0	60	30	10	0	0	0	15	75	10	8
TOTAL FUNCHAL			10	0	0	60	30	10	0	0	0	15	75	10	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	60	30	10	0	0	0	15	75	10	8
SLOVAK REPUBLIC															
BRATISLAVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	21	2	6	0	0	14	0	0	0
TOTAL BRATISLAVA			62	0	0	71	21	2	6	0	0	14	0	0	0
TOTAL SLOVAK REPUBLIC			62	0	0	71	21	2	6	0	0	14	0	0	0
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	128	0	3	63	15	9	13	1	0	25	80	10	122
	MONARCH AIRLINES	S	61	0	1	70	13	8	8	0	0	19	87	8	60
	THOMSONFLY LTD	C	17	0	0	94	0	6	0	0	0	5	75	8	8
TOTAL ALICANTE			206	1	4	67	13	9	10	0	0	22	81	11	200
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	192	2	2	54	23	14	10	0	0	24	79	10	198
TOTAL BARCELONA			192	3	2	54	23	14	10	0	0	24	79	10	198
GERONA	RYANAIR	S	60	0	2	78	13	8	0	0	0	8	0	0	0
	THOMSONFLY LTD	C	7	0	0	86	0	0	14	0	0	19	0	0	0
TOTAL GERONA			67	0	2	79	12	7	1	0	0	10	0	0	0
IBIZA	THOMSONFLY LTD	C	12	0	0	92	0	8	0	0	0	10	90	3	10
TOTAL IBIZA			12	0	0	92	0	8	0	0	0	10	90	3	10
MADRID	EASYJET AIRLINE COMPANY LTD	S	124	0	0	66	16	10	7	0	0	18	66	13	121

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>TOTAL MADRID</b>			<b>125</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>13</b>	121
<b>MAHON</b>	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	3	100	1	7
	MONARCH AIRLINES	C	8	0	0	75	0	0	0	25	0	61	100	2	9
	MONARCH AIRLINES	S	26	0	0	81	12	0	8	0	0	11	96	2	26
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	1	100	2	11
<b>TOTAL MAHON</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>96</b>	<b>2</b>	54
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	206	4	3	63	17	10	10	0	0	23	59	24	211
	MONARCH AIRLINES	S	72	2	0	85	8	6	1	0	0	9	96	3	70
	THOMSONFLY LTD	C	17	0	0	59	24	0	12	0	6	39	100	2	18
<b>TOTAL MALAGA</b>			<b>295</b>	<b>6</b>	<b>3</b>	<b>68</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>18</b>	299
<b>MURCIA SAN JAVIER</b>	RYANAIR	S	61	1	1	84	7	3	3	3	0	16	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	93	0	0	67	16	8	8	2	0	21	64	23	100
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	91	9	0	0	0	0	4	33	140	9
	MONARCH AIRLINES	C	9	0	0	44	22	0	22	0	11	133	11	95	9
	THOMSONFLY LTD	C	32	0	0	91	3	6	0	0	0	4	76	25	42
<b>TOTAL PALMA DE MALLORCA</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>59</b>	<b>38</b>	171
<b>REUS</b>	RYANAIR	S	72	0	0	92	4	1	3	0	0	6	0	0	0
	THOMSONFLY LTD	C	7	0	0	86	0	14	0	0	0	6	100	3	7
<b>TOTAL REUS</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	7
<b>TOTAL SPAIN</b>			<b>1235</b>	<b>18</b>	<b>12</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>17</b>	1062
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	MONARCH AIRLINES	S	12	0	0	42	8	17	17	17	0	60	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	6	75	8	8
<b>TOTAL ARRECIFE</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>29</b>	20
<b>FUERTEVENTURA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	2	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>2</b>	16
<b>LAS PALMAS</b>	MONARCH AIRLINES	S	10	0	0	50	30	0	20	0	0	33	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	0	13	13	0	0	18	100	2	8
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>6</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>88</b>	<b>6</b>	16
<b>TENERIFE (SURREINA SOFIA)</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	13	80	15	10
	MONARCH AIRLINES	S	48	0	0	31	29	33	4	2	0	33	50	30	36
	THOMSONFLY LTD	C	17	0	0	53	18	29	0	0	0	21	94	4	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>26</b>	<b>30</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>69</b>	<b>20</b>	74
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>18</b>	126
<b>SWEDEN</b>															
<b>VASTERAS</b>	RYANAIR	S	113	0	1	91	5	4	0	0	0	5	0	0	0
<b>TOTAL VASTERAS</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SWEDEN</b>			<b>113</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>50</b>	<b>37</b>	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	122	0	2	52	30	13	6	0	0	20	0	0	0
TOTAL BASLE MULHOUSE			<b>122</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>30</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	188	2	2	61	19	13	7	1	0	21	33	27	3
TOTAL GENEVA			<b>188</b>	<b>9</b>	<b>2</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>5</b>	<b>183</b>
ZURICH	HELVETIC AIRWAYS	S	98	0	0	68	21	6	4	0	0	13	0	0	0
TOTAL ZURICH			<b>98</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>184</b>
TOTAL SWITZERLAND			<b>408</b>	<b>11</b>	<b>4</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>11</b>	<b>367</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	90	7	10
TOTAL MONASTIR			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>5</b>	<b>18</b>
TOTAL TUNISIA			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>5</b>	<b>18</b>
<b>TURKEY</b>															
ANTALYA	SUNEXPRESS	C	2	1	0	100	0	0	0	0	0	0	0	0	0
TOTAL ANTALYA			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	2	67	30	9
	THOMSONFLY LTD	C	9	0	0	78	11	11	0	0	0	10	0	0	0
TOTAL BODRUM (MILAS)			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>30</b>	<b>9</b>
DALAMAN	SUNEXPRESS	C	6	0	0	83	0	17	0	0	0	9	0	0	0
	THOMSONFLY LTD	C	8	0	0	50	50	0	0	0	0	15	86	5	7
TOTAL DALAMAN			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>4</b>	<b>8</b>
TOTAL TURKEY			<b>34</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>18</b>	<b>17</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	104	0	0	59	17	12	10	3	0	28	63	18	104
TOTAL ABERDEEN			<b>104</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>18</b>	<b>104</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	276	0	2	78	12	7	4	0	0	11	92	5	271
TOTAL BELFAST INTERNATIONAL			<b>276</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>5</b>	<b>271</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	330	0	0	72	17	5	5	1	0	15	78	11	324
TOTAL EDINBURGH			<b>330</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	<b>324</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	322	0	2	82	11	5	1	0	0	8	89	8	316
TOTAL GLASGOW			<b>322</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	<b>316</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	79	0	1	70	14	13	3	1	0	17	74	12	80
TOTAL INVERNESS			<b>79</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>12</b>	<b>80</b>
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	61	0	0	75	11	3	10	0	0	17	0	0	0
TOTAL ISLE OF MAN			<b>61</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>5</b>	<b>62</b>
JERSEY	FLYBE LTD	S	2	0	0	100	0	0	0	0	0	0	60	15	10
TOTAL JERSEY			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>10</b>
MANCHESTER	FLYJET LTD	C	4	0	0	75	25	0	0	0	0	4	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 MANCHESTER			5	3	0	60	20	0	20	0	0	21	40	15	5
NEWCASTLE	FLIGHTLINE LTD	C	2	0	0	50	0	50	0	0	0	23	0	0	0
TOTAL NEWCASTLE			2	0	0	50	0	50	0	0	0	23	0	0	0
PLYMOUTH	AIR SOUTHWEST	C	2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL PLYMOUTH			2	0	0	50	50	0	0	0	0	9	0	0	0
TOTAL UNITED KINGDOM			1183	9	5	75	14	7	4	1	0	13	83	9	1173
TOTAL LUTON			6353	125	113	73	14	7	5	1	0	17	76	13	5487

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
LINZ	LAUDA-AIR	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL LINZ</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>VIENNA</b>															
	AUSTRIAN ARROWS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	68	18	11	3	0	0	16	57	25	61
	LAUDA-AIR	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	SLOVAK AL(SLOVENSKE AEROLIN	C	2	0	0	100	0	0	0	0	0	10	0	0	0
<b>TOTAL VIENNA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>25</b>	<b>61</b>
<b>TOTAL AUSTRIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>25</b>	<b>61</b>
<b>BAHAMAS</b>															
NASSAU	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL NASSAU</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BMI BRITISH MIDLAND	S	17	1	1	65	24	6	6	0	0	14	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>11</b>
<b>TOTAL BARBADOS</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>24</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>11</b>
<b>BELGIUM</b>															
BRUSSELS	BRITISH AIRWAYS CITIEXPRESS L	S	135	0	0	77	8	8	6	1	0	14	82	10	136
	SN BRUSSELS AIRLINES	S	162	0	0	83	10	4	3	0	0	9	92	5	160
<b>TOTAL BRUSSELS</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>296</b>
<b>TOTAL BELGIUM</b>			<b>297</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>296</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	9	0	0	100	0	0	0	0	0	5	33	21	9
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	57	0	0	43	0	0	52	75	35	8
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	0	0	67	0	161	33	14	3
<b>TOTAL BURGAS</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>23</b>	<b>22</b>
SOPIA	BULGARIA AIR	S	16	2	2	69	13	6	13	0	0	17	0	0	0
<b>TOTAL SOPIA</b>			<b>16</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARNA	BH AIR	C	8	0	0	25	13	38	25	0	0	42	14	27	7
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	0	0	29	0	0	27	100	0	6
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL VARNA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>5</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>13</b>	<b>14</b>
<b>TOTAL BULGARIA</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>5</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>19</b>	<b>36</b>
<b>CANADA</b>															
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	2	0	1	100	0	0	0	0	0	9	0	0	0
<b>TOTAL HALIFAX INT</b>			<b>2</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	2	0	0	50	0	50	0	0	0	23	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 OTTAWA INTERNATIONAL</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>TORONTO</b>	AIR CANADA	S	14	0	0	93	7	0	0	0	0	3	0	0	0
	AIR TRANSAT	S	34	0	0	85	9	0	0	6	0	17	77	17	22
	PAKISTAN INTL AIRLINES	S	17	0	0	82	6	12	0	0	0	9	67	14	18
	THOMAS COOK AIRLINES LTD	S	35	0	3	94	0	0	3	0	3	30	0	0	0
	ZOOM AIRLINES	S	17	1	0	82	0	0	6	12	0	34	0	0	0
<b>TOTAL TORONTO</b>			<b>118</b>	<b>1</b>	<b>3</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>20</b>	<b>70</b>	<b>17</b>	<b>84</b>
<b>VANCOUVER</b>	AIR TRANSAT	S	8	0	0	75	13	13	0	0	0	14	90	4	10
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	25	25	0	0	30	0	0	0
	THOMAS COOK AIRLINES LTD	S	9	0	0	78	11	0	11	0	0	16	60	42	10
	ZOOM AIRLINES	S	17	1	0	71	6	0	18	6	0	45	0	0	0
<b>TOTAL VANCOUVER</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>5</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>23</b>	<b>20</b>
<b>TOTAL CANADA</b>			<b>160</b>	<b>2</b>	<b>4</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>23</b>	<b>70</b>	<b>19</b>	<b>105</b>
<b>CROATIA</b>															
<b>DUBROVNIK</b>	ASTRAEUS LTD	C	4	0	0	50	0	0	50	0	0	89	75	105	8
	CROATIA AIRLINES	S	10	0	1	90	10	0	0	0	0	4	55	43	11
	FIRST CHOICE AIRWAYS LTD	C	7	2	0	100	0	0	0	0	0	0	100	0	5
	GB AIRWAYS LTD	S	24	0	0	79	13	4	4	0	0	10	0	0	0
	THOMSONFLY LTD	C	9	0	0	67	11	0	11	11	0	44	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>55</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>54</b>	<b>24</b>
<b>PULA</b>	CROATIA AIRLINES	S	5	0	0	40	0	20	40	0	0	41	100	6	4
	THOMSONFLY LTD	C	5	0	0	60	0	0	40	0	0	61	0	0	0
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>100</b>	<b>3</b>	<b>9</b>
<b>SPLIT</b>	CROATIA AIRLINES	S	9	0	0	78	0	0	22	0	0	18	44	26	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	0	71	29	0	0	0	31	0	0	0
<b>TOTAL SPLIT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>16</b>	<b>15</b>
<b>TOTAL CROATIA</b>			<b>81</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>5</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>33</b>	<b>48</b>
<b>CUBA</b>															
<b>CUNAGUA ( CAYO COCO)</b>	THOMAS COOK AIRLINES LTD	C	6	2	0	50	0	17	33	0	0	31	100	3	3
<b>TOTAL CUNAGUA ( CAYO COCO)</b>			<b>6</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>100</b>	<b>3</b>	<b>3</b>
<b>HOLGUIN (FRANK PAIS)</b>	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	9	0	0	22	33	22	22	0	0	34	25	65	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>25</b>	<b>65</b>	<b>4</b>
<b>VARADERO</b>	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	0	20	40	0	0	50	0	0	0
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL VARADERO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>47</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>36</b>	<b>3</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>43</b>	<b>15</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	CYPRUS AIRWAYS	S	28	0	0	43	25	7	14	4	7	69	75	12	36
	EUROCYPRIA AIRLINES LTD	C	32	1	0	34	16	28	16	0	6	104	25	35	8
	EXCEL AIRWAYS LTD	C	26	1	0	50	23	12	8	0	8	99	51	29	39
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	25	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
				Actual (7)	Plan (8)											
LARNACA	FIRST CHOICE AIRWAYS LTD	S	28	0	0	64	21	0	14	0	0	19	39	37	18	
	FLYJET LTD	C	9	0	0	22	11	11	44	0	11	158	40	27	10	
	FUTURA AIRLINES	C	3	0	0	33	33	33	0	0	0	24	0	0	0	
	HELIOS AIRWAYS LTD	C	16	0	0	25	13	56	6	0	0	31	0	0	0	
	MY TRAVEL AIRWAYS UK	C	16	0	0	56	13	19	13	0	0	21	78	7	23	
	THOMAS COOK AIRLINES LTD	C	25	0	0	68	16	12	0	0	4	25	88	14	24	
	THOMSONFLY LTD	C	16	0	0	63	19	6	13	0	0	19	67	23	9	
<b>TOTAL LARNACA</b>			<b>202</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>19</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>58</b>	<b>63</b>	<b>21</b>	<b>179</b>	
PAPHOS	AIR ATLANTA EUROPE LTD	C	10	0	0	30	10	20	30	10	0	62	20	143	10	
	EXCEL AIRWAYS LTD	C	10	2	0	50	20	30	0	0	0	21	60	21	15	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	6	6	0	0	0	5	0	0	0	
	FIRST CHOICE AIRWAYS LTD	S	18	0	0	72	22	6	0	0	0	9	53	19	17	
	FLYJET LTD	C	10	0	0	0	10	10	60	20	0	117	50	179	10	
	GB AIRWAYS LTD	S	26	0	0	81	12	8	0	0	0	8	0	0	0	
	HELIOS AIRWAYS LTD	S	4	0	0	25	25	50	0	0	0	30	63	71	8	
	MONARCH AIRLINES	C	11	0	0	45	9	36	9	0	0	31	25	55	8	
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	0	0	12	0	0	12	89	6	18	
	THOMAS COOK AIRLINES LTD	C	31	0	0	61	6	10	19	3	0	39	92	5	25	
THOMSONFLY LTD	C	28	0	0	64	14	14	0	0	7	41	83	6	18		
<b>TOTAL PAPHOS</b>			<b>184</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>65</b>	<b>42</b>	<b>138</b>	
<b>TOTAL CYPRUS</b>			<b>386</b>	<b>4</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>45</b>	<b>64</b>	<b>30</b>	<b>317</b>	
CZECH REPUBLIC	PRAGUE	BMIBABY LTD	S	72	0	0	89	4	4	3	0	5	43	35	60	
		CSA	S	150	0	0	82	10	6	2	0	0	8	75	12	110
<b>TOTAL PRAGUE</b>			<b>222</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>20</b>	<b>182</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>222</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>20</b>	<b>182</b>	
DENMARK	BILLUND	SUN AIR OF SCANDINAVIA	S	94	0	0	53	29	14	4	0	0	18	68	15	92
				<b>94</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>15</b>	<b>92</b>
COPENHAGEN	MAERSK AIR	SAS	S	48	0	0	75	13	13	0	0	0	12	0	0	0
			S	172	0	0	77	16	6	1	0	0	10	81	8	220
<b>TOTAL COPENHAGEN</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>357</b>	
<b>TOTAL DENMARK</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>449</b>	
DOMINICAN REPUBLIC	LA ROMANA	MY TRAVEL AIRWAYS UK	C	11	2	0	18	18	9	45	9	0	79	10	72	10
				<b>11</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>72</b>	<b>10</b>
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	8	73	14	15
		THOMAS COOK AIRLINES LTD	C	7	3	0	57	0	14	14	14	0	59	63	44	8
		THOMSONFLY LTD	C	8	0	0	75	0	0	0	25	0	58	0	0	0
			C	19	2	0	84	5	5	5	0	0	8	88	6	16
<b>TOTAL PUERTO PLATA</b>			<b>43</b>	<b>5</b>	<b>0</b>	<b>79</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>17</b>	<b>39</b>	
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	43	19	7	
			C	2	1	0	50	0	0	50	0	0	38	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PUNTA CANA	THOMSONFLY LTD	C	9	0	0	78	0	22	0	0	0	10	88	17	8
<b>TOTAL PUNTA CANA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>18</b>	<b>15</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>69</b>	<b>8</b>	<b>0</b>	<b>70</b>	<b>4</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>26</b>	<b>64</b>
<b>EGYPT</b>															
HURGHADA	AIR ATLANTA EUROPE LTD	C	8	2	0	38	13	25	13	0	13	219	0	0	0
	ASTRAEUS LTD	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	32	1	0	56	19	9	13	3	0	30	0	92	5
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	94	6	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	17	0	0	47	24	12	18	0	0	30	63	24	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	6	6	0	0	12	50	73	4
	THOMSONFLY LTD	C	20	0	0	95	0	5	0	0	0	4	88	5	8
<b>TOTAL HURGHADA</b>			<b>122</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>48</b>	<b>40</b>	<b>29</b>
LUXOR	FLYJET LTD	C	9	0	0	78	0	0	22	0	0	25	0	0	0
	MONARCH AIRLINES	C	10	2	0	40	50	10	0	0	0	17	50	23	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	100	0	7
<b>TOTAL LUXOR</b>			<b>27</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	<b>15</b>
TABA	ASTRAEUS LTD	C	20	0	0	65	25	10	0	0	0	13	85	8	13
<b>TOTAL TABA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>13</b>
<b>TOTAL EGYPT</b>			<b>169</b>	<b>5</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>63</b>	<b>25</b>	<b>57</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	18	0	0	94	6	0	0	0	0	2	0	0	0
<b>TOTAL TALLIN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	114	0	0	87	7	4	2	0	0	8	80	8	111
<b>TOTAL HELSINKI</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>111</b>
<b>TOTAL FINLAND</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>111</b>
<b>FRANCE</b>															
BORDEAUX	BMIBABY LTD	S	62	0	0	76	11	6	6	0	0	13	67	10	6
<b>TOTAL BORDEAUX</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>10</b>	<b>6</b>
LILLE	AIR HORIZONS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	HOLA AIRLINES	C	2	0	0	50	0	0	50	0	0	41	0	0	0
<b>TOTAL LILLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
LYON	BRITISH AIRWAYS CITIEXPRESS L	S	61	1	0	85	7	2	7	0	0	10	77	15	61
<b>TOTAL LYON</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>15</b>	<b>61</b>
NICE	BRITISH AIRWAYS CITIEXPRESS L	S	57	0	0	74	11	4	11	2	0	20	87	10	60
	CHANNEL EXPRESS LTD ALSO T/A	S	44	0	0	89	5	0	7	0	0	9	0	0	0
<b>TOTAL NICE</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>2</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>10</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	308	0	0	85	8	4	3	0	0	9	91	5	362
	BLUE LINE	C	2	0	0	50	0	50	0	0	0	21	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PARIS (CHARLES DE GAULLE)	BRITISH AIRWAYS CITIEXPRESS L	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	267	2	0	73	11	9	6	1	0	16	85	10	261
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>579</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	629
TARBES-LOURDES INTERNATIONAL	EUROPEAN AIR CHARTER	C	9	0	0	56	11	11	0	11	11	92	33	21	3
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>92</b>	<b>33</b>	<b>21</b>	3
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	58	0	0	84	9	0	7	0	0	9	81	7	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	62
<b>TOTAL FRANCE</b>			<b>875</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	822
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	C	10	0	0	40	30	20	10	0	0	24	29	23	7
<b>TOTAL BANJUL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>29</b>	<b>23</b>	7
<b>TOTAL GAMBIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>29</b>	<b>23</b>	7
<b>GERMANY</b>															
BERLIN (TEGEL)	AIR BERLIN	S	18	0	0	50	33	11	6	0	0	17	0	0	0
	BRITISH AIRWAYS CITIEXPRESS L	S	62	0	0	76	15	3	6	0	0	14	87	6	62
<b>TOTAL BERLIN (TEGEL)</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>6</b>	62
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	62	0	0	39	23	23	13	3	0	36	55	22	78
<b>TOTAL COLOGNE (BONN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>57</b>	<b>21</b>	82
DUSSELDORF	BRITISH AIRWAYS CITIEXPRESS L	S	156	0	0	89	4	6	1	0	0	5	83	8	206
	LUFTHANSA CITY LINE	S	150	0	0	79	9	9	2	0	0	9	81	11	154
<b>TOTAL DUSSELDORF</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>9</b>	360
FRANKFURT MAIN	BRITISH AIRWAYS CITIEXPRESS L	S	273	0	0	76	10	8	6	0	0	13	84	9	269
	LUFTHANSA	S	248	0	0	85	6	8	1	0	0	8	78	9	248
<b>TOTAL FRANKFURT MAIN</b>			<b>521</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	517
HAMBURG	AIR BERLIN	S	44	0	0	75	16	5	2	2	0	13	0	0	0
	LUFTHANSA CITY LINE	S	99	0	0	89	4	1	6	0	0	10	61	15	104
<b>TOTAL HAMBURG</b>			<b>143</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>15</b>	104
HANOVER	BRITISH AIRWAYS CITIEXPRESS L	S	101	0	0	98	1	0	1	0	0	3	95	3	103
<b>TOTAL HANOVER</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>3</b>	103
MUNICH	LUFTHANSA CITY LINE	S	183	0	0	74	17	7	2	0	0	10	87	6	185
<b>TOTAL MUNICH</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	185
PADERBORN	AIR BERLIN	S	36	0	0	81	8	3	8	0	0	14	0	0	0
<b>TOTAL PADERBORN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
STUTT GART	BRITISH AIRWAYS CITIEXPRESS L	S	48	0	0	92	4	4	0	0	0	4	87	12	90
	HAPAG LLOYD EXPRESS	S	34	0	0	71	9	9	12	0	0	17	81	11	36
<b>TOTAL STUTT GART</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>12</b>	126
<b>TOTAL GERMANY</b>			<b>1516</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	1553
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	35	1	0	86	6	9	0	0	0	6	86	11	36

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			35	1	0	86	6	9	0	0	0	6	86	11	36
TOTAL GIBRALTAR			35	1	0	86	6	9	0	0	0	6	86	11	36
GREECE															
ATHENS	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	100	14	1
	MAERSK AIR	C	2	0	0	50	50	0	0	0	0	17	50	18	2
	OLYMPIC AIRLINES	S	18	0	0	39	28	17	17	0	0	32	67	16	18
TOTAL ATHENS			23	0	0	43	26	17	13	0	0	29	64	24	47
CHANIA	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	75	26	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	86	6	7
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	6	75	5	4
TOTAL CHANIA			24	0	0	96	4	0	0	0	0	5	79	15	24
CORFU	EXCEL AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	50	267	4
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	79	14	7	0	0	0	7	53	26	15
	FLYJET LTD	C	2	0	0	50	0	50	0	0	0	27	75	10	8
	MONARCH AIRLINES	C	25	1	0	60	12	16	8	4	0	29	69	31	16
	MY TRAVEL AIRWAYS UK	C	17	0	0	88	12	0	0	0	0	3	71	31	17
	THOMAS COOK AIRLINES LTD	C	22	0	0	73	5	9	0	14	0	35	73	39	15
	THOMSONFLY LTD	C	16	0	0	94	6	0	0	0	0	3	85	14	20
TOTAL CORFU			106	1	0	77	9	8	2	4	0	17	68	36	101
HERAKLION	AEGEAN AIRLINES	C	4	0	0	0	0	75	25	0	0	43	0	0	0
	ALEXANDAIR	C	7	0	0	86	14	0	0	0	0	3	0	0	0
	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	4	100	4	3
	EXCEL AIRWAYS LTD	C	22	1	0	73	5	18	5	0	0	12	23	51	13
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	87	0	0	13	0	0	13	68	11	19
	FLYJET LTD	C	7	0	0	86	0	0	14	0	0	12	60	188	10
	MONARCH AIRLINES	C	10	0	0	50	20	10	20	0	0	28	92	5	12
	MY TRAVEL AIRWAYS UK	C	14	0	0	79	7	0	14	0	0	15	67	43	15
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	10	0	30	0	0	45	100	1	13
	THOMSONFLY LTD	C	14	2	0	71	0	0	29	0	0	31	73	77	15
TOTAL HERAKLION			105	3	0	71	6	8	15	0	0	20	70	44	108
KALAMATA	EXCEL AIRWAYS LTD	C	8	1	0	63	0	25	13	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	2	67	25	3
TOTAL KALAMATA			11	1	0	73	0	18	9	0	0	15	93	6	14
KAVALLA	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	3	100	8	2
TOTAL KAVALLA			4	0	0	75	0	25	0	0	0	15	83	21	6
KEFALLINIA	BMI BRITISH MIDLAND	C	5	1	0	100	0	0	0	0	0	9	0	0	0
	EUROPEAN AIR CHARTER	C	5	0	0	60	0	0	40	0	0	57	0	0	0
	EXCEL AIRWAYS LTD	C	17	0	0	71	0	12	18	0	0	26	20	30	5
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	0	33	0	0	0	18	44	33	9
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	0	100	1	3
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	22	0	0	0	0	4	100	0	9
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	1	83	10	6
TOTAL KEFALLINIA			56	1	0	79	4	9	9	0	0	17	70	15	43
KOS	ALEXANDAIR	C	9	0	0	78	11	0	11	0	0	19	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
KOS	ASTRAEUS LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0
	EXCEL AIRWAYS LTD	C	20	1	0	90	0	0	10	0	0	13	80	18	25
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	89	7	9
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	82	10	11
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	0	0	29	107	38	62	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	43	0	0	0	20	92	5	12
	THOMSONFLY LTD	C	5	0	0	100	0	0	0	0	0	5	67	9	9
<b>TOTAL KOS</b>			<b>65</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>22</b>	<b>73</b>	<b>21</b>	<b>82</b>
MIKONOS	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MIKONOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>3</b>
MITILINI	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	4	100	3	4
<b>TOTAL MITILINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>8</b>
PREVEZA	BMI BRITISH MIDLAND	C	4	0	0	50	25	25	0	0	0	17	100	8	4
	EXCEL AIRWAYS LTD	C	14	0	0	79	0	0	21	0	0	24	88	9	8
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	0	100	1	3
<b>TOTAL PREVEZA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>95</b>	<b>6</b>	<b>19</b>
RHODES	AIR ATLANTA EUROPE LTD	C	2	0	0	0	100	0	0	0	0	23	0	0	0
	EXCEL AIRWAYS LTD	C	10	1	0	90	0	10	0	0	0	5	71	16	17
	FIRST CHOICE AIRWAYS LTD	C	15	1	0	80	7	7	7	0	0	13	86	7	7
	FLYJET LTD	C	4	0	0	100	0	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	26	0	0	85	8	0	8	0	0	10	78	19	27
	MY TRAVEL AIRWAYS UK	C	13	1	0	92	0	0	0	0	8	70	25	44	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	0	0	13	81	89	5	18
	THOMSONFLY LTD	C	17	0	0	82	6	0	12	0	0	12	100	0	16
<b>TOTAL RHODES</b>			<b>95</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>76</b>	<b>15</b>	<b>110</b>
SALONIKA	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	0	37	2
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	0	0	14	0	0	27	100	0	7
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	0	100	3	5
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	6	100	2	3
<b>TOTAL SALONIKA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>21</b>
SAMOS	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	100	4	2
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	67	11	3
<b>TOTAL SAMOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	
SKIATHOS	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	67	8	6
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	100	4	8
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	89	0	0	0
<b>TOTAL SKIATHOS</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>20</b>
THIRA (SANTORINI)	ASTRAEUS LTD	C	3	0	0	33	33	33	0	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	3	100	1	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	0	33	0	72	100	0	3
<b>TOTAL THIRA (SANTORINI)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>32</b>	<b>100</b>	<b>0</b>	<b>9</b>
ZAKINTHOS	ASTRAEUS LTD	C	5	0	0	80	0	20	0	0	0	11	100	5	1
	BMI BRITISH MIDLAND	C	3	0	0	0	0	33	67	0	0	96	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ZAKINTHOS	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	83	3	6
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	6	0	0	0	3	81	4	16	
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	40	53	20	
	MY TRAVEL AIRWAYS UK	C	29	2	0	83	0	0	3	14	44	76	62	29	
	THOMAS COOK AIRLINES LTD	C	28	0	0	89	4	0	7	0	9	86	10	21	
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	6	87	8	15	
<b>TOTAL ZAKINTHOS</b>			<b>105</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>31</b>	<b>108</b>
<b>TOTAL GREECE</b>			<b>676</b>	<b>12</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>74</b>	<b>24</b>	<b>733</b>
<b>HUNGARY</b>															
BUDAPEST	CHANNEL EXPRESS LTD ALSO T/A	S	38	0	0	58	16	18	8	0	0	19	0	0	0
<b>TOTAL BUDAPEST</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>18</b>	<b>1</b>
<b>TOTAL HUNGARY</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>18</b>	<b>1</b>
<b>INDIA</b>															
GOA	MONARCH AIRLINES	C	6	2	0	67	0	0	33	0	0	36	100	1	6
<b>TOTAL GOA</b>			<b>6</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>70</b>	<b>39</b>	<b>10</b>
<b>TOTAL INDIA</b>			<b>6</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>70</b>	<b>39</b>	<b>10</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	62	0	0	95	5	0	0	0	3	75	15	61	
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>61</b>	
CORK	BMIBABY LTD	S	93	0	1	83	5	6	3	2	12	62	33	60	
	BRITISH AIRWAYS CITIEXPRESS L	S	54	0	0	81	7	6	2	0	4	20	73	15	62
<b>TOTAL CORK</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>15</b>	<b>67</b>	<b>25</b>	<b>123</b>	
DUBLIN	AER LINGUS	S	258	0	0	75	15	7	2	0	11	73	16	263	
	LUXAIR	S	62	0	0	81	8	8	3	0	10	88	6	60	
	RYANAIR	S	237	1	1	79	13	4	4	0	10	88	10	230	
<b>TOTAL DUBLIN</b>			<b>557</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>555</b>	
GALWAY	AER ARRAN	S	90	0	0	86	4	3	6	1	13	87	5	62	
<b>TOTAL GALWAY</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>13</b>	<b>87</b>	<b>5</b>	<b>62</b>	
KERRY COUNTY	AER ARRAN	S	42	0	0	86	5	5	5	0	7	92	2	26	
<b>TOTAL KERRY COUNTY</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>2</b>	<b>26</b>	
SHANNON	EIRJET	C	2	0	0	50	0	50	0	0	24	0	0	0	
<b>TOTAL SHANNON</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>11</b>	<b>60</b>	
WATERFORD	AER ARRAN	S	28	0	0	75	11	4	11	0	21	79	9	24	
<b>TOTAL WATERFORD</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>9</b>	<b>24</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>929</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>911</b>	
<b>ISRAEL</b>															
OVDA	FLYJET LTD	C	4	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL OVDA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>1</b>	
TEL AVIV	EXCEL AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	51	0	66	1

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TEL AVIV			2	0	0	0	0	50	50	0	0	51	0	66	1
TOTAL ISRAEL			7	0	0	57	14	14	14	0	0	20	50	33	2
ITALY															
BERGAMO	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	2	50	30	8
TOTAL BERGAMO			8	0	0	100	0	0	0	0	0	2	50	30	8
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	9	0	0	33	0	11	44	11	0	57	89	5	9
TOTAL CATANIA (FONTANAROSSA)			9	0	0	33	0	11	44	11	0	57	89	5	9
MILAN (MALPENSA)	ALITALIA	S	118	0	4	78	9	8	5	0	0	13	74	13	120
	BRITISH AIRWAYS CITIEXPRESS L	S	102	0	0	79	10	3	8	0	0	14	93	6	103
TOTAL MILAN (MALPENSA)			220	0	4	79	10	5	6	0	0	13	83	10	223
NAPLES	ASTRAEUS LTD	C	8	0	0	38	38	25	0	0	0	24	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	100	1	2
	MONARCH AIRLINES	S	52	0	0	94	4	0	0	2	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	67	12	9
	THOMSONFLY LTD	C	8	0	0	38	25	25	13	0	0	30	69	36	16
TOTAL NAPLES			82	0	0	84	9	5	1	1	0	10	62	26	39
PISA	BRITISH AIRWAYS CITIEXPRESS L	S	56	0	0	91	9	0	0	0	0	3	87	8	46
	CHANNEL EXPRESS LTD ALSO T/A	S	4	0	0	75	0	25	0	0	0	17	0	0	0
TOTAL PISA			61	0	0	90	8	2	0	0	0	4	83	9	52
ROME (FIUMICINO)	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	64	24	7	3	2	0	19	77	11	62
TOTAL ROME (FIUMICINO)			58	0	0	64	24	7	3	2	0	19	77	11	62
VENICE	BRITISH AIRWAYS CITIEXPRESS L	S	58	0	0	81	10	2	7	0	0	12	61	20	62
	CHANNEL EXPRESS LTD ALSO T/A	S	60	0	0	80	5	3	7	3	2	31	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	28	50	27	4
TOTAL VENICE			120	0	0	80	8	3	7	2	1	22	58	23	69
TOTAL VERONA VILLAFRANCA			2	0	0	50	0	50	0	0	0	22	100	10	1
TOTAL ITALY			561	0	4	79	10	5	5	1	0	15	77	14	505
JAMAICA															
MONTEGO BAY	MY TRAVEL AIRWAYS UK	C	9	0	0	67	22	0	0	0	11	141	25	100	8
	THOMSONFLY LTD	C	10	0	0	50	30	20	0	0	0	16	0	0	0
TOTAL MONTEGO BAY			20	0	0	60	25	10	0	0	5	72	31	58	16
TOTAL JAMAICA			20	0	0	60	25	10	0	0	5	72	32	58	28
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	26	0	0	96	4	0	0	0	0	3	58	14	26
TOTAL RIGA			26	0	0	96	4	0	0	0	0	3	58	14	26
TOTAL LATVIA			26	0	0	96	4	0	0	0	0	3	58	14	26
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	62	0	0	85	11	2	2	0	0	6	95	5	60
TOTAL LUXEMBOURG			62	0	0	85	11	2	2	0	0	6	95	5	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL LUXEMBOURG			62	0	0	85	11	2	2	0	0	6	95	5	60
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	34	0	0	71	12	12	3	3	0	19	82	12	34
TOTAL KUALA LUMPUR (SEPANG)			34	0	0	71	12	12	3	3	0	19	82	12	34
TOTAL MALAYSIA			34	0	0	71	12	12	3	3	0	19	82	12	34
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	MONARCH AIRLINES	C	18	0	0	56	6	28	11	0	0	26	47	22	17
TOTAL MALE INTERNATIONAL			18	0	0	56	6	28	11	0	0	26	47	22	17
TOTAL MALDIVE ISLANDS			18	0	0	56	6	28	11	0	0	26	47	22	17
<b>MALTA</b>															
MALTA	AIR MALTA	S	75	0	2	80	8	3	9	0	0	13	76	12	84
	EXCEL AIRWAYS LTD	C	3	0	0	33	33	0	33	0	0	53	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	13	25	0	25	0	74	88	5	8
	GB AIRWAYS LTD	S	44	0	0	82	9	5	5	0	0	11	0	0	0
	HELLO	C	28	0	0	89	7	0	4	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	11	0	11	0	46	56	26	18
	THOMSONFLY LTD	C	8	0	0	63	13	0	13	13	0	49	88	5	8
TOTAL MALTA			176	0	2	78	9	4	7	2	0	18	76	13	138
TOTAL MALTA			176	0	2	78	9	4	7	2	0	18	76	13	138
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	0	14	14	0	0	19	33	40	9
	MONARCH AIRLINES	C	7	0	0	43	29	14	0	0	14	76	0	0	0
	MY TRAVEL AIRWAYS UK	C	12	0	0	83	8	0	8	0	0	12	42	52	19
	THOMAS COOK AIRLINES LTD	C	6	1	0	100	0	0	0	0	0	1	25	57	8
	THOMSONFLY LTD	C	11	3	0	91	0	9	0	0	0	8	89	9	9
TOTAL CANCUN			43	4	0	79	7	7	5	0	2	21	47	42	45
TOTAL MEXICO			44	4	0	77	9	7	5	0	2	21	47	42	45
<b>MOROCCO</b>															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	11	1	0	73	0	9	18	0	0	22	0	0	0
TOTAL AGADIR			19	1	0	79	5	5	11	0	0	16	56	43	9
TOTAL MOROCCO			19	1	0	79	5	5	11	0	0	16	56	43	9
<b>NETHERLANDS</b>															
AMSTERDAM	CHANNEL EXPRESS LTD ALSO T/A	S	164	0	2	85	8	3	4	0	0	8	0	0	0
	KLM	S	226	0	3	76	9	8	7	0	0	14	79	8	125
	KLM CITYHOPPER	S	184	1	0	79	9	7	5	0	0	12	68	16	281
TOTAL AMSTERDAM			574	1	5	79	9	6	5	0	0	12	76	12	566
TOTAL NETHERLANDS			574	1	5	79	9	6	5	0	0	12	76	12	566
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS CITIEXPRESS L	S	61	1	0	92	7	2	0	0	0	3	83	12	108

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
OSLO (GARDERMOEN)	SAS	S	36	0	0	47	25	14	14	0	0	26	69	14	36
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>97</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>144</b>
<b>TOTAL NORWAY</b>			<b>97</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>164</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	46	0	1	43	15	13	20	4	4	101	33	35	30
<b>TOTAL ISLAMABAD</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>15</b>	<b>13</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>101</b>	<b>33</b>	<b>35</b>	<b>30</b>
KARACHI	PAKISTAN INTL AIRLINES	S	66	0	1	62	12	17	8	2	0	21	72	38	78
<b>TOTAL KARACHI</b>			<b>66</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>12</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>38</b>	<b>78</b>
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	1	50	19	19	13	0	0	30	55	14	11
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>55</b>	<b>14</b>	<b>11</b>
<b>TOTAL PAKISTAN</b>			<b>128</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>14</b>	<b>16</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>51</b>	<b>61</b>	<b>35</b>	<b>119</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	28	0	0	75	7	0	0	18	0	50	0	0	0
	SLOVAK AL(SLOVENSKE AEROLIN	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL KRAKOW</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	LOT-POLISH AIRLINES	C	9	0	0	67	0	11	22	0	0	29	0	0	0
	LOT-POLISH AIRLINES	S	51	0	1	88	8	4	0	0	0	5	75	13	51
	SKY EUROPE	C	2	0	0	0	0	100	0	0	0	36	0	0	0
	TRAVEL SERVICE AIRLINES	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL WARSAW</b>			<b>65</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>13</b>	<b>51</b>
<b>TOTAL POLAND</b>			<b>95</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>13</b>	<b>51</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	ASTRAEUS LTD	C	4	0	0	75	0	25	0	0	0	9	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	CHANNEL EXPRESS LTD ALSO T/A	S	60	1	0	93	3	0	3	0	0	5	0	0	0
	EUROPEAN AIR CHARTER	C	10	0	0	60	0	20	0	0	20	98	0	0	0
	EXCEL AIRWAYS LTD	C	12	0	0	67	0	17	17	0	0	24	60	35	15
	FIRST CHOICE AIRWAYS LTD	C	58	0	0	72	7	16	5	0	0	16	83	10	48
	MONARCH AIRLINES	S	98	0	0	80	12	4	4	0	0	9	87	5	62
	MONARCH AIRLINES	C	20	0	0	80	5	10	5	0	0	12	77	13	22
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	0	11	0	0	19	59	33	34
	THOMAS COOK AIRLINES LTD	C	33	0	0	76	15	6	3	0	0	11	73	23	37
	THOMSONFLY LTD	C	17	0	0	88	0	6	6	0	0	10	73	30	26
<b>TOTAL FARO</b>			<b>332</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>76</b>	<b>18</b>	<b>268</b>
LISBON	PORTUGALIA	S	41	0	0	46	29	10	15	0	0	25	90	11	40
<b>TOTAL LISBON</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>90</b>	<b>11</b>	<b>40</b>
OPORTO (PORTUGAL)	PORTUGALIA	S	22	0	0	59	23	9	9	0	0	21	81	12	21
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>12</b>	<b>21</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>395</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>17</b>	<b>329</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EXCEL AIRWAYS LTD	C	10	0	0	90	0	0	10	0	0	14	25	48	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	3	100	2	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	40	10	0	0	0	11	88	4	8
	THOMSONFLY LTD	C	10	0	0	60	30	10	0	0	0	14	63	12	8
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>17</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>17</b>	<b>32</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	36	0	0	72	3	22	3	0	0	15	77	18	31
<b>TOTAL DOHA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>18</b>	<b>31</b>
<b>TOTAL QATAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>18</b>	<b>31</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	84	6	5	3	0	2	15	73	36	62
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>73</b>	<b>36</b>	<b>62</b>
<b>TOTAL SINGAPORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>15</b>	<b>73</b>	<b>36</b>	<b>62</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	33	0	1	88	6	0	6	0	0	8	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</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>33</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	2	0	2	100	0	0	0	0	0	0	0	368	2
<b>TOTAL LJUBLJANA</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>368</b>	<b>2</b>
<b>TOTAL SLOVENIA</b>			<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>368</b>	<b>2</b>
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	62	0	0	61	8	13	16	2	0	27	53	31	60
	CHANNEL EXPRESS LTD ALSO T/A	S	60	0	0	73	12	8	5	2	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	16	1	0	75	0	0	13	13	0	53	76	18	17
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	67	6	17	8	3	0	21	76	18	46
	FUTURA AIRLINES	C	3	0	0	67	0	33	0	0	0	16	0	0	0
	MONARCH AIRLINES	S	128	1	0	77	5	7	9	2	0	18	85	22	124
	MONARCH AIRLINES	C	10	1	0	70	10	10	10	0	0	25	82	24	28
	MY TRAVEL AIRWAYS UK	C	28	0	0	75	4	14	0	7	0	30	61	90	36
	THOMAS COOK AIRLINES LTD	C	36	0	0	69	14	17	0	0	0	11	70	17	46
	THOMSONFLY LTD	C	20	2	0	85	5	5	5	0	0	13	89	4	27
<b>TOTAL ALICANTE</b>			<b>399</b>	<b>5</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>28</b>	<b>393</b>
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	4	8
	MONARCH AIRLINES	S	36	0	0	78	8	6	8	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	8	75	10	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	4	57	8	7
<b>TOTAL ALMERIA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>6</b>	<b>30</b>
BARCELONA	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	50	22	4
	MONARCH AIRLINES	S	62	0	0	65	19	3	11	0	2	33	85	15	62



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>64</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>32</b>	<b>76</b>	<b>18</b>	<b>134</b>
<b>GERONA</b>	EUROPEAN AIR CHARTER	C	8	0	0	38	13	25	13	13	0	70	75	12	4
	MY TRAVEL AIRWAYS UK	C	17	1	0	94	6	0	0	0	0	2	89	3	9
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	79	55	14
	THOMSONFLY LTD	C	11	0	0	45	9	0	27	0	18	128	44	14	16
<b>TOTAL GERONA</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>5</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>53</b>	<b>71</b>	<b>21</b>	<b>52</b>
<b>IBIZA</b>	FIRST CHOICE AIRWAYS LTD	C	26	1	0	96	4	0	0	0	0	2	94	2	33
	FUTURA AIRLINES	C	3	0	0	33	67	0	0	0	0	20	0	0	0
	MY TRAVEL AIRWAYS UK	C	32	0	0	100	0	0	0	0	0	1	72	16	32
	THOMAS COOK AIRLINES LTD	C	20	0	0	70	20	0	10	0	0	18	83	8	18
	THOMSONFLY LTD	C	31	2	0	87	6	0	3	3	0	15	94	4	32
<b>TOTAL IBIZA</b>			<b>112</b>	<b>3</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>130</b>
<b>MADRID</b>	BRITISH AIRWAYS CITIEXPRESS L	S	105	0	0	71	10	8	11	0	0	22	72	13	104
	MONARCH AIRLINES	S	46	0	0	70	24	4	2	0	0	11	0	0	0
<b>TOTAL MADRID</b>			<b>151</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>12</b>	<b>166</b>
<b>MAHON</b>	EXCEL AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	8	33	46	9
	FIRST CHOICE AIRWAYS LTD	C	30	2	0	93	0	0	0	7	0	14	82	16	28
	MONARCH AIRLINES	C	16	0	0	81	6	0	13	0	0	11	65	12	20
	MY TRAVEL AIRWAYS UK	C	23	0	0	100	0	0	0	0	0	1	80	18	25
	THOMAS COOK AIRLINES LTD	C	19	0	0	79	5	5	0	11	0	29	74	22	27
	THOMSONFLY LTD	C	26	0	0	81	8	8	4	0	0	9	84	21	32
<b>TOTAL MAHON</b>			<b>122</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>20</b>	<b>142</b>
<b>MALAGA</b>	BMI BRITISH MIDLAND	C	10	0	0	40	0	20	40	0	0	49	30	53	10
	BMIBABY LTD	S	62	0	0	55	18	15	11	0	2	31	62	26	60
	CHANNEL EXPRESS LTD ALSO T/A	S	62	0	0	76	10	6	5	0	3	24	0	0	0
	EXCEL AIRWAYS LTD	C	16	2	0	56	25	6	13	0	0	20	43	56	14
	FIRST CHOICE AIRWAYS LTD	C	46	0	0	74	17	9	0	0	0	8	79	18	52
	FLY JET Srl	C	4	0	0	25	0	25	25	25	0	81	0	0	0
	FLYJET LTD	C	4	0	0	0	25	0	50	25	0	104	0	0	0
	GB AIRWAYS LTD	S	72	0	0	74	14	8	4	0	0	13	0	0	0
	MONARCH AIRLINES	S	125	0	1	73	6	7	13	1	0	20	83	17	123
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	69	9	13
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	17	17	0	0	0	11	69	16	13
	THOMSONFLY LTD	C	28	0	0	86	4	11	0	0	0	6	95	3	44
<b>TOTAL MALAGA</b>			<b>443</b>	<b>4</b>	<b>2</b>	<b>70</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>74</b>	<b>19</b>	<b>369</b>
<b>MURCIA SAN JAVIER</b>	ASTRAEUS LTD	C	2	0	0	0	0	100	0	0	0	51	70	9	10
	BMIBABY LTD	S	10	0	0	50	20	30	0	0	0	19	0	64	10
	CHANNEL EXPRESS LTD ALSO T/A	S	60	0	0	93	2	2	2	2	0	7	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>35</b>	<b>36</b>	<b>20</b>
<b>PALMA DE MALLORCA</b>	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	BMIBABY LTD	S	62	0	0	76	10	11	2	2	0	14	69	13	61
	EUROPEAN AIR CHARTER	C	9	0	0	22	33	11	33	0	0	37	90	5	10
	EXCEL AIRWAYS LTD	C	17	1	0	76	6	12	6	0	0	18	65	21	17
	FIRST CHOICE AIRWAYS LTD	C	71	2	0	61	7	10	23	0	0	33	82	11	67
	FUTURA AIRLINES	C	3	0	0	67	0	0	33	0	0	26	67	9	6
	IBERWORLD	C	2	0	0	100	0	0	0	0	0	0	100	0	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	MONARCH AIRLINES	S	60	0	2	73	5	3	7	12	0	41	84	16	61
	MONARCH AIRLINES	C	12	2	0	17	42	17	25	0	0	47	40	61	15
	MY TRAVEL AIRWAYS UK	C	60	8	0	92	2	3	2	2	0	7	67	24	87
	THOMAS COOK AIRLINES LTD	C	49	0	0	76	6	10	4	2	2	40	82	9	62
	THOMSONFLY LTD	C	72	2	0	65	18	8	8	0	0	20	87	13	85
<b>TOTAL PALMA DE MALLORCA</b>			<b>419</b>	<b>15</b>	<b>2</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>76</b>	<b>17</b>	<b>486</b>
REUS	ASTRAEUS LTD	C	6	1	0	83	0	0	17	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	86	0	0	14	0	0	13	89	3	18
	FUTURA AIRLINES	C	3	0	0	67	33	0	0	0	0	13	0	0	0
	MY TRAVEL AIRWAYS UK	C	21	0	0	81	10	5	0	0	5	28	70	39	23
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	71	63	7
<b>TOTAL REUS</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>84</b>	<b>20</b>	<b>69</b>
VALENCIA	CHANNEL EXPRESS LTD ALSO T/A	S	60	0	0	63	10	20	5	2	0	21	0	0	0
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>20</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>2007</b>	<b>31</b>	<b>4</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>19</b>	<b>2000</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	ASTRAEUS LTD	C	8	0	0	50	50	0	0	0	0	12	0	0	0
	EXCEL AIRWAYS LTD	C	39	1	0	87	8	3	3	0	0	6	45	27	20
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	77	15	8	0	0	0	9	73	15	33
	FLYJET LTD	C	8	0	0	100	0	0	0	0	0	2	0	24	8
	FUTURA AIRLINES	C	4	0	0	50	25	25	0	0	0	19	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	11	33	29	12
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	0	11	0	0	13	78	8	18
	NEOS SPA	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	57	21	0	18	0	4	48	59	18	34
<b>TOTAL ARRECIFE</b>			<b>159</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>57</b>	<b>20</b>	<b>171</b>
FUERTEVENTURA	EXCEL AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	75	26	8
	FIRST CHOICE AIRWAYS LTD	C	31	0	0	84	6	3	6	0	0	10	93	17	30
	MY TRAVEL AIRWAYS UK	C	17	1	0	94	0	0	0	0	6	61	76	22	17
	THOMAS COOK AIRLINES LTD	C	28	1	0	79	7	11	4	0	0	10	70	20	23
	THOMSONFLY LTD	C	16	0	0	75	6	6	13	0	0	21	100	1	15
<b>TOTAL FUERTEVENTURA</b>			<b>100</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>84</b>	<b>17</b>	<b>93</b>
LAS PALMAS	AIR EUROPA	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	71	0	14	14	0	0	15	50	20	8
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	56	16	28	0	0	0	16	53	33	30
	FUTURA AIRLINES	C	9	0	0	67	0	22	11	0	0	19	0	0	0
	IBERWORLD	C	2	0	0	0	0	0	50	50	0	205	0	0	0
	MAERSK AIR	C	2	0	0	100	0	0	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	10	10	10	0	10	51	0	25	1
	MY TRAVEL AIRWAYS UK	C	19	1	0	89	5	5	0	0	0	4	54	27	35
	THOMAS COOK AIRLINES LTD	C	31	0	0	68	10	0	10	10	3	66	74	11	47
<b>TOTAL LAS PALMAS</b>			<b>143</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>63</b>	<b>25</b>	<b>155</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 (NORTE LOS RODEOS)	THOMSONFLY LTD	C	6	0	0	50	33	17	0	0	0	18	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</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>0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	AIR ATLANTA EUROPE LTD	C	2	0	0	0	0	100	0	0	0	43	0	0	0
	ASTRAEUS LTD	C	11	0	0	45	36	18	0	0	0	15	93	3	14
	EXCEL AIRWAYS LTD	C	35	0	0	43	26	17	14	0	0	29	42	43	76
	FIRST CHOICE AIRWAYS LTD	C	97	1	0	57	24	13	4	2	0	23	76	15	74
	FLYJET LTD	C	10	0	0	20	20	20	40	0	0	51	67	16	3
	FUTURA AIRLINES	C	14	0	0	64	7	14	14	0	0	29	50	22	2
	GB AIRWAYS LTD	S	20	0	0	65	15	5	15	0	0	25	0	0	0
	MONARCH AIRLINES	C	20	0	0	30	20	20	20	10	0	65	67	83	27
	MONARCH AIRLINES	S	65	0	0	43	22	17	17	2	0	38	80	10	61
	MY TRAVEL AIRWAYS UK	C	53	0	0	66	13	9	9	2	0	22	62	47	47
	NEOS SPA	C	2	0	0	50	50	0	0	0	0	12	100	0	1
	THOMAS COOK AIRLINES LTD	C	50	3	0	62	20	16	2	0	0	14	81	15	77
	THOMSONFLY LTD	C	28	0	0	54	14	14	18	0	0	30	79	17	28
	VOLAR AIRLINES	C	12	0	0	67	25	8	0	0	0	10	50	81	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>419</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>30</b>	<b>456</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>827</b>	<b>10</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>25</b>	<b>875</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BMI BRITISH MIDLAND	S	12	0	0	83	0	8	8	0	0	13	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</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>
<b>TOTAL ST LUCIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</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>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	94	0	0	78	16	6	0	0	0	8	84	8	90
<b>TOTAL GOTEBORG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>8</b>	<b>90</b>
STOCKHOLM (ARLANDA)	SAS	S	92	1	1	88	10	2	0	0	0	7	77	9	91
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>92</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>9</b>	<b>91</b>
<b>TOTAL SWEDEN</b>			<b>186</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>181</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	96	0	1	95	3	0	2	0	0	3	92	4	102
<b>TOTAL BASLE MULHOUSE</b>			<b>96</b>	<b>0</b>	<b>1</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>4</b>	<b>102</b>
GENEVA	BRITISH AIRWAYS CITIEXPRESS L	S	108	0	0	84	6	2	8	0	0	11	85	6	110
<b>TOTAL GENEVA</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>110</b>
ZURICH	SWISS AIRLINES	S	178	0	0	80	12	6	2	0	0	9	72	13	120
<b>TOTAL ZURICH</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>15</b>	<b>218</b>
<b>TOTAL SWITZERLAND</b>			<b>382</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>10</b>	<b>430</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	13	0	0	15	23	31	31	0	0	43	29	62	17
<b>TOTAL DAMASCUS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>62</b>	<b>17</b>
<b>TOTAL SYRIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>23</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>62</b>	<b>17</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BWIA	S	20	0	0	80	10	0	10	0	0	14	55	23	20
TOTAL PORT OF SPAIN			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>23</b>	<b>20</b>
TOTAL TRINIDAD AND TOBAGO			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>23</b>	<b>20</b>
<b>TUNISIA</b>															
MONASTIR	ASTRAEUS LTD	C	8	0	0	75	0	25	0	0	0	9	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	15	100	3	9
	MY TRAVEL AIRWAYS UK	C	28	0	0	71	4	4	11	11	0	46	79	31	24
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	0	0	20	117	82	21	11
	THOMSONFLY LTD	C	18	0	0	78	11	11	0	0	0	8	88	5	8
TOTAL MONASTIR			<b>74</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>38</b>	<b>83</b>	<b>19</b>	<b>60</b>
TOTAL TUNISIA			<b>74</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>38</b>	<b>83</b>	<b>19</b>	<b>60</b>
<b>TURKEY</b>															
ANTALYA	EXCEL AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	11	25	24	4
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	9	78	6	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	4	33	26	9
	THOMAS COOK AIRLINES LTD	C	34	2	0	74	18	0	3	6	0	21	77	14	26
	THOMSONFLY LTD	C	7	0	0	57	29	14	0	0	0	15	0	0	0
TOTAL ANTALYA			<b>65</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>48</b>
BODRUM (MILAS)	ASTRAEUS LTD	C	2	0	0	0	0	50	50	0	0	102	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	10	71	38	7
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	71	11	18	0	0	0	12	88	5	24
	MONARCH AIRLINES	C	9	0	0	100	0	0	0	0	0	4	56	28	9
	MY TRAVEL AIRWAYS UK	C	17	0	0	94	6	0	0	0	0	3	57	15	14
	ONUR AIR	C	7	1	0	100	0	0	0	0	0	3	100	1	1
	PEGASUS AIRLINES	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	30	0	0	77	7	0	3	13	0	31	87	5	15
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	6	75	17	8
TOTAL BODRUM (MILAS)			<b>120</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	<b>78</b>
<b>DALAMAN</b>															
	AIR ATLANTA EUROPE LTD	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	BMI BRITISH MIDLAND	C	10	0	0	70	30	0	0	0	0	8	0	0	0
	EXCEL AIRWAYS LTD	C	29	0	0	83	3	3	0	10	0	34	46	15	13
	FIRST CHOICE AIRWAYS LTD	C	31	1	0	81	13	0	6	0	0	12	87	5	23
	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	83	17	0	0	0	0	6	64	21	28
	MONARCH AIRLINES	C	24	0	0	67	8	8	17	0	0	22	20	85	15
	MY TRAVEL AIRWAYS UK	C	39	3	0	92	3	3	0	3	0	9	98	3	41
	ONUR AIR	C	31	0	0	58	10	16	16	0	0	23	36	27	11
	THOMAS COOK AIRLINES LTD	C	73	1	0	75	12	1	10	0	1	21	86	9	44
	THOMSONFLY LTD	C	25	0	0	76	12	8	4	0	0	11	55	15	11
TOTAL DALAMAN			<b>283</b>	<b>9</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>21</b>	<b>193</b>
<b>ISTANBUL</b>															
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	0	0	50	50	0	166	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	31	0	111	2
	ONUR AIR	C	17	1	0	76	24	0	0	0	0	7	61	10	18
	PEGASUS AIRLINES	C	2	0	0	50	50	0	0	0	0	16	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	61	0	1	72	16	8	3	0	0	12	50	23	42
<b>TOTAL ISTANBUL</b>			<b>84</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>22</b>	<b>64</b>
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	14	0	0	64	14	7	14	0	0	21	75	10	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>10</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>566</b>	<b>13</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>19</b>	<b>391</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	67	19	13	2	0	0	13	69	15	122
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>122</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>15</b>	<b>122</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	180	0	0	92	3	2	3	0	0	5	93	4	137
	BRITISH AIRWAYS CITIEXPRESS L	S	172	0	0	79	9	6	6	0	0	11	84	9	172
<b>TOTAL ABERDEEN</b>			<b>352</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	<b>309</b>
BELFAST CITY	BRITISH AIRWAYS CITIEXPRESS L	S	340	0	0	68	12	13	7	0	0	17	75	13	338
<b>TOTAL BELFAST CITY</b>			<b>340</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>17</b>	<b>75</b>	<b>13</b>	<b>338</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	162	0	0	81	11	4	3	0	0	9	78	16	144
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>162</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>16</b>	<b>144</b>
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>6</b>	<b>2</b>
BRISTOL	AIR SOUTHWEST	S	43	1	0	65	21	2	12	0	0	21	83	12	63
<b>TOTAL BRISTOL</b>			<b>43</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>12</b>	<b>63</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	52	0	0	63	15	13	6	2	0	19	0	0	0
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>86</b>	<b>6</b>	<b>56</b>
EDINBURGH	BMI REGIONAL	S	235	0	0	91	5	3	1	0	0	5	88	6	238
	BRITISH AIRWAYS CITIEXPRESS L	S	304	1	0	76	14	7	3	0	0	11	81	10	308
	CHANNEL EXPRESS LTD ALSO T/A	S	116	0	4	73	16	8	2	2	0	14	0	0	0
<b>TOTAL EDINBURGH</b>			<b>656</b>	<b>1</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>8</b>	<b>546</b>
GATWICK	BRITISH AIRWAYS PLC	S	376	0	0	65	15	13	7	0	0	18	81	9	374
	CHANNEL EXPRESS LTD ALSO T/A	S	146	0	0	86	10	4	1	0	0	7	0	0	0
	MONARCH AIRLINES	C	2	15	0	0	0	50	0	0	50	237	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	6	0	0	25	25	25	25	0	91	11	73	9
<b>TOTAL GATWICK</b>			<b>530</b>	<b>34</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	<b>386</b>
GLASGOW	BMI REGIONAL	S	170	0	0	92	6	1	1	0	0	4	83	10	207
	BRITISH AIRWAYS CITIEXPRESS L	S	302	0	0	79	11	5	4	0	0	11	72	17	295
	MY TRAVEL AIRWAYS UK	C	2	3	0	100	0	0	0	0	0	7	100	0	2
<b>TOTAL GLASGOW</b>			<b>475</b>	<b>5</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>14</b>	<b>504</b>
GUERNSEY	AURIGNY AIR SERVICES	S	112	0	2	95	4	2	0	0	0	3	92	5	193
<b>TOTAL GUERNSEY</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>193</b>
HEATHROW	BMI BRITISH MIDLAND	S	411	0	5	77	13	7	2	0	0	10	60	19	400
	BRITISH AIRWAYS PLC	S	594	1	0	65	17	11	5	1	0	19	61	18	567
	QANTAS	S	37	0	0	81	14	0	5	0	0	11	87	7	90

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL HEATHROW</b>			<b>1042</b>	<b>2</b>	<b>5</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>17</b>	1064
INVERNESS	EASTERN AIRWAYS	S	136	0	0	85	12	3	1	0	0	7	82	7	134
<b>TOTAL INVERNESS</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	134
ISLE OF MAN	BRITISH AIRWAYS CITIEXPRESS L	S	289	0	0	72	14	10	4	0	0	13	0	0	0
	EUROMANX GMBH	S	162	3	0	83	9	7	1	0	0	8	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>451</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>14</b>	280
JERSEY	BMIBABY LTD	S	60	0	0	67	17	13	3	0	0	17	78	15	60
	BRITISH AIRWAYS CITIEXPRESS L	S	90	0	0	68	16	10	6	1	0	16	69	20	90
	BRITISH AIRWAYS CITIEXPRESS L	C	8	0	0	100	0	0	0	0	0	2	83	5	12
<b>TOTAL JERSEY</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>17</b>	162
LONDON CITY	VLM (BELGIUM)	S	348	0	8	86	9	3	1	0	0	8	91	6	410
<b>TOTAL LONDON CITY</b>			<b>348</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	410
NORWICH	EASTERN AIRWAYS	S	125	0	0	87	2	6	4	0	0	8	97	2	126
<b>TOTAL NORWICH</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>97</b>	<b>2</b>	126
PLYMOUTH	AIR SOUTHWEST	S	103	0	0	61	23	9	7	0	0	19	73	15	84
<b>TOTAL PLYMOUTH</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>15</b>	84
SOUTHAMPTON	BRITISH AIRWAYS CITIEXPRESS L	S	228	0	0	78	8	6	6	1	0	15	86	8	228
	FLYBE LTD	S	150	0	0	83	5	9	1	2	0	13	100	3	2
<b>TOTAL SOUTHAMPTON</b>			<b>378</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>8</b>	232
STANSTED	EASTERN AIRWAYS	S	126	0	0	87	7	5	1	1	0	8	91	5	126
<b>TOTAL STANSTED</b>			<b>126</b>	<b>6</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	126
<b>TOTAL UNITED KINGDOM</b>			<b>5595</b>	<b>62</b>	<b>19</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	5251
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	87	6	3	3	0	0	5	69	20	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>20</b>	62
BOSTON	AMERICAN AIRLINES	S	62	0	0	89	2	2	8	0	0	10	89	5	62
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>5</b>	62
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	68	16	8	6	2	0	19	74	12	62
	BMI BRITISH MIDLAND	S	62	0	0	89	6	3	2	0	0	6	77	13	60
	PAKISTAN INTL AIRLINES	S	12	0	0	58	25	17	0	0	0	15	79	133	14
<b>TOTAL CHICAGO (O'HARE)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>25</b>	136
HOUSTON	PAKISTAN INTL AIRLINES	S	8	0	2	100	0	0	0	0	0	5	86	5	14
<b>TOTAL HOUSTON</b>			<b>8</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>5</b>	14
LAS VEGAS	BMI BRITISH MIDLAND	S	18	0	0	72	11	11	0	0	6	78	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	81	13	6	0	0	0	7	50	27	8
<b>TOTAL LAS VEGAS</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>36</b>	<b>42</b>	14
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	88	2	7	3	0	0	8	87	16	60
	PAKISTAN INTL AIRLINES	S	37	0	0	46	19	22	11	3	0	30	43	28	37
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	104	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>21</b>	97

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	86	6	5	3	0	0	8	76	10	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>10</b>	<b>62</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	61	2	1	92	3	3	2	0	0	5	81	15	70
<b>TOTAL ORLANDO</b>			<b>61</b>	<b>2</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>15</b>	<b>70</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	84	5	3	5	3	0	15	73	22	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>22</b>	<b>60</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	58	3	0	45	16	19	10	9	2	58	42	42	62
	FIRST CHOICE AIRWAYS LTD	C	21	1	0	76	10	0	14	0	0	15	22	34	9
	MY TRAVEL AIRWAYS UK	C	32	1	0	75	6	3	9	3	3	58	42	59	36
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	6	90	3	10
	THOMSONFLY LTD	C	18	0	0	83	6	11	0	0	0	8	53	34	19
<b>TOTAL SANFORD</b>			<b>139</b>	<b>5</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>41</b>	<b>46</b>	<b>42</b>	<b>136</b>
WASHINGTON (DULLES)	BMI BRITISH MIDLAND	S	51	0	0	94	6	0	0	0	0	2	58	23	52
<b>TOTAL WASHINGTON (DULLES)</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>23</b>	<b>52</b>
<b>TOTAL USA</b>			<b>838</b>	<b>10</b>	<b>3</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>23</b>	<b>765</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	89	0	0	0
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>13</b>	<b>37</b>	<b>8</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>13</b>	<b>37</b>	<b>8</b>
<b>TOTAL MANCHESTER</b>			<b>19178</b>	<b>183</b>	<b>57</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>15</b>	<b>18173</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	134	1	5	84	4	8	3	0	0	8	90	5	146
TOTAL BRUSSELS			134	1	5	84	4	8	3	0	0	8	90	5	146
TOTAL BELGIUM			134	1	5	84	4	8	3	0	0	8	90	5	146
<b>BULGARIA</b>															
BURGAS	BH AIR	C	4	0	0	75	25	0	0	0	0	9	75	9	4
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	15	100	0	3
TOTAL BURGAS			8	0	0	63	25	13	0	0	0	12	86	5	7
TOTAL VARNA			2	0	0	100	0	0	0	0	0	0	100	0	3
TOTAL BULGARIA			10	0	0	70	20	10	0	0	0	9	90	3	10
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	4	0	0	75	0	25	0	0	0	10	0	0	0
TOTAL TORONTO			4	0	0	75	0	25	0	0	0	10	0	0	0
TOTAL CANADA			4	0	0	75	0	25	0	0	0	10	0	0	0
<b>CYPRUS</b>															
LARNACA	AIR ATLANTA EUROPE LTD	C	4	0	0	0	25	50	25	0	0	48	0	0	0
	EUROCYPRIA AIRLINES LTD	C	10	0	0	40	10	10	40	0	0	70	0	0	0
	HELIOS AIRWAYS LTD	C	10	0	0	20	30	50	0	0	0	32	44	29	9
	HELLO	C	5	0	0	40	0	20	0	40	0	125	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	7	86	4	7
	THOMSONFLY LTD	C	9	0	0	33	0	33	33	0	0	43	67	52	9
TOTAL LARNACA			46	0	0	37	13	28	17	4	0	50	66	26	35
PAPHOS	AIR ATLANTA EUROPE LTD	C	3	1	0	67	0	33	0	0	0	20	0	0	0
	EUROCYPRIA AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	16	86	23	7
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	0	25	0	78	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	71	8	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	0	0	0	10	48	100	0	10
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	5	100	2	9
TOTAL PAPHOS			42	1	0	86	5	2	2	2	2	24	91	7	33
TOTAL CYPRUS			88	1	0	60	9	16	10	3	1	38	78	17	68
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	16	0	5	0	0	10	87	6	60
TOTAL PRAGUE			62	0	0	79	16	0	5	0	0	10	87	6	60
TOTAL CZECH REPUBLIC			62	0	0	79	16	0	5	0	0	10	87	6	60
<b>DENMARK</b>															
COPENHAGEN	SAS	S	62	0	0	6	0	0	0	94	0	217	0	0	0
TOTAL COPENHAGEN			62	0	0	6	0	0	0	94	0	217	95	3	62
TOTAL DENMARK			62	0	0	6	0	0	0	94	0	217	95	3	62



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	EXCEL AIRWAYS LTD	C	8	0	0	50	13	0	25	13	0	68	0	0	0
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES 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>															
NICE	EASYJET AIRLINE COMPANY LTD	S	54	0	0	56	35	4	6	0	0	15	88	4	59
<b>TOTAL NICE</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>35</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>4</b>	<b>59</b>
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	160	0	0	75	11	8	6	0	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	10	6	0	0	0	7	90	7	62
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	<b>207</b>
<b>TOTAL FRANCE</b>			<b>276</b>	<b>0</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>8</b>	<b>266</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	58	0	0	64	12	17	7	0	0	17	92	5	60
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>92</b>	<b>5</b>	<b>60</b>
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	26	0	0	81	12	8	0	0	0	9	0	0	0
<b>TOTAL COLOGNE (BONN)</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>50</b>	<b>8</b>	<b>2</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	52	0	0	90	6	4	0	0	0	4	87	7	52
<b>TOTAL DUSSELDORF</b>			<b>52</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>4</b>	<b>87</b>	<b>7</b>	<b>52</b>
HANOVER	HAPAG LLOYD EXPRESS	S	36	0	0	53	19	28	0	0	0	18	75	14	28
<b>TOTAL HANOVER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>14</b>	<b>28</b>
MUNICH	HAPAG LLOYD EXPRESS	S	24	0	0	67	21	13	0	0	0	15	0	0	0
<b>TOTAL MUNICH</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>8</b>	<b>142</b>
<b>GREECE</b>															
CHANIA	EXCEL AIRWAYS LTD	C	8	0	0	50	0	0	50	0	0	67	0	0	0
<b>TOTAL CHANIA</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>67</b>	<b>33</b>	<b>25</b>	<b>3</b>
CORFU	AIR ATLANTA EUROPE LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	1	0	89	11	0	0	0	0	3	86	5	7
	THOMAS COOK AIRLINES LTD	C	15	0	0	93	0	7	0	0	0	3	86	8	14
	THOMSONFLY LTD	C	7	0	0	57	29	14	0	0	0	12	100	0	9
<b>TOTAL CORFU</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>11</b>	<b>37</b>
HERAKLION	AIR ATLANTA EUROPE LTD	C	2	1	0	100	0	0	0	0	0	0	0	0	0
	EXCEL AIRWAYS LTD	C	4	1	0	25	75	0	0	0	0	23	67	12	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	2	71	7	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	16	100	2	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
HERAKLION	THOMSONFLY LTD	C	6	1	0	100	0	0	0	0	0	0	71	61	7
<b>TOTAL HERAKLION</b>			<b>27</b>	<b>3</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>20</b>	<b>30</b>
KALAMATA	EXCEL AIRWAYS LTD	C	8	1	0	88	13	0	0	0	4	0	0	0	0
<b>TOTAL KALAMATA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	4	0	0	25	50	0	25	0	38	0	0	0	0
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	1	100	0	0	1
<b>TOTAL KEFALLINIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>15</b>	<b>6</b>	<b>6</b>
KOS	AEGEAN AIRLINES	C	2	0	0	100	0	0	0	0	7	0	0	0	0
	AIR ATLANTA EUROPE LTD	C	3	1	0	67	0	33	0	0	20	0	0	0	0
	EXCEL AIRWAYS LTD	C	6	1	0	67	33	0	0	0	11	0	0	0	0
<b>TOTAL KOS</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>14</b>	<b>22</b>	<b>22</b>
RHODES	EXCEL AIRWAYS LTD	C	18	0	0	89	6	6	0	0	4	89	5	18	18
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	8	86	3	7	7
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	86	5	7	7
<b>TOTAL RHODES</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>4</b>	<b>32</b>	<b>32</b>
SALONIKA	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	100	0	2	2
<b>TOTAL SALONIKA</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>100</b>	<b>0</b>	<b>3</b>	<b>3</b>
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	2	1	0	50	50	0	0	0	11	100	2	2	2
<b>TOTAL THIRA (SANTORINI)</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>2</b>	<b>2</b>
ZAKINTHOS	EXCEL AIRWAYS LTD	C	7	0	0	71	0	29	0	0	17	67	7	3	3
	MY TRAVEL AIRWAYS UK	C	6	1	0	67	0	0	0	0	33	137	2	7	7
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	11	11	0	18	88	8	8	8
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	100	0	7	7
<b>TOTAL ZAKINTHOS</b>			<b>31</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>36</b>	<b>90</b>	<b>5</b>	<b>29</b>
<b>TOTAL GREECE</b>			<b>165</b>	<b>10</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>14</b>	<b>179</b>
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	58	0	0	76	14	5	5	0	12	100	3	2	2
<b>TOTAL BUDAPEST</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	<b>2</b>	<b>2</b>
<b>TOTAL HUNGARY</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	<b>2</b>	<b>2</b>
IRISH REPUBLIC															
CORK	CHANNEL EXPRESS LTD ALSO T/A	S	16	0	0	81	19	0	0	0	7	0	0	0	0
<b>TOTAL CORK</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	RYANAIR	S	114	0	0	82	10	6	2	0	8	96	3	112	112
<b>TOTAL DUBLIN</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>112</b>	<b>112</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>130</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>112</b>	<b>112</b>
ITALY															
BERGAMO	RYANAIR	S	60	2	0	95	2	0	3	0	4	0	0	0	0
<b>TOTAL BERGAMO</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	14	0	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 BRESCIA/MONTICHIARI			2	0	0	50	50	0	0	0	0	14	0	0	0
NAPLES	THOMSONFLY LTD	C	7	0	0	71	14	14	0	0	0	11	89	5	9
TOTAL NAPLES			8	0	0	63	13	13	13	0	0	25	89	5	9
PALERMO	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL PALERMO			2	0	0	100	0	0	0	0	0	0	0	0	0
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	60	0	2	85	7	3	5	0	0	13	0	0	0
TOTAL ROME (CIAMPINO)			60	0	2	85	7	3	5	0	0	13	0	0	0
TOTAL ITALY			132	2	2	88	5	2	5	0	0	10	89	5	9
<b>MALTA</b>															
MALTA	AIR MALTA	C	8	0	0	100	0	0	0	0	0	0	75	7	8
	MY TRAVEL AIRWAYS UK	C	6	2	0	100	0	0	0	0	0	0	59	35	17
TOTAL MALTA			14	2	0	100	0	0	0	0	0	0	64	26	25
TOTAL MALTA			14	2	0	100	0	0	0	0	0	0	64	26	25
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	294	1	0	75	10	9	6	1	0	16	83	9	291
TOTAL AMSTERDAM			294	1	0	75	10	9	6	1	0	16	83	9	294
TOTAL NETHERLANDS			294	1	0	75	10	9	6	1	0	16	83	9	294
<b>NORWAY</b>															
SANDEFJORD(TORP)	RYANAIR	S	51	10	11	90	4	2	4	0	0	8	0	0	0
TOTAL SANDEFJORD(TORP)			51	10	11	90	4	2	4	0	0	8	0	0	0
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	48	0	4	63	21	4	13	0	0	21	68	12	88
TOTAL STAVANGER			48	0	4	63	21	4	13	0	0	21	68	12	88
TOTAL NORWAY			99	10	15	77	12	3	8	0	0	14	69	12	89
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	27	0	0	70	0	15	4	11	0	44	96	13	28
TOTAL FARO			37	0	0	70	8	11	3	8	0	34	82	16	38
TOTAL PORTUGAL(EXCLUDING MADEIRA)			37	0	0	70	8	11	3	8	0	34	82	16	38
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EXCEL AIRWAYS LTD	C	10	0	0	90	0	10	0	0	0	8	75	13	8
TOTAL FUNCHAL			10	0	0	90	0	10	0	0	0	8	75	13	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	90	0	10	0	0	0	8	75	13	8
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	79	1	0	75	16	6	3	0	0	12	86	8	77
	EXCEL AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	4	69	59	13
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	22	0	0	0	0	7	67	59	18
	THOMSONFLY LTD	C	17	1	0	88	0	0	12	0	0	11	89	2	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL ALICANTE</b>			<b>134</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>21</b>	<b>136</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	19	10	6	0	0	17	85	7	60
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>7</b>	<b>60</b>
GERONA	SPANAIR	C	9	0	0	56	11	22	11	0	0	19	0	0	0
	THOMSONFLY LTD	C	7	0	0	71	0	29	0	0	0	15	56	53	9
<b>TOTAL GERONA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>65</b>	<b>10</b>
IBIZA	EXCEL AIRWAYS LTD	C	16	0	0	94	0	0	6	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1	67	30	12
	THOMSONFLY LTD	C	10	0	0	70	10	20	0	0	0	13	100	2	17
<b>TOTAL IBIZA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>14</b>	<b>46</b>
MAHON	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	0	100	1	18
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	4
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	0	100	0	16
<b>TOTAL MAHON</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>38</b>
MALAGA	AIR ATLANTA EUROPE LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	72	0	0	81	10	7	3	0	0	9	82	10	62
	FUTURA AIRLINES	C	5	0	0	60	20	20	0	0	0	18	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	92	3	12
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	33	0	0	0	11	100	4	10
	THOMSONFLY LTD	C	10	0	0	90	0	10	0	0	0	8	74	53	19
<b>TOTAL MALAGA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>16</b>	<b>112</b>
MURCIA SAN JAVIER	CHANNEL EXPRESS LTD ALSO T/A	S	44	0	0	86	11	0	2	0	0	6	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR ATLANTA EUROPE LTD	C	4	0	0	75	0	0	25	0	0	24	0	0	0
	AIR EUROPA	C	10	0	0	80	0	10	10	0	0	17	89	5	9
	EASYJET AIRLINE COMPANY LTD	S	57	1	3	75	14	7	4	0	0	12	90	5	60
	EXCEL AIRWAYS LTD	C	17	0	0	82	0	6	12	0	0	22	86	7	7
	FUTURA AIRLINES	C	14	0	0	64	21	14	0	0	0	12	0	0	0
	SPANAIR	C	18	0	0	50	11	17	11	11	0	43	44	20	9
	THOMAS COOK AIRLINES LTD	C	28	0	0	79	7	7	0	7	0	25	77	29	31
	THOMSONFLY LTD	C	24	0	0	67	8	25	0	0	0	15	81	27	27
<b>TOTAL PALMA DE MALLORCA</b>			<b>172</b>	<b>1</b>	<b>3</b>	<b>72</b>	<b>10</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>14</b>	<b>171</b>
REUS	MY TRAVEL AIRWAYS UK	C	7	2	0	100	0	0	0	0	0	0	100	2	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	9	100	1	7
	THOMSONFLY LTD	C	7	0	0	71	14	0	14	0	0	18	100	0	7
<b>TOTAL REUS</b>			<b>21</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>1</b>	<b>24</b>
<b>TOTAL SPAIN</b>			<b>604</b>	<b>5</b>	<b>3</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>15</b>	<b>599</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR ATLANTA EUROPE LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	21	100	3	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	52	94	3	17
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	3	100	0	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>95</b>	<b>2</b>	<b>42</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	75	22	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	100	0	1
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>20</b>	<b>9</b>	
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	1	90	3	10	
	THOMAS COOK AIRLINES LTD	C	14	0	0	93	7	0	0	0	2	100	0	8	
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	2	75	48	8	
<b>TOTAL LAS PALMAS</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>16</b>	<b>26</b>	
TENERIFE (SURREINA SOFIA)	AIR ATLANTA EUROPE LTD	C	6	0	0	83	17	0	0	0	7	0	0	0	
	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	7	80	12	15	
	FUTURA AIRLINES	C	5	0	0	0	60	20	20	0	45	90	6	10	
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	6	100	2	20	
	THOMAS COOK AIRLINES LTD	C	23	0	0	74	9	9	9	0	15	93	9	28	
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	8	100	0	8	
	VOLAR AIRLINES	C	9	0	0	78	11	11	0	0	9	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>6</b>	<b>81</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>158</b>	
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	48	16	24	10	2	0	28	0	0	0
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	1	0	100	0	0	0	0	0	90	5	10	
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>10</b>	
<b>TURKEY</b>															
ANTALYA	PEGASUS AIRLINES	C	4	0	0	0	75	0	25	0	33	0	0	0	
	SUNEXPRESS	C	4	0	0	25	25	0	25	25	0	97	75	17	8
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>65</b>	<b>75</b>	<b>17</b>	<b>8</b>	
BODRUM (MILAS)	MY TRAVEL AIRWAYS UK	C	6	2	0	83	17	0	0	0	4	100	2	8	
	ONUR AIR	C	7	0	0	57	29	14	0	0	11	0	0	0	
	THOMAS COOK AIRLINES LTD	C	11	0	0	91	0	9	0	0	4	86	3	7	
<b>TOTAL BODRUM (MILAS)</b>			<b>24</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>15</b>	
<b>DALAMAN</b>															
DALAMAN	EXCEL AIRWAYS LTD	C	17	0	0	53	12	24	12	0	26	0	0	0	
	ONUR AIR	C	14	2	0	71	7	14	7	0	15	0	21	1	
	PEGASUS AIRLINES	C	18	0	0	72	11	11	6	0	13	0	0	0	
	THOMAS COOK AIRLINES LTD	C	21	0	0	76	0	14	0	10	33	88	13	17	
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	86	3	7	
<b>TOTAL DALAMAN</b>			<b>77</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>21</b>	<b>88</b>	<b>7</b>	<b>42</b>	
<b>TOTAL TURKEY</b>			<b>110</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>21</b>	<b>88</b>	<b>7</b>	<b>65</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	223	0	5	88	6	3	3	0	0	8	91	6	216

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ABERDEEN			223	0	5	88	6	3	3	0	0	8	91	6	216
BELFAST CITY	FLYBE LTD	S	152	0	2	89	8	3	1	0	0	6	86	7	162
TOTAL BELFAST CITY			152	0	2	89	8	3	1	0	0	6	86	7	162
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	147	0	1	74	18	4	3	0	0	13	83	7	120
TOTAL BELFAST INTERNATIONAL			147	0	1	74	18	4	3	0	0	13	83	7	120
BIRMINGHAM	EASTERN AIRWAYS	S	168	0	0	95	1	4	1	0	0	3	92	5	166
TOTAL BIRMINGHAM			168	0	0	95	1	4	1	0	0	3	91	5	167
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	176	0	0	88	7	4	1	0	0	7	90	7	166
TOTAL BRISTOL			176	0	0	88	7	4	1	0	0	7	90	7	166
EXETER	FLYBE LTD	S	62	0	0	97	0	3	0	0	0	2	0	0	0
TOTAL EXETER			62	0	0	97	0	3	0	0	0	2	0	0	0
GATWICK	BRITISH AIRWAYS PLC	S	234	0	0	75	9	8	8	0	0	16	85	8	231
TOTAL GATWICK			234	0	0	75	9	8	8	0	0	16	85	8	231
HEATHROW	BRITISH AIRWAYS PLC	S	399	0	1	70	15	9	6	0	0	15	59	21	334
TOTAL HEATHROW			399	0	1	70	15	9	6	0	0	15	59	21	334
ISLE OF MAN	EASTERN AIRWAYS	S	52	2	0	96	0	2	2	0	0	3	91	6	45
TOTAL ISLE OF MAN			52	2	0	96	0	2	2	0	0	3	91	6	45
JERSEY	FLYBE LTD	S	26	0	0	88	8	4	0	0	0	4	0	0	0
TOTAL JERSEY			26	0	0	88	8	4	0	0	0	4	0	0	0
PLYMOUTH	AIR WALES LTD	S	92	0	2	73	9	5	9	4	0	26	86	8	102
TOTAL PLYMOUTH			92	0	2	73	9	5	9	4	0	26	86	8	102
SOUTHAMPTON	EASTERN AIRWAYS	S	134	1	2	85	8	3	4	0	0	10	88	6	134
	FLYBE LTD	S	114	0	0	73	15	4	9	0	0	13	0	26	2
TOTAL SOUTHAMPTON			248	1	2	79	11	3	6	0	0	12	87	6	136
STANSTED	EASYJET AIRLINE COMPANY LTD	S	238	0	0	76	13	9	3	0	0	13	80	16	224
TOTAL STANSTED			238	0	0	76	13	9	3	0	0	13	80	16	224
TOTAL UNITED KINGDOM			2217	4	13	81	10	5	4	0	0	11	82	10	1904
USA															
SANFORD	EXCEL AIRWAYS LTD	C	7	0	0	14	0	29	14	29	14	156	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	10	0	0	10	30	30	30	0	0	50	70	19	10
TOTAL SANFORD			22	0	0	32	14	23	18	9	5	72	68	15	19
TOTAL USA			22	0	0	32	14	23	18	9	5	72	68	15	19
TOTAL NEWCASTLE			4946	44	38	77	10	7	4	2	0	16	83	10	4266

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	62	0	0	71	16	6	5	2	0	19	84	15	61
<b>TOTAL GRAZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>15</b>	<b>61</b>
KLAGENFURT	RYANAIR	S	58	0	0	81	9	7	3	0	0	8	79	17	62
<b>TOTAL KLAGENFURT</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>17</b>	<b>62</b>
LINZ	RYANAIR	S	62	0	0	92	5	0	3	0	0	5	88	7	60
<b>TOTAL LINZ</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>60</b>
SALZBURG	RYANAIR	S	117	0	1	86	7	3	3	0	0	8	85	8	123
<b>TOTAL SALZBURG</b>			<b>117</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>123</b>
VIENNA	NIKI	S	64	0	0	58	31	8	3	0	0	15	0	0	0
<b>TOTAL VIENNA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>363</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>11</b>	<b>306</b>
<b>BULGARIA</b>															
BURGAS	BULGARIA AIR	C	3	0	0	100	0	0	0	0	0	0	100	6	1
<b>TOTAL BURGAS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>6</b>	<b>1</b>
<b>TOTAL BULGARIA</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>2</b>	<b>100</b>	<b>6</b>	<b>1</b>
<b>CANADA</b>															
TORONTO	ZOOM AIRLINES	S	4	0	0	25	50	0	0	25	0	81	0	0	0
<b>TOTAL TORONTO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>
VANCOUVER	ZOOM AIRLINES	S	4	0	0	75	0	0	0	25	0	77	100	0	4
<b>TOTAL VANCOUVER</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>63</b>	<b>100</b>	<b>0</b>	<b>4</b>
<b>TOTAL CANADA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>71</b>	<b>100</b>	<b>0</b>	<b>4</b>
<b>CROATIA</b>															
DUBROVNIK	CHANNEL EXPRESS LTD ALSO T/A	C	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL DUBROVNIK</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>2</b>	<b>75</b>	<b>11</b>	<b>4</b>
<b>TOTAL CROATIA</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>2</b>	<b>75</b>	<b>11</b>	<b>4</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	34	0	0	50	12	15	18	6	0	43	75	13	44
	HELIOS AIRWAYS LTD	S	10	0	0	60	10	10	0	20	0	60	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	1	0	86	0	0	0	0	14	227	100	2	8
<b>TOTAL LARNACA</b>			<b>51</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>72</b>	<b>79</b>	<b>11</b>	<b>52</b>
PAPHOS	EXCEL AIRWAYS LTD	C	2	1	0	50	50	0	0	0	0	15	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	10	10	0	0	13	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	0	100	1	8
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	4	100	2	7
<b>TOTAL PAPHOS</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>2</b>	<b>15</b>
<b>TOTAL CYPRUS</b>			<b>81</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>48</b>	<b>84</b>	<b>9</b>	<b>67</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	62	0	0	90	6	0	2	2	0	8	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	CSA	S	114	0	0	82	13	3	2	0	0	9	85	8	110
	EASYJET AIRLINE COMPANY LTD	S	128	0	0	81	10	5	2	2	0	11	81	13	181
<b>TOTAL PRAGUE</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>291</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>305</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>291</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	102	0	1	86	11	3	0	0	0	6	78	10	102
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>102</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>102</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	172	0	0	79	12	6	2	0	0	10	79	11	170
<b>TOTAL COPENHAGEN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>11</b>	<b>170</b>
ESBJERG	RYANAIR	S	4	0	0	50	0	25	25	0	0	28	92	4	60
<b>TOTAL ESBJERG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>92</b>	<b>4</b>	<b>60</b>
<b>TOTAL DENMARK</b>			<b>278</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>332</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	8	3	0	0	0	5	0	0	0
<b>TOTAL TALLIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	CHANNEL EXPRESS LTD ALSO T/A	C	4	4	0	100	0	0	0	0	0	3	100	0	3
<b>TOTAL PRISTINA</b>			<b>4</b>	<b>4</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>3</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>4</b>	<b>4</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>0</b>	<b>3</b>
<b>FINLAND</b>															
TAMPERE	RYANAIR	S	86	0	0	91	8	1	0	0	0	4	77	9	60
<b>TOTAL TAMPERE</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>60</b>
<b>TOTAL FINLAND</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>60</b>
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	60	0	0	97	3	0	0	0	0	3	91	6	68
<b>TOTAL BERGERAC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	<b>68</b>
BIARRITZ	RYANAIR	S	60	0	0	95	5	0	0	0	0	4	85	6	72
<b>TOTAL BIARRITZ</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>85</b>	<b>6</b>	<b>72</b>
CARCASSONNE	RYANAIR	S	103	0	0	87	8	1	4	0	0	9	97	3	120
<b>TOTAL CARCASSONNE</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>3</b>	<b>120</b>
DINARD	RYANAIR	S	60	0	0	80	13	5	0	2	0	12	88	7	26
<b>TOTAL DINARD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>26</b>
GRENOBLE	RYANAIR	S	58	0	0	98	2	0	0	0	0	2	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GRENOBLE			58	0	0	98	2	0	0	0	0	2	0	0	0
LA ROCHELLE	RYANAIR	S	60	0	0	82	8	2	8	0	0	15	95	9	65
TOTAL LA ROCHELLE			60	0	0	82	8	2	8	0	0	15	95	9	65
LIMOGES	RYANAIR	S	60	0	0	95	2	2	2	0	0	5	97	2	60
TOTAL LIMOGES			60	0	0	95	2	2	2	0	0	5	97	2	60
LYON	EASYJET AIRLINE COMPANY LTD	S	61	0	1	89	7	0	3	2	0	11	87	14	60
TOTAL LYON			61	0	1	89	7	0	3	2	0	11	87	14	60
MONTPELLIER	RYANAIR	S	60	0	0	93	3	3	0	0	0	4	99	1	68
TOTAL MONTPELLIER			60	0	0	93	3	3	0	0	0	4	99	1	68
NICE	EASYJET AIRLINE COMPANY LTD	S	78	0	39	71	13	9	8	0	0	16	81	12	122
TOTAL NICE			79	1	39	71	13	9	8	0	0	15	81	11	123
NIMES	RYANAIR	S	54	1	0	80	17	0	4	0	0	10	92	4	120
TOTAL NIMES			54	1	0	80	17	0	4	0	0	10	92	4	120
PAU	RYANAIR	S	60	0	0	88	10	2	0	0	0	6	90	5	60
TOTAL PAU			60	0	0	88	10	2	0	0	0	6	90	5	60
PERPIGNAN	RYANAIR	S	59	0	0	80	19	2	0	0	0	7	90	5	70
TOTAL PERPIGNAN			59	0	0	80	19	2	0	0	0	7	90	5	70
POITIERS	RYANAIR	S	58	0	0	88	10	2	0	0	0	6	61	21	61
TOTAL POITIERS			58	0	0	88	10	2	0	0	0	6	61	21	61
REIMS	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
TOTAL REIMS			2	0	0	50	50	0	0	0	0	12	0	0	0
RODEZ	RYANAIR	S	56	0	1	61	23	11	5	0	0	16	97	3	62
TOTAL RODEZ			56	0	1	61	23	11	5	0	0	16	97	3	62
ST ETIENNE	RYANAIR	S	52	0	2	83	17	0	0	0	0	7	92	4	60
TOTAL ST ETIENNE			52	0	2	83	17	0	0	0	0	7	92	4	60
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	5	0	0	60	40	0	0	0	0	12	0	0	0
	CHANNEL EXPRESS LTD ALSO T/A	C	3	0	0	100	0	0	0	0	0	0	43	56	7
	TITAN AIRWAYS LTD	C	2	1	0	100	0	0	0	0	0	1	100	0	6
TOTAL TARBES-LOURDES INTERNATIONAL			10	1	0	80	20	0	0	0	0	6	60	34	15
TOULON / HYERES	RYANAIR	S	2	0	2	100	0	0	0	0	0	4	0	0	0
TOTAL TOULON / HYERES			2	0	2	100	0	0	0	0	0	4	0	0	0
TOURS	RYANAIR	S	60	0	0	90	8	2	0	0	0	5	92	3	60
TOTAL TOURS			60	0	0	90	8	2	0	0	0	5	92	3	60
TOTAL FRANCE			1076	3	45	86	10	2	2	0	0	8	89	7	1173
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	89	3	3	5	0	0	10	95	3	62
TOTAL ALTENBURG - WALLBURG			62	0	0	89	3	3	5	0	0	10	95	3	62
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	0	85	13	1	2	0	0	7	97	3	122

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BERLIN (SCHONEFELD)			124	0	0	85	13	1	2	0	0	7	97	3	122
BERLIN (TEGEL)	AIR BERLIN	S	166	0	0	77	13	6	1	2	0	16	78	11	122
TOTAL BERLIN (TEGEL)			166	0	0	77	13	6	1	2	0	16	78	11	122
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	124	0	0	85	6	5	5	0	0	10	98	2	124
TOTAL COLOGNE (BONN)			124	0	0	85	6	5	5	0	0	10	98	2	132
DUSSELDORF	AIR BERLIN	S	148	0	0	88	7	3	1	1	0	8	87	6	155
TOTAL DUSSELDORF			148	0	0	88	7	3	1	1	0	8	87	6	155
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	81	11	5	3	0	0	10	85	9	62
TOTAL FRIEDRICHSHAFEN			62	0	0	81	11	5	3	0	0	10	85	9	62
HAHN	RYANAIR	S	211	0	3	77	15	6	2	0	0	10	89	7	233
TOTAL HAHN			211	0	3	77	15	6	2	0	0	10	89	7	233
HANOVER	AIR BERLIN	S	62	0	0	53	23	13	5	6	0	33	82	11	62
TOTAL HANOVER			62	0	0	53	23	13	5	6	0	33	82	11	62
KARLSRUHE/BADEN BADEN	RYANAIR	S	93	0	5	73	16	6	2	2	0	15	81	12	101
TOTAL KARLSRUHE/BADEN BADEN			93	0	5	73	16	6	2	2	0	15	81	12	101
LEIPZIG	AIR BERLIN	S	27	0	0	63	15	22	0	0	0	12	0	0	0
TOTAL LEIPZIG			27	0	0	63	15	22	0	0	0	12	0	0	0
LUBECK	RYANAIR	S	166	0	0	96	4	0	0	0	0	3	90	6	170
TOTAL LUBECK			166	0	0	96	4	0	0	0	0	3	90	6	170
MUNICH	EASYJET AIRLINE COMPANY LTD	S	128	0	0	59	20	10	11	0	0	21	63	25	121
TOTAL MUNICH			128	1	0	59	20	10	11	0	0	21	63	25	121
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	81	13	2	3	2	0	13	94	4	62
TOTAL MUNSTER-OSNABRUCK			62	0	0	81	13	2	3	2	0	13	94	4	62
NIEDERRHEIN	RYANAIR	S	90	0	2	82	8	8	2	0	0	10	94	3	162
TOTAL NIEDERRHEIN			90	0	2	82	8	8	2	0	0	10	94	3	162
NUREMBERG	AIR BERLIN	S	71	0	0	62	15	17	3	3	0	24	66	22	61
TOTAL NUREMBERG			71	0	0	62	15	17	3	3	0	24	66	22	61
PADERBORN	AIR BERLIN	S	82	0	0	71	17	9	2	1	0	15	74	19	113
TOTAL PADERBORN			82	0	0	71	17	9	2	1	0	15	74	19	113
STUTTGART	EUROWINGS LUFTVERKEHRS	S	123	0	1	89	7	3	2	0	0	6	0	0	0
TOTAL STUTTGART			123	1	1	89	7	3	2	0	0	6	0	0	0
TOTAL GERMANY			1801	2	11	79	12	6	3	1	0	12	86	9	1800
GREECE															
CORFU	EXCEL AIRWAYS LTD	C	2	0	0	0	0	100	0	0	0	39	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	100	0	1
TOTAL CORFU			12	0	0	75	8	17	0	0	0	12	100	0	2
HERAKLION	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	2	100	0	1

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL HERAKLION			10	0	0	80	10	0	10	0	0	10	80	7	10
KALAMATA	CHANNEL EXPRESS LTD ALSO T/A	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL KALAMATA			2	0	0	100	0	0	0	0	0	3	0	0	0
KOS	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	0	29	0	0	19	100	1	7
TOTAL KOS			7	0	0	71	0	0	29	0	0	19	100	1	7
RHODES	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	88	8	8
TOTAL RHODES			8	2	0	75	25	0	0	0	0	7	88	7	34
SALONIKA	CHANNEL EXPRESS LTD ALSO T/A	C	2	0	0	0	50	50	0	0	0	33	0	0	0
TOTAL SALONIKA			2	0	0	0	50	50	0	0	0	33	0	0	0
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	0	67	0	0	0	38	100	1	7
	MONARCH AIRLINES	C	7	0	0	43	0	57	0	0	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	11	11	0	0	13	78	5	9
TOTAL ZAKINTHOS			19	0	0	58	0	37	5	0	0	22	78	21	23
TOTAL GREECE			60	2	0	68	8	17	7	0	0	15	86	10	76
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	S	52	0	0	62	23	15	0	0	0	14	87	7	102
	SKYEUROPE AIRLINES HUNGARY	S	62	0	0	76	16	3	3	2	0	15	46	17	57
TOTAL BUDAPEST			114	0	0	69	19	9	2	1	0	15	72	10	159
TOTAL HUNGARY			114	0	0	69	19	9	2	1	0	15	72	10	159
ICELAND															
KEFLAVIK	JET X	S	62	0	0	55	37	6	2	0	0	17	0	0	0
TOTAL KEFLAVIK			62	0	0	55	37	6	2	0	0	17	84	18	120
TOTAL ICELAND			62	0	0	55	37	6	2	0	0	17	84	18	120
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	62	0	0	98	2	0	0	0	0	2	93	5	60
TOTAL CONNAUGHT			62	0	0	98	2	0	0	0	0	2	93	5	60
CORK	RYANAIR	S	238	0	2	81	9	6	4	0	0	12	84	8	179
TOTAL CORK			238	0	2	81	9	6	4	0	0	12	84	8	179
DUBLIN	RYANAIR	S	617	0	3	83	10	4	2	1	0	11	81	11	798
TOTAL DUBLIN			617	0	3	83	10	4	2	1	0	11	81	11	798
KERRY COUNTY	RYANAIR	S	112	0	0	94	4	2	0	0	0	4	80	11	120
TOTAL KERRY COUNTY			112	0	0	94	4	2	0	0	0	4	80	11	120
SHANNON	RYANAIR	S	176	0	0	89	8	2	0	0	1	7	93	10	124
TOTAL SHANNON			176	0	0	89	8	2	0	0	1	7	93	10	124
TOTAL IRISH REPUBLIC			1205	1	5	85	9	4	2	0	0	9	83	10	1281
ISRAEL															
TEL AVIV	ARKIA	C	2	0	0	0	50	50	0	0	0	41	0	0	0
	EL AL	S	44	2	2	57	11	32	0	0	0	17	53	20	32

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TEL AVIV	ISRAIR LTD	C	19	0	0	79	11	5	5	0	0	15	100	0	1
<b>TOTAL TEL AVIV</b>			<b>66</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>14</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>21</b>	<b>34</b>
<b>TOTAL ISRAEL</b>			<b>66</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>14</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>21</b>	<b>34</b>
ITALY															
ALGHERO/SASSARI	RYANAIR	S	110	0	0	92	2	1	5	0	0	10	95	3	120
<b>TOTAL ALGHERO/SASSARI</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>3</b>	<b>120</b>
ANCONA	RYANAIR	S	58	0	4	74	9	14	3	0	0	14	81	8	62
<b>TOTAL ANCONA</b>			<b>58</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>9</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>62</b>
BARI (PALESE)	RYANAIR	S	62	0	0	85	10	3	2	0	0	8	82	7	62
<b>TOTAL BARI (PALESE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>7</b>	<b>64</b>
BERGAMO	RYANAIR	S	126	0	0	71	16	8	3	2	0	18	75	17	212
<b>TOTAL BERGAMO</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>17</b>	<b>212</b>
BOLOGNA	EASYJET AIRLINE COMPANY LTD	S	58	0	0	81	5	7	7	0	0	14	78	12	60
<b>TOTAL BOLOGNA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>12</b>	<b>60</b>
BRESCIA/MONTICHIARI	RYANAIR	S	83	0	10	76	14	7	2	0	0	11	80	12	121
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>84</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>123</b>
BRINDISI	RYANAIR	S	58	0	0	67	24	7	2	0	0	12	83	7	60
<b>TOTAL BRINDISI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>60</b>
FORLI	RYANAIR	S	109	1	3	70	15	12	4	0	0	15	83	9	122
<b>TOTAL FORLI</b>			<b>109</b>	<b>1</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>9</b>	<b>122</b>
GENOA	RYANAIR	S	69	0	0	75	12	7	1	3	1	24	64	14	112
<b>TOTAL GENOA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>64</b>	<b>14</b>	<b>112</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	94	0	5	73	15	6	4	1	0	16	85	6	120
<b>TOTAL NAPLES</b>			<b>95</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>6</b>	<b>121</b>
OLBIA	CHANNEL EXPRESS LTD ALSO T/A	C	2	0	0	100	0	0	0	0	0	0	100	0	1
<b>TOTAL OLBIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>1</b>
PALERMO	RYANAIR	S	116	0	0	84	8	8	1	0	0	9	82	8	122
<b>TOTAL PALERMO</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>123</b>
PESCARA	RYANAIR	S	58	0	0	78	16	7	0	0	0	9	82	7	62
<b>TOTAL PESCARA</b>			<b>58</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>82</b>	<b>7</b>	<b>62</b>
PISA	RYANAIR	S	155	0	0	77	14	6	3	0	0	11	78	13	196
<b>TOTAL PISA</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>196</b>
ROME (CIAMPINO)	RYANAIR	S	298	0	0	90	7	2	1	0	0	7	86	8	320
<b>TOTAL ROME (CIAMPINO)</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>8</b>	<b>384</b>
TREVISO	RYANAIR	S	176	0	1	89	9	1	1	1	0	7	85	10	182
<b>TOTAL TREVISO</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>10</b>	<b>182</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	82	10	6	2	0	0	8	85	9	61
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>61</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TURIN	RYANAIR	S	60	0	0	83	10	3	3	0	0	10	90	12	62
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>12</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>1757</b>	<b>1</b>	<b>23</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	<b>2339</b>
LATVIA															
RIGA	RYANAIR	S	98	0	0	89	9	1	0	1	0	7	100	4	2
<b>TOTAL RIGA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>4</b>	<b>2</b>
<b>TOTAL LATVIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>4</b>	<b>2</b>
LITHUANIA															
KAUNAS	RYANAIR	S	56	0	0	95	5	0	0	0	0	4	0	0	0
<b>TOTAL KAUNAS</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALTA															
MALTA	AIR MALTA	S	44	0	0	93	5	2	0	0	0	3	100	1	26
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>26</b>
<b>TOTAL MALTA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>26</b>
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	186	0	0	76	11	8	4	1	0	15	69	13	172
<b>TOTAL AMSTERDAM</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>13</b>	<b>172</b>
EINDHOVEN	RYANAIR	S	98	0	4	96	2	1	1	0	0	4	94	5	103
<b>TOTAL EINDHOVEN</b>			<b>98</b>	<b>0</b>	<b>4</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>5</b>	<b>103</b>
ROTTERDAM	TRANSAVIA	S	120	0	4	88	3	3	4	2	0	9	93	4	120
<b>TOTAL ROTTERDAM</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>93</b>	<b>4</b>	<b>120</b>
<b>TOTAL NETHERLANDS</b>			<b>404</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>8</b>	<b>395</b>
NORWAY															
BERGEN	NORWEGIAN AIR SHUTTLE	S	51	1	0	88	4	6	2	0	0	9	90	5	50
<b>TOTAL BERGEN</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>50</b>
HAUGESUND	RYANAIR	S	62	0	0	90	5	2	3	0	0	7	93	4	60
<b>TOTAL HAUGESUND</b>			<b>62</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>7</b>	<b>93</b>	<b>4</b>	<b>60</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	102	0	2	82	4	10	4	0	0	11	68	15	104
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>102</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>4</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>15</b>	<b>104</b>
SANDEFJORD(TORP)	RYANAIR	S	157	0	1	85	6	5	3	1	0	10	82	8	162
<b>TOTAL SANDEFJORD(TORP)</b>			<b>157</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>162</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	44	0	0	84	9	2	5	0	0	12	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>416</b>	<b>1</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>376</b>
POLAND															
BYDGOSZCZ/SZWEREDOWO	RYANAIR	S	4	0	0	100	0	0	0	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BYDGOSZCZ/SZWEREDOWO</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>8</b>	<b>0</b>	<b>0</b>	0
GDANSK	RYANAIR	S	3	1	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL GDANSK</b>			<b>3</b>	<b>3</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>18</b>	
KRAKOW	RYANAIR	S	8	0	0	88	13	0	0	0	5	0	0	0	0
	SKY EUROPE	S	62	0	0	79	10	5	3	3	16	83	16	47	
<b>TOTAL KRAKOW</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>83</b>	<b>16</b>	<b>47</b>	
LODZ LUBLINEK	RYANAIR	S	4	0	0	100	0	0	0	0	1	0	0	0	0
<b>TOTAL LODZ LUBLINEK</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
POZNAN	RYANAIR	S	62	0	0	90	8	2	0	0	3	0	0	0	0
<b>TOTAL POZNAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>12</b>	<b>26</b>	
RZESZOW	RYANAIR	S	4	0	0	75	25	0	0	0	6	0	0	0	0
<b>TOTAL RZESZOW</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SZCZECIN (GOLENOW)	RYANAIR	S	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WARSAW	SKY EUROPE	S	52	0	0	79	12	0	4	6	22	47	40	74	
<b>TOTAL WARSAW</b>			<b>52</b>	<b>4</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>6</b>	<b>22</b>	<b>60</b>	<b>31</b>	<b>124</b>	
WROCLAW	RYANAIR	S	62	0	0	97	2	2	0	0	2	0	0	0	0
<b>TOTAL WROCLAW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL POLAND</b>			<b>263</b>	<b>9</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>69</b>	<b>22</b>	<b>241</b>	
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	135	0	0	77	10	7	5	1	15	85	7	124	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	2	80	30	10	
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	3	80	17	10	
<b>TOTAL FARO</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>86</b>	<b>9</b>	<b>162</b>	
OPORTO (PORTUGAL)	RYANAIR	S	110	0	0	55	31	9	5	0	19	0	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>264</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>9</b>	<b>162</b>	
<b>RUMANIA</b>															
BUCHAREST (BANEASA)	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BUCHAREST (BANEASA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL RUMANIA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	8	0	0	88	13	0	0	0	7	0	0	0	0
	SKY EUROPE	S	94	0	0	79	15	4	2	0	10	59	38	49	
<b>TOTAL BRATISLAVA</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>38</b>	<b>49</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>38</b>	<b>49</b>	
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	5	6	13	0	16	83	6	60	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LJUBLJANA			62	0	0	76	5	6	13	0	0	16	83	6	60
TOTAL SLOVENIA			62	0	0	76	5	6	13	0	0	16	83	6	60
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	194	2	2	80	8	5	6	2	0	16	86	7	192
TOTAL ALICANTE			194	2	2	80	8	5	6	2	0	16	87	7	212
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	6	5	5	0	0	10	0	0	0
	RYANAIR	S	76	0	0	92	3	0	5	0	0	9	0	0	0
TOTAL ALMERIA			138	0	0	88	4	2	5	0	0	9	50	22	2
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	5	10	3	2	0	14	0	0	0
TOTAL ASTURIAS			60	0	0	80	5	10	3	2	0	14	0	0	0
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	124	0	0	63	18	10	8	1	0	20	79	12	121
TOTAL BARCELONA			126	0	0	63	17	10	9	1	0	21	79	12	123
BILBAO	EASYJET AIRLINE COMPANY LTD	S	111	0	3	75	10	10	5	0	0	13	78	8	120
TOTAL BILBAO			111	0	3	75	10	10	5	0	0	13	78	8	120
GERONA	RYANAIR	S	230	1	3	82	11	2	3	1	0	14	84	9	219
TOTAL GERONA			230	1	3	82	11	2	3	1	0	14	84	8	220
GRANADA	RYANAIR	S	88	0	0	81	10	6	3	0	0	12	0	0	0
TOTAL GRANADA			88	0	0	81	10	6	3	0	0	12	0	0	0
IBIZA	EASYJET AIRLINE COMPANY LTD	S	73	0	0	93	4	1	1	0	0	5	100	2	60
	IBERWORLD	C	7	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	2	89	6	9
TOTAL IBIZA			97	0	0	95	3	1	1	0	0	4	96	3	83
JEREZ	RYANAIR	S	122	0	0	86	7	2	5	0	0	10	86	6	132
TOTAL JEREZ			122	0	0	86	7	2	5	0	0	10	86	6	132
MADRID	EUROPEAN AIR CHARTER	C	3	0	0	67	33	0	0	0	0	7	100	11	2
TOTAL MADRID			3	0	0	67	33	0	0	0	0	7	100	11	2
MAHON	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	90	5	20
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	14	0	14	0	48	67	14	18
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	2	100	1	9
TOTAL MAHON			32	0	0	91	3	3	0	3	0	11	85	7	52
MALAGA	EASYJET AIRLINE COMPANY LTD	S	198	0	1	78	9	9	3	1	0	13	68	17	199
	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	7	100	0	10
TOTAL MALAGA			207	1	1	78	10	8	3	1	0	13	71	15	220
MURCIA SAN JAVIER	RYANAIR	S	119	1	0	74	15	9	2	0	0	11	91	4	180
TOTAL MURCIA SAN JAVIER			119	1	0	74	15	9	2	0	0	11	91	4	180
PALMA DE MALLORCA	AIR BERLIN	S	63	0	0	59	21	16	2	3	0	21	81	10	67
	AIR EUROPA	C	9	0	0	33	11	56	0	0	0	26	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	80	0	1	73	11	8	8	0	1	20	74	8	70
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	8	89	10	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	IBERWORLD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	24	0	0	63	13	17	8	0	0	20	94	3	33
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>200</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>80</b>	<b>8</b>	<b>198</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	0	100	0	1
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	13	0	0	12	86	5	7
	RYANAIR	S	88	0	0	93	1	3	1	1	0	8	95	3	122
<b>TOTAL REUS</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>95</b>	<b>3</b>	<b>131</b>
SANTANDER	RYANAIR	S	58	0	0	84	9	3	0	3	0	12	92	7	62
<b>TOTAL SANTANDER</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>7</b>	<b>62</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	60	0	0	80	13	3	3	0	0	11	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEVILLE	RYANAIR	S	116	0	0	91	3	3	1	2	0	8	0	0	0
<b>TOTAL SEVILLE</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	11	5	3	0	0	10	0	0	0
	RYANAIR	S	120	0	0	65	24	8	3	0	0	14	0	0	0
<b>TOTAL VALENCIA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALLADOLID	RYANAIR	S	60	0	0	90	7	0	3	0	0	7	89	6	62
<b>TOTAL VALLADOLID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>62</b>
ZARAGOZA	RYANAIR	S	55	0	1	85	9	2	4	0	0	9	0	0	0
<b>TOTAL ZARAGOZA</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>2361</b>	<b>5</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>1799</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	0	2	88	5	8
	FUTURA AIRLINES	C	5	0	0	40	20	20	20	0	0	25	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	6	55	21	11
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	88	9	8
<b>TOTAL ARRECIFE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>15</b>	<b>36</b>
FUERTEVENTURA	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL FUERTEVENTURA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>4</b>	<b>15</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	0	22	11	0	75	0	0	0
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	5	75	11	8
<b>TOTAL LAS PALMAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>54</b>	<b>21</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	4	0	0	0	50	25	25	0	0	46	0	36	1
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	100	1	10
	FUTURA AIRLINES	C	3	0	0	67	0	0	33	0	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	20	0	0	0	12	57	13	14
	THOMSONFLY LTD	C	8	0	0	50	0	25	25	0	0	34	89	6	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>7</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>7</b>	<b>44</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>12</b>	<b>123</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

## Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>SWEDEN</b>																
GOTEBORG (SAVE)	RYANAIR	S	145	1	0	81	10	6	2	0	1	12	82	14	114	
<b>TOTAL GOTEBORG (SAVE)</b>			<b>145</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>82</b>	<b>14</b>	<b>114</b>	
MALMO	RYANAIR	S	90	0	0	80	11	8	0	0	1	13	75	14	101	
<b>TOTAL MALMO</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>101</b>	
STOCKHOLM (SKAVSTA)	RYANAIR	S	160	0	2	91	7	1	1	0	0	5	93	7	172	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>93</b>	<b>7</b>	<b>172</b>	
<b>TOTAL SWEDEN</b>			<b>395</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>82</b>	<b>11</b>	<b>509</b>	
<b>SWITZERLAND</b>																
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	11	6	8	0	0	13	83	11	60	
<b>TOTAL BASLE MULHOUSE</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>11</b>	<b>60</b>	
<b>TOTAL SWITZERLAND</b>			<b>62</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>11</b>	<b>60</b>	
<b>TUNISIA</b>																
MONASTIR	NOUVELAIR TUNISIE	C	10	0	0	50	30	0	20	0	0	44	0	0	0	
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>90</b>	<b>3</b>	<b>10</b>	
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>90</b>	<b>3</b>	<b>10</b>	
<b>TURKEY</b>																
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	56	1	4	63	18	4	16	0	0	23	36	26	70	
	ONUR AIR	C	2	0	0	100	0	0	0	0	0	8	0	0	0	
	THOMAS COOK AIRLINES LTD	C	18	2	0	100	0	0	0	0	0	2	90	7	10	
	THY TURK HAVA YOLLARI TURKIS	S	2	0	1	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL ANTALYA</b>			<b>78</b>	<b>3</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>24</b>	<b>80</b>	
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	22	0	0	0	12	100	6	8	
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>6</b>	<b>8</b>	
DALAMAN	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	7	75	13	8	
	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	78	11	0	11	0	0	15	100	3	21	
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	12	0	0	0	8	78	15	9	
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL DALAMAN</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>8</b>	<b>41</b>	
ISTANBUL	ONUR AIR	C	29	0	0	38	31	17	14	0	0	29	57	36	28	
	THY TURK HAVA YOLLARI TURKIS	S	24	0	0	58	25	17	0	0	0	17	0	0	0	
<b>TOTAL ISTANBUL</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>28</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>36</b>	<b>28</b>	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	8	1	1	100	0	0	0	0	0	2	78	10	9	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>8</b>	<b>1</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>10</b>	<b>11</b>	
<b>TOTAL TURKEY</b>			<b>208</b>	<b>4</b>	<b>6</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>20</b>	<b>168</b>	
<b>UNITED KINGDOM</b>																
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	277	0	3	78	14	6	2	0	0	10	75	12	263	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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 BELFAST INTERNATIONAL			277	0	3	78	14	6	2	0	0	10	75	12	264
BLACKPOOL	RYANAIR	S	82	0	0	85	9	6	0	0	0	6	96	3	102
TOTAL BLACKPOOL			82	0	0	85	9	6	0	0	0	6	96	3	102
CITY OF DERRY (EGLINTON)	RYANAIR	S	115	1	9	96	3	0	1	0	0	3	90	5	110
TOTAL CITY OF DERRY (EGLINTON)			115	1	9	96	3	0	1	0	0	3	90	5	110
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	334	0	0	75	13	7	5	0	0	13	74	13	325
	FLYGLOBESPAN	S	103	0	0	71	17	10	3	0	0	14	0	0	0
TOTAL EDINBURGH			437	0	0	74	14	8	5	0	0	13	74	13	325
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	278	0	0	79	10	5	4	0	0	11	84	8	263
	FLYGLOBESPAN	S	104	0	0	84	9	5	0	2	1	18	0	0	0
TOTAL GLASGOW			382	0	0	81	10	5	3	1	0	13	84	8	263
GUERNSEY	AURIGNY AIR SERVICES	S	61	0	1	80	3	7	10	0	0	13	81	8	262
TOTAL GUERNSEY			61	0	1	80	3	7	10	0	0	13	81	8	262
MANCHESTER	EASTERN AIRWAYS	S	126	0	0	81	13	3	2	2	0	11	90	7	126
TOTAL MANCHESTER			127	4	0	80	13	3	2	2	0	12	90	7	126
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	238	0	0	71	15	10	4	0	0	15	75	17	223
TOTAL NEWCASTLE			238	0	0	71	15	10	4	0	0	15	75	17	223
NEWQUAY	RYANAIR	S	118	0	2	87	8	5	0	0	0	6	83	6	122
TOTAL NEWQUAY			118	0	2	87	8	5	0	0	0	6	83	6	122
PRESTWICK	RYANAIR	S	307	0	4	84	9	5	2	1	0	10	95	3	338
TOTAL PRESTWICK			307	0	4	84	9	5	2	1	0	10	95	3	338
TOTAL UNITED KINGDOM			2144	13	19	80	11	6	3	0	0	11	80	10	2245
USA															
NEW YORK (JF KENNEDY)	EOS AIRLINES	S	26	0	10	54	0	19	27	0	0	31	0	0	0
TOTAL NEW YORK (JF KENNEDY)			26	0	10	54	0	19	27	0	0	31	0	0	0
TOTAL USA			26	1	10	54	0	19	27	0	0	31	0	0	0
TOTAL STANSTED			14339	60	148	81	10	5	3	1	0	11	83	10	14279

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	51	0	0	96	4	0	0	0	0	1	92	4	51	
	STANSTED	RYANAIR		S D	51	0	1	76	18	6	0	0	0	10	65	15	51	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>102</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>10</b>	
ABAKAN																		
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND		S A	133	0	2	74	16	8	2	0	0	11	51	25	136	
	HEATHROW	BMI BRITISH MIDLAND		S D	134	0	0	72	16	10	2	0	0	12	64	18	135	
	MANCHESTER	BMI REGIONAL		S A	90	0	0	90	6	2	2	0	0	6	91	5	69	
	MANCHESTER	BMI REGIONAL		S D	90	0	0	94	1	1	3	0	0	4	94	4	68	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	78	0	0	88	1	9	1	0	0	7	78	11	77	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	78	0	0	88	3	6	3	0	0	8	73	16	77	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	85	0	0	75	12	7	6	0	0	14	84	9	86	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	87	0	0	83	6	6	6	0	0	9	85	8	86	
	GATWICK	BRITISH AIRWAYS PLC		S A	114	0	0	58	26	8	6	0	2	24	74	15	113	
	GATWICK	BRITISH AIRWAYS PLC		S D	114	0	0	61	23	11	4	0	0	17	70	13	112	
	HEATHROW	BRITISH AIRWAYS PLC		S A	200	0	0	67	14	12	7	1	0	18	55	21	194	
	HEATHROW	BRITISH AIRWAYS PLC		S D	200	0	0	66	15	11	9	0	0	18	58	18	194	
	NEWCASTLE	EASTERN AIRWAYS		S A	111	0	3	91	3	4	3	0	0	8	92	6	108	
	NEWCASTLE	EASTERN AIRWAYS		S D	112	0	2	86	9	2	4	0	0	8	90	7	108	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	63	15	8	12	2	0	25	63	17	52	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	54	19	15	8	4	0	31	62	20	52	
<b>TOTAL ABERDEEN</b>					<b>1730</b>	<b>1</b>	<b>7</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>14</b>	<b>14</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS		S A	31	0	0	87	3	3	3	0	3	21	92	1	12	
	GATWICK	ETIHAD AIRWAYS		S D	31	0	0	58	26	3	10	3	0	28	77	12	13	
	HEATHROW	ETIHAD AIRWAYS		S A	43	0	0	93	2	0	2	2	0	9	88	6	43	
	HEATHROW	ETIHAD AIRWAYS		S D	42	0	1	64	24	7	5	0	0	16	72	11	43	
	HEATHROW	GULF AIR		S A	28	1	0	68	7	11	7	7	0	32	48	26	33	
	HEATHROW	GULF AIR		S D	29	0	0	100	0	0	0	0	0	3	84	7	32	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>204</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	0	90	6	0	3	0	0	8	55	67	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	10	0	0	0	11	81	7	21
<b>TOTAL ABUJA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>37</b>	<b>37</b>
ACCRA	GATWICK	ASTRAEUS LTD	S	A	9	0	0	0	0	56	44	0	0	58	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	9	0	0	11	44	22	22	0	0	46	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	13	6	10	0	0	18	84	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	13	39	45	0	3	0	38	33	39	30
	GATWICK	FLYJET LTD	C	A	2	0	0	50	0	0	50	0	0	35	25	48	4
	GATWICK	FLYJET LTD	C	D	2	0	0	50	0	50	0	0	0	34	0	43	4
<b>TOTAL ACCRA</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>24</b>	<b>29</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>49</b>	<b>32</b>	<b>32</b>
ADDIS ABABA	HEATHROW	BMED	S	A	16	0	0	50	13	19	0	13	6	62	94	3	17
	HEATHROW	BMED	S	D	15	0	0	40	40	13	7	0	0	30	35	55	17
	GATWICK	ETHIOPIAN AIRLINES	S	A	2	4	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	ETHIOPIAN AIRLINES	S	D	2	4	0	100	0	0	0	0	0	12	0	0	0
	HEATHROW	ETHIOPIAN AIRLINES	S	A	17	0	1	59	12	18	12	0	0	23	39	29	18
	HEATHROW	ETHIOPIAN AIRLINES	S	D	17	0	1	41	41	12	6	0	0	21	67	19	18
<b>TOTAL ADDIS ABABA</b>					<b>69</b>	<b>8</b>	<b>2</b>	<b>51</b>	<b>25</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>59</b>	<b>27</b>	<b>27</b>
AGADIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	6	0	0	50	0	33	17	0	0	30	100	5	5
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	19	83	11	6
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	24	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	0	34	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	80	0	0	20	0	0	23	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	0	17	17	0	0	22	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL AGADIR</b>					<b>47</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>19</b>	<b>19</b>
AGRA (KHERIA)																	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AGRA (KHERIA)	GATWICK	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	0
<b>TOTAL AGRA (KHERIA)</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
AJACCIO																		
<b>TOTAL AJACCIO</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	
ALESUND																		
ALEXANDRIA (BORG EL ARA)	HEATHROW	BMED	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0	0
	HEATHROW	BMED	S	D	12	0	0	50	25	17	8	0	0	18	0	0	0	0
<b>TOTAL ALEXANDRIA (BORG EL ARAB)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALGHERO/SASSARI	STANSTED	RYANAIR	S	A	55	0	0	91	2	2	5	0	0	9	97	2	60	
	STANSTED	RYANAIR	S	D	55	0	0	93	2	0	5	0	0	10	93	5	60	
<b>TOTAL ALGHERO/SASSARI</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>95</b>	<b>3</b>	<b>3</b>	
ALGIERS	HEATHROW	AIR ALGERIE	S	A	18	0	0	56	17	11	17	0	0	26	22	32	18	
	HEATHROW	AIR ALGERIE	S	D	18	0	0	72	11	6	11	0	0	16	50	25	18	
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	73	18	0	9	0	0	16	86	5	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	55	36	0	9	0	0	22	91	7	22	
<b>TOTAL ALGIERS</b>					<b>80</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>16</b>	<b>16</b>	
ALICANTE	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	61	23	16	0	0	0	16	63	15	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	55	23	19	3	0	0	18	19	24	31	
	BIRMINGHAM	BMIBABY LTD	S	A	27	0	0	85	11	0	4	0	0	7	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	27	0	0	78	15	7	0	0	0	9	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	52	16	10	19	3	0	33	43	37	30	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	71	0	16	13	0	0	22	63	24	30	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	30	0	0	53	23	13	7	3	0	28	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	30	0	0	93	0	3	3	0	0	9	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	63	1	0	67	13	13	6	2	0	21	94	4	65	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	69	15	15	2	0	0	14	81	9	64	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	64	0	2	66	9	11	13	2	0	26	85	6	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	64	0	1	59	20	8	13	0	0	24	75	13	60
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	39	1	0	77	13	8	3	0	0	13	87	5	38
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	73	20	5	3	0	0	11	85	10	39
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	97	1	1	85	6	3	4	2	0	13	88	6	96
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	97	1	1	75	10	6	7	1	0	18	85	8	96
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	0	17	0	0	31	67	44	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	86	0	0	14	0	0	18	50	58	4
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	67	30	6
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	1	0	67	0	0	22	11	0	54	67	27	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	86	0	0	0	14	0	51	88	9	8
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	20	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	0	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	2	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	82	9	0	9	0	0	14	67	16	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	80	0	10	10	0	0	16	78	13	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	9	80	5	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	4	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	56	11	17	11	6	0	28	70	22	23
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	78	0	17	6	0	0	14	83	14	23
	BIRMINGHAM	FLYBE LTD	S	A	14	0	0	57	29	14	0	0	0	12	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	14	0	0	50	43	7	0	0	0	16	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	26	0	0	81	8	8	4	0	0	11	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	26	0	0	85	12	4	0	0	0	8	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	65	26	3	6	0	0	13	80	14	25
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	74	16	3	6	0	0	15	77	17	26
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	24	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	58	0	1	62	12	12	10	3	0	33	78	15	58
	GATWICK	GB AIRWAYS LTD	S	D	58	0	1	52	22	9	16	2	0	36	78	16	60
	EDINBURGH	GREECE AIRWAYS	S	A	8	0	0	50	25	0	0	0	25	188	77	23	13
	EDINBURGH	GREECE AIRWAYS	S	D	7	0	1	29	57	0	0	0	14	133	62	32	13

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALICANTE																		
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	67	0	0	11	11	11	162	77	20	13	
	GLASGOW	GREECE AIRWAYS	S	D	9	1	0	22	22	22	11	0	22	156	67	27	12	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	54	8	38	0	0	0	22	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	62	15	23	0	0	0	16	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	33	63	9	8	
	EDINBURGH	MONARCH AIRLINES	C	D	3	0	0	67	0	0	33	0	0	30	100	3	7	
	GATWICK	MONARCH AIRLINES	S	A	63	0	0	63	21	8	6	2	0	20	89	7	61	
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	71	0	14	14	0	0	22	50	28	14	
	GATWICK	MONARCH AIRLINES	S	D	64	0	1	70	11	8	11	0	0	18	87	9	61	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	50	27	14	
	LUTON	MONARCH AIRLINES	S	A	31	0	0	65	13	13	10	0	0	22	83	9	30	
	LUTON	MONARCH AIRLINES	S	D	30	0	1	77	13	3	7	0	0	16	90	6	30	
	MANCHESTER	MONARCH AIRLINES	C	A	5	1	0	40	20	20	20	0	0	42	71	31	14	
	MANCHESTER	MONARCH AIRLINES	S	A	64	0	0	75	5	9	9	2	0	19	85	21	62	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	8	93	17	14	
	MANCHESTER	MONARCH AIRLINES	S	D	64	1	0	78	6	5	9	2	0	16	85	22	62	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	83	6	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	4	84	10	0	6	0	0	8	66	25	53	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	74	19	3	3	0	0	8	64	27	58	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	75	10	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	13	78	36	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	25	0	0	0	0	11	88	38	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	71	7	14	0	7	0	30	56	91	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	79	0	14	0	7	0	29	67	89	18	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	67	51	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	5	75	77	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	83	5	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	4	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	75	25	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	13	75	28	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	15	70	29	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	14	14	0	0	19	60	39	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	72	6	22	0	0	0	12	63	19	24	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
ALICANTE	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	67	22	11	0	0	0	10	77	14	22
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	33	0	0	0	0	8	56	61	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	6	78	57	9	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	1	0	25	50	25	0	0	0	24	78	47	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	1	0	75	0	0	25	0	0	26	80	50	10
	EDINBURGH	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	27	0	0	0
	EDINBURGH	THOMSONFLY LTD	C	D	3	0	0	67	0	0	0	33	0	65	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	0	11	11	0	42	67	22	15
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	0	11	0	11	0	38	86	5	14
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	78	0	11	11	0	0	26	89	6	9
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	67	11	11	11	0	0	18	89	3	9
	LUTON	THOMSONFLY LTD	C	A	9	0	0	89	0	11	0	0	0	4	75	8	4
	LUTON	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	6	75	8	4
	MANCHESTER	THOMSONFLY LTD	C	A	11	1	0	82	9	0	9	0	0	16	87	5	15
	MANCHESTER	THOMSONFLY LTD	C	D	9	1	0	89	0	11	0	0	0	9	92	4	12
	NEWCASTLE	THOMSONFLY LTD	C	A	8	1	0	88	0	0	13	0	0	14	78	4	9
	NEWCASTLE	THOMSONFLY LTD	C	D	9	0	0	89	0	0	11	0	0	9	100	0	9
<b>TOTAL ALICANTE</b>					<b>1872</b>	<b>22</b>	<b>14</b>	<b>71</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>17</b>	<b>17</b>
ALMA ATA	HEATHROW	AIR ASTANA	S	A	9	0	0	89	0	11	0	0	0	7	33	90	9
	HEATHROW	AIR ASTANA	S	D	9	0	0	89	11	0	0	0	0	6	44	64	9
	HEATHROW	BMED	S	A	13	0	0	85	8	0	8	0	0	13	25	63	12
	HEATHROW	BMED	S	D	13	0	0	54	38	8	0	0	0	16	67	21	12
<b>TOTAL ALMA ATA</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>57</b>	<b>57</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	0	7	0	0	11	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	27	3	3	0	0	16	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	6	3	0	0	8	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	3	6	0	0	12	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	54	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	59	4



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ALMERIA																			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	5	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	4	4		
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	31	23	38	0	8	0	39	0	0	0		
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	69	15	8	8	0	0	14	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	89	0	6	6	0	0	16	65	17	17		
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	61	22	11	6	0	0	21	71	10	17		
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	67	17	6	11	0	0	19	0	0	0		
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	89	0	6	6	0	0	8	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	18	0	0	83	6	6	6	0	0	11	77	32	13		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	18	0	0	83	0	11	6	0	0	13	75	22	12		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	75	10	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	9	75	9	4		
	STANSTED	RYANAIR	S	A	38	0	0	92	3	0	5	0	0	7	0	0	0		
	STANSTED	RYANAIR	S	D	38	0	0	92	3	0	5	0	0	10	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	10	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	67	6	3		
<b>TOTAL ALMERIA</b>					<b>379</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>22</b>	<b>22</b>		
ALTENBURG - WALLBURG																			
	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	3	0	0	8	97	1	31		
	STANSTED	RYANAIR	S	D	31	0	0	90	0	3	6	0	0	13	94	5	31		
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>3</b>	<b>3</b>		
AMMAN																			
	HEATHROW	BMED	S	A	11	0	0	100	0	0	0	0	0	1	80	14	15		
	HEATHROW	BMED	S	D	12	1	0	50	33	17	0	0	0	16	47	17	15		
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	97	3	0	0	0	0	3	73	13	30		
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	65	23	13	0	0	0	14	20	34	30		
<b>TOTAL AMMAN</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>21</b>	<b>21</b>		
AMRITSAR																			
AMSTERDAM																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	225	0	0	76	13	9	2	0	0	10	51	24	221		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					224	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	D	224	0	2	69	20	11	1	0	0	12	58	22	222
	BIRMINGHAM	BMIBABY LTD	S	A	55	0	2	71	11	13	4	2	0	18	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	56	0	1	82	7	4	5	2	0	15	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	151	0	0	78	11	7	5	0	0	12	82	9	157
	GATWICK	BRITISH AIRWAYS PLC	S	D	151	0	0	72	15	7	7	0	0	15	79	9	158
	HEATHROW	BRITISH AIRWAYS PLC	S	A	229	0	0	83	7	6	5	0	0	11	69	15	216
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	0	73	13	8	7	0	0	16	67	15	216
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	82	0	1	85	7	2	5	0	0	8	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	82	0	1	84	9	4	4	0	0	8	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	3	6	3	0	21	64	16	61
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	19	10	10	3	0	27	82	9	61
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	108	0	1	66	19	11	4	0	0	15	79	12	108
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	108	0	1	51	31	15	4	0	0	19	74	11	108
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	86	3	7	3	0	0	11	94	4	31
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	69	17	10	3	0	0	16	87	6	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	139	0	0	70	14	6	7	2	0	20	61	16	134
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	139	0	0	69	16	7	6	1	0	19	66	15	134
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	93	0	0	85	4	5	4	1	0	13	74	10	86
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	93	0	0	67	18	10	4	1	0	17	64	16	86
	BIRMINGHAM	KLM	S	A	82	0	2	76	9	9	7	0	0	15	0	0	0
	BIRMINGHAM	KLM	S	D	82	0	2	73	10	2	13	1	0	20	0	0	0
	HEATHROW	KLM	S	A	259	0	0	82	7	5	5	0	0	11	76	11	267
	HEATHROW	KLM	S	D	258	0	0	73	10	8	9	1	0	20	69	15	268
	MANCHESTER	KLM	S	A	113	0	1	73	12	8	6	1	0	15	82	7	62
	MANCHESTER	KLM	S	D	113	0	2	79	5	9	7	0	0	14	76	9	63
	BIRMINGHAM	KLM CITYHOPPER	S	A	63	0	0	73	6	13	8	0	0	19	87	6	173
	BIRMINGHAM	KLM CITYHOPPER	S	D	63	0	0	68	10	13	10	0	0	22	80	10	168
	EDINBURGH	KLM CITYHOPPER	S	A	151	0	0	85	7	2	5	0	0	10	87	7	150
	EDINBURGH	KLM CITYHOPPER	S	D	151	0	0	81	10	3	6	0	0	11	83	10	151
	GLASGOW	KLM CITYHOPPER	S	A	121	0	0	88	3	3	6	0	0	11	87	7	119
	GLASGOW	KLM CITYHOPPER	S	D	121	0	0	77	14	1	6	2	0	19	76	15	119
	LONDON CITY	KLM CITYHOPPER	S	A	160	0	0	88	7	3	3	0	0	6	87	6	122

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	
AMSTERDAM	LONDON CITY	KLM CITYHOPPER	S	D	158	1	0	72	15	6	7	1	0	18	70	14	123
	MANCHESTER	KLM CITYHOPPER	S	A	92	1	0	83	5	8	4	0	0	12	67	16	141
	MANCHESTER	KLM CITYHOPPER	S	D	92	0	0	76	12	7	5	0	0	13	70	16	140
	NEWCASTLE	KLM CITYHOPPER	S	A	147	1	0	74	10	9	6	1	0	15	83	8	145
	NEWCASTLE	KLM CITYHOPPER	S	D	147	0	0	76	9	9	6	1	0	17	84	9	146
	LONDON CITY	VLM (BELGIUM)	S	A	80	0	4	91	6	1	0	1	0	6	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	80	0	4	86	6	5	0	3	0	13	0	0	0
<b>TOTAL AMSTERDAM</b>					<b>4819</b>	<b>5</b>	<b>24</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>13</b>
ANCONA	STANSTED	RYANAIR	S	A	27	0	4	70	11	15	4	0	0	13	84	5	31
	STANSTED	RYANAIR	S	D	31	0	0	77	6	13	3	0	0	15	77	11	31
<b>TOTAL ANCONA</b>					<b>58</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>9</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>8</b>	<b>8</b>
ANTALYA	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	4	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	1	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	10	0	39	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	13	50	10	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	33	11	0	0	0	12	33	21	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	5	60	13	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	75	7	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	8	80	5	5
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	1	63	14	8
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	100	0	0	0	0	0	0	50	11	8
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	0	25	0	0	0	18	75	12	4
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	80	0	20	0	0	0	11	20	63	5
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	60	20	20	0	0	0	18	0	56	5
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	29	0	1	72	14	0	14	0	0	19	49	17	35
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	27	1	3	52	22	7	19	0	0	26	23	35	35
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	20	0	0	40	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	0	20	0	75	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	5	0	32	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	75	18	4

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)											
ANTALYA	STANSTED	ONUR AIR	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	NEWCASTLE	PEGASUS AIRLINES	C	A	2	0	0	0	50	0	50	0	0	49	0	0	0
	NEWCASTLE	PEGASUS AIRLINES	C	D	2	0	0	0	100	0	0	0	0	17	0	0	0
	NEWCASTLE	SUNEXPRESS	C	A	2	0	0	0	50	0	50	0	0	93	75	18	4
	NEWCASTLE	SUNEXPRESS	C	D	2	0	0	50	0	0	0	50	0	101	75	15	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	0	13	0	0	16	75	16	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	11	75	8	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	7	7	7	0	0	14	75	12	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	7	0	13	0	0	11	90	8	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	25	50	47	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	26	20	50	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	2	0	69	25	0	0	6	0	23	75	17	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	78	11	0	6	6	0	19	79	11	14
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	2	0	100	0	0	0	0	0	1	100	5	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	2	80	9	5
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL ANTALYA</b>					<b>279</b>	<b>6</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>20</b>	<b>20</b>
ANTIGUA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	0	20	0	52	60	42	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	25	50	0	0	25	122	20	78	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	1	1	85	0	8	8	0	0	10	92	4	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	62	15	8	8	8	0	36	29	39	14
<b>TOTAL ANTIGUA</b>					<b>35</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>38</b>	<b>54</b>	<b>32</b>	<b>32</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	139	0	6	91	4	3	1	1	0	8	95	6	131
	LONDON CITY	VLM (BELGIUM)	S	D	141	0	5	86	8	4	2	1	0	10	89	8	128
<b>TOTAL ANTWERP</b>					<b>280</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>7</b>	<b>7</b>
AQABA	GATWICK	ASTRAEUS LTD	C	A	3	0	0	67	33	0	0	0	0	14	0	41	3
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	0	25	0	0	0	16	100	8	4

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					OCT 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
AQABA																		
<b>TOTAL AQABA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>22</b>	<b>22</b>	
ARRECIFE																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	50	50	0	0	0	0	15	0	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	0
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	0	63	22	8	8
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	25	0	0	0	0	6	38	31	8	8
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	0	0	33	67	0	0	84	20	59	5	5
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	33	0	0	67	0	0	61	60	34	5	5
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	10	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	67	22	0	0	11	0	27	79	19	14	14
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	80	10	0	0	10	0	28	57	21	14	14
	GLASGOW	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	19	50	59	6	6
	GLASGOW	EXCEL AIRWAYS LTD	C	D	6	0	0	50	33	17	0	0	0	20	33	76	3	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	20	0	0	95	5	0	0	0	0	1	40	33	10	10
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	19	1	0	79	11	5	5	0	0	11	50	22	10	10
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	25	100	4	5	5
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	18	100	3	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	83	17	0	0	0	0	6	45	29	20	20
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	83	17	0	0	0	0	9	52	21	21	21
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	40	34	5	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	28	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	62	23	15	0	0	0	14	59	23	17	17
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	92	8	0	0	0	0	4	88	7	16	16
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	4	75	10	4	4
	GLASGOW	FLYGLOBESPAN	S	A	8	1	1	88	0	0	13	0	0	11	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	67	22	0	11	0	0	18	0	0	0	0
	MANCHESTER	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	22	4	4
	MANCHESTER	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	26	4	4
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	26	67	8	3	3

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	0	50	50	0	0	0	36	50	12	2	
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	8	0	0	0	
	STANSTED	FUTURA AIRLINES	C	A	3	0	0	67	0	33	0	0	0	12	0	0	0	
	STANSTED	FUTURA AIRLINES	C	D	2	0	0	0	50	0	50	0	0	45	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	15	8	0	8	0	28	75	13	12	
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	46	38	8	0	8	0	34	54	18	13	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	100	1	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	42	33	8	8	8	0	46	80	9	10	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	69	0	15	8	8	0	37	90	7	10	
	LUTON	MONARCH AIRLINES	S	A	6	0	0	50	0	17	17	17	0	58	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	6	0	0	33	17	17	17	17	0	62	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	15	33	29	6	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	8	33	28	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	0	75	7	8	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	1	100	3	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	11	60	12	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	28	75	9	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	17	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	10	75	23	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	12	60	13	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	11	0	11	0	0	14	100	2	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	0	14	0	0	21	75	10	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	10	75	15	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	81	0	13	6	0	0	14	73	30	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	17	0	0	65	12	0	18	6	0	36	73	13	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	0	15	15	0	0	27	30	32	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	12	1	0	58	0	25	17	0	0	29	80	15	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	23	0	23	0	8	81	65	17	17	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	67	20	0	13	0	0	19	53	19	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	47	89	4	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	56	100	3	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)													
ARRECIFE																			
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	1	60	18	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	10	50	24	6		
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	40	40	0	20	0	0	35	80	347	5		
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	60	20	0	20	0	0	22	100	3	4		
	GATWICK	THOMSONFLY LTD	C	A	12	1	0	92	0	8	0	0	0	5	79	8	14		
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	85	0	15	0	0	0	10	64	17	14		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	7	60	12	5		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	6	4		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	10	4		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	6	4		
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	67	11	22	0	0	0	13	67	27	9		
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	56	22	22	0	0	0	16	67	30	9		
	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	75	25	0	0	0	0	5	100	0	4		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	4	4		
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	14	4		
	EDINBURGH	VOLAR AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	VOLAR AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0		
<b>TOTAL ARRECIFE</b>					<b>574</b>	<b>4</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>21</b>	<b>21</b>		
ARUBA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	4	100	5	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	61	100	11	1		
<b>TOTAL ARUBA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>100</b>	<b>7</b>	<b>7</b>		
ASHKHABAD																			
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	1	0	100	0	0	0	0	0	1	89	6	18		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	1	0	59	35	6	0	0	0	14	65	14	17		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	56	33	11	0	0	0	16	33	19	9		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	11	11	56	22	0	0	41	0	57	9		
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>19</b>	<b>19</b>		
ASTANA																			
ASTURIAS																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	3	10	0	3	0	12	0	0	0		

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ASTURIAS	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	7	10	7	0	0	17	0	0	0
<b>TOTAL ASTURIAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>10</b>	<b>10</b>
ASWAN	GATWICK	ASTRAEUS LTD	C	A	4	1	0	0	0	25	50	25	0	104	0	27	3
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	40	0	0	20	40	0	112	50	59	4
<b>TOTAL ASWAN</b>					<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>109</b>	<b>29</b>	<b>45</b>	<b>45</b>
ATHENS	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	81	10	8	1	0	0	8	76	16	79
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	53	28	17	2	0	0	18	64	20	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	6	0	0	0	7	77	14	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	23	13	0	0	0	14	80	12	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	10	10	10	3	0	23	87	6	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	10	6	13	3	0	26	80	9	61
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	97	50	17	2
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	56	11	11	0	0	22	163	67	13	9
	GLASGOW	GREECE AIRWAYS	S	D	9	0	0	44	33	0	0	0	22	164	56	21	9
	GATWICK	OLYMPIC AIRLINES	S	A	17	0	5	71	24	6	0	0	0	8	0	0	0
	GATWICK	OLYMPIC AIRLINES	S	D	17	0	5	24	47	24	6	0	0	27	0	0	0
	HEATHROW	OLYMPIC AIRLINES	S	A	94	0	0	73	15	6	5	0	0	14	77	13	90
	HEATHROW	OLYMPIC AIRLINES	S	D	93	0	0	61	20	9	9	1	0	21	63	16	89
	MANCHESTER	OLYMPIC AIRLINES	S	A	9	0	0	44	22	22	11	0	0	27	67	14	9
	MANCHESTER	OLYMPIC AIRLINES	S	D	9	0	0	33	33	11	22	0	0	38	67	18	9
<b>TOTAL ATHENS</b>					<b>573</b>	<b>3</b>	<b>10</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>71</b>	<b>16</b>	<b>16</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	13	0	0	0	0	7	58	17	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	19	3	0	0	0	11	67	17	30
	GATWICK	DELTA AIRLINES	S	A	93	1	0	89	6	2	1	1	0	7	52	19	93
	GATWICK	DELTA AIRLINES	S	D	93	0	0	86	8	2	3	1	0	10	73	18	91
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	81	10	6	3	0	0	7	58	24	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	94	3	0	3	0	0	3	81	16	31
<b>TOTAL ATLANTA</b>					<b>310</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>18</b>	<b>18</b>
AUCKLAND INTERNATIONAL																	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	1	1	67	20	3	7	3	0	22	87	8	30
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	71	19	0	3	6	0	28	77	10	30
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>20</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>25</b>	<b>82</b>	<b>9</b>	<b>9</b>
AZORES PONTA DELGADA	GATWICK	SATA	S	A	4	0	0	50	0	25	25	0	0	26	0	0	0
	GATWICK	SATA	S	D	4	0	0	50	0	25	25	0	0	28	0	0	0
<b>TOTAL AZORES PONTA DELGADA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	61	0	1	62	16	16	3	2	0	20	52	23	50	
	HEATHROW	GULF AIR		S D	62	0	0	58	29	6	6	0	0	18	36	20	50	
<b>TOTAL BAHRAIN</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>21</b>	<b>21</b>	
BAKU ( HEYDER ALIYEV INT'L																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S A	13	0	0	77	15	8	0	0	0	10	70	14	10	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )		S D	13	0	0	62	31	8	0	0	0	14	90	5	10	
	HEATHROW	BMED		S A	31	0	0	97	0	3	0	0	2	75	21	16		
	HEATHROW	BMED		S D	31	0	0	52	35	10	3	0	0	21	69	13	16	
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>					<b>88</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>20</b>	<b>20</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	1	1	93	3	0	0	0	3	52	87	7	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	52	29	19	0	0	0	17	53	17	30	
<b>TOTAL BALTIMORE</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>70</b>	<b>12</b>	<b>12</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES		S A	31	0	0	65	13	16	6	0	0	18	20	37	30	
	HEATHROW	ROYAL BRUNEI AIRLINES		S D	31	0	0	55	26	10	10	0	0	19	57	14	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>26</b>	<b>26</b>	
BANGALORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S D	2	0	0	50	50	0	0	0	0	20	0	0	0	
<b>TOTAL BANGALORE</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S A	62	0	0	60	18	21	2	0	0	15	52	15	56	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S D	62	0	0	61	32	6	0	0	0	12	70	15	56	
<b>TOTAL BANGKOK</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>15</b>	<b>15</b>	
BANGOR																		
BANJA LUKA																		
BANJUL																		
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	0	50	25	25	0	0	41	33	27	3	
	MANCHESTER	ASTRAEUS LTD		C D	6	0	0	67	17	17	0	0	0	13	25	20	4	
	GATWICK	MONARCH AIRLINES		C A	8	0	0	0	38	13	38	13	0	69	56	23	9	
	GATWICK	MONARCH AIRLINES		C D	8	0	0	25	25	38	0	13	0	49	78	12	9	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BANJUL																	
<b>TOTAL BANJUL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>31</b>	<b>23</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>58</b>	<b>20</b>	<b>20</b>
BARCELONA																	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	97	0	0	3	0	0	4	97	1	30
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	97	3	0	0	0	0	3	97	3	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	0	0	49	22	18	9	2	0	30	80	10	90
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	60	14	13	13	0	0	27	71	14	91
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	47	18	22	11	2	0	33	50	23	130
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	47	23	20	11	0	0	27	48	24	129
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	4	0	12	50	0	50	0	0	0	27	67	19	9
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	4	0	12	50	25	25	0	0	0	24	78	23	9
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	122	0	0	55	22	16	7	0	0	22	78	10	110
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	122	0	0	58	20	14	8	0	0	22	74	12	113
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	96	0	1	56	22	13	9	0	0	23	80	9	99
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	96	2	1	51	24	15	10	0	0	25	78	12	99
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	6	6	0	0	14	97	3	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	29	13	6	0	0	19	73	11	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	74	6	11	6	2	0	18	87	7	61
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	52	29	10	10	0	0	23	70	16	60
	EDINBURGH	FLYGLOBESPAN	S	A	23	0	0	78	4	17	0	0	0	11	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	23	0	0	70	13	13	4	0	0	13	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	28	0	0	86	0	11	4	0	0	11	57	17	7
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	77	10	10	3	0	0	14	50	27	6
	HEATHROW	IBERIA	S	A	124	0	0	66	20	9	4	1	0	18	67	15	121
	HEATHROW	IBERIA	S	D	123	0	1	67	16	9	7	2	0	19	75	12	122
	MANCHESTER	MONARCH AIRLINES	S	A	31	0	0	48	32	6	10	0	3	46	87	15	31
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	81	6	0	13	0	0	19	84	16	31
<b>TOTAL BARCELONA</b>					<b>1543</b>	<b>4</b>	<b>27</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>16</b>	<b>16</b>
BARI (PALESE)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	67	11	22	0	0	0	9	92	5	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	100	0	0	0	0	0	6	85	6	13

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARI (PALESE)																		
	STANSTED	RYANAIR	S	A	31	0	0	87	6	3	3	0	0	7	94	4	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	10	71	10	31	
<b>TOTAL BARI (PALESE)</b>					<b>80</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>84</b>	<b>6</b>	<b>6</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	26	0	0	77	19	0	4	0	0	13	65	18	26	
	GLASGOW	LOGANAIR	S	D	25	0	0	76	20	0	0	4	0	17	65	21	26	
<b>TOTAL BARRA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>20</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>19</b>	<b>19</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	1	92	3	1	3	0	0	5	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	70	19	8	3	0	0	14	100	2	1	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	52	23	18	7	0	0	22	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	51	36	8	5	0	0	19	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	6	6	6	0	0	9	83	11	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	16	6	10	0	0	17	83	11	30	
	LONDON CITY	SWISS AIRLINES	S	A	77	1	0	96	3	1	0	0	0	1	99	2	72	
	LONDON CITY	SWISS AIRLINES	S	D	77	0	0	79	13	8	0	0	0	10	87	8	71	
	MANCHESTER	SWISS AIRLINES	S	A	48	0	1	92	6	0	2	0	0	4	90	4	51	
	MANCHESTER	SWISS AIRLINES	S	D	48	0	0	98	0	0	2	0	0	2	94	3	51	
<b>TOTAL BASLE MULHOUSE</b>					<b>618</b>	<b>2</b>	<b>4</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>6</b>	<b>6</b>	
BASTIA																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	3	0	0	33	67	0	0	0	0	17	50	104	2	
	GATWICK	GB AIRWAYS LTD	S	D	3	0	0	67	0	33	0	0	0	12	50	111	2	
<b>TOTAL BASTIA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>42</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>48</b>	<b>48</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	30	0	0	30	10	20	33	7	0	65	27	52	30	
	HEATHROW	AIR CHINA	S	D	30	0	0	50	13	17	20	0	0	35	47	74	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	33	15	41	11	0	0	32	68	11	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	37	33	26	4	0	0	24	55	18	22	
<b>TOTAL BEIJING</b>					<b>114</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>18</b>	<b>25</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>47</b>	<b>42</b>	<b>42</b>	
BEIRUT																		
	HEATHROW	MEA	S	A	22	0	0	95	0	5	0	0	0	4	48	13	21	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	MEA		S D	22	0	0	73	18	9	0	0	0	13	33	28	21
<b>TOTAL BEIRUT</b>					<b>45</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>19</b>	<b>19</b>
BELFAST CITY	HEATHROW	BMI BRITISH MIDLAND		S A	237	0	0	80	10	6	4	0	0	11	61	17	231
	HEATHROW	BMI BRITISH MIDLAND		S D	237	0	0	73	17	9	1	0	0	12	55	20	231
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	170	0	0	61	18	13	8	0	0	21	69	15	169
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	170	0	0	74	7	14	5	0	0	13	80	11	169
	BIRMINGHAM	FLYBE LTD		S A	165	0	1	89	6	4	1	1	0	7	91	7	182
	BIRMINGHAM	FLYBE LTD		S D	164	0	2	82	11	4	3	1	0	12	79	10	182
	EDINBURGH	FLYBE LTD		S A	106	0	3	76	14	8	2	0	0	10	81	12	103
	EDINBURGH	FLYBE LTD		S D	107	0	2	76	11	9	3	1	0	15	69	17	103
	GATWICK	FLYBE LTD		S A	108	0	1	75	19	4	3	0	0	12	87	6	107
	GATWICK	FLYBE LTD		S D	108	0	1	74	17	6	2	1	0	12	87	6	107
	GLASGOW	FLYBE LTD		S A	107	0	2	88	6	4	3	0	0	7	89	8	109
	GLASGOW	FLYBE LTD		S D	108	0	2	86	4	6	4	0	0	9	84	13	110
	NEWCASTLE	FLYBE LTD		S A	76	0	1	89	8	1	1	0	0	5	88	6	81
	NEWCASTLE	FLYBE LTD		S D	76	0	1	88	8	4	0	0	0	6	85	9	81
<b>TOTAL BELFAST CITY</b>					<b>1939</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	<b>12</b>
BELFAST INTERNATIONAL	BIRMINGHAM	BMIBABY LTD		S A	79	1	4	73	14	10	3	0	0	12	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	80	1	3	65	29	5	1	0	0	14	0	0	0
	MANCHESTER	BMIBABY LTD		S A	81	0	0	77	14	6	4	0	0	11	75	18	72
	MANCHESTER	BMIBABY LTD		S D	81	0	0	86	9	2	2	0	0	8	82	14	72
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	107	0	0	76	9	8	6	1	0	16	82	7	112
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	107	0	0	75	7	11	6	1	0	16	80	11	112
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	117	0	2	68	15	11	6	0	0	16	86	8	116
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	117	0	2	56	21	19	3	1	0	20	78	10	116
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	118	0	0	90	3	5	2	0	0	5	88	6	113
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	118	0	0	86	6	6	3	0	0	8	84	8	113
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	138	0	1	88	4	4	4	0	0	8	98	3	135
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	138	0	1	67	20	9	4	0	0	14	86	6	136
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	73	0	1	77	18	3	3	0	0	12	85	7	60

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BELFAST INTERNATIONAL																		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	72	19	5	4	0	0	14	82	8	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	137	0	3	88	6	5	1	0	0	7	80	10	132	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	69	21	7	2	1	0	14	69	14	131	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1705</b>	<b>3</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	65	13	17	4	0	0	16	76	11	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	65	13	17	4	0	0	16	82	10	17	
	HEATHROW	JATAIRWAYS	S	A	31	0	0	74	10	13	3	0	0	14	60	35	30	
	HEATHROW	JATAIRWAYS	S	D	31	0	0	55	19	19	6	0	0	22	57	37	30	
<b>TOTAL BELGRADE</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>27</b>	<b>27</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	49	0	0	78	18	2	2	0	0	11	75	12	40	
	GLASGOW	LOGANAIR	S	D	49	0	0	59	31	8	2	0	0	17	63	16	40	
<b>TOTAL BENBECULA</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>14</b>	<b>14</b>	
BENGHAZI																		
BERGAMO																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	35	4	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	25	4	
	LUTON	RYANAIR	S	A	62	0	0	94	5	0	2	0	0	4	92	7	61	
	LUTON	RYANAIR	S	D	62	0	0	92	8	0	0	0	0	6	85	15	62	
	NEWCASTLE	RYANAIR	S	A	30	1	0	97	0	0	3	0	0	3	0	0	0	
	NEWCASTLE	RYANAIR	S	D	30	1	0	93	3	0	3	0	0	5	0	0	0	
	STANSTED	RYANAIR	S	A	63	0	0	76	8	8	3	5	0	21	81	15	107	
	STANSTED	RYANAIR	S	D	63	0	0	65	24	8	3	0	0	15	70	20	105	
<b>TOTAL BERGAMO</b>					<b>320</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>16</b>	<b>16</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	31	0	0	35	48	13	3	0	0	19	63	17	30	
	GATWICK	BRAATHENS ASA	S	D	31	0	0	52	26	16	3	3	0	29	87	12	30	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	85	4	8	4	0	0	11	92	4	25	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	25	1	0	92	4	4	0	0	0	8	88	7	25	
<b>TOTAL BERGEN</b>					<b>113</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>14</b>	<b>14</b>	
BERGERAC																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 LTD		S A	18	0	0	61	17	17	6	0	0	14	0	0	0	0	0
	BIRMINGHAM	FLYBE LTD		S D	18	0	0	44	22	28	6	0	0	23	0	0	0	0	0
	STANSTED	RYANAIR		S A	30	0	0	97	3	0	0	0	0	1	94	4	34	34	
	STANSTED	RYANAIR		S D	30	0	0	97	3	0	0	0	0	4	88	7	34	34	
<b>TOTAL BERGERAC</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>6</b>	<b>6</b>	<b>6</b>	
BERLIN (SCHONEFELD)																			
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	52	0	0	79	6	13	2	0	0	10	0	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	54	25	17	4	0	0	18	0	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	82	0	1	84	10	2	2	1	0	10	83	14	82	82	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	83	0	0	73	17	5	4	1	0	15	72	16	82	82	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	29	0	0	66	10	14	10	0	0	17	97	4	30	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	29	0	0	62	14	21	3	0	0	17	87	7	30	30	
	STANSTED	RYANAIR		S A	62	0	0	95	3	0	2	0	0	3	97	2	61	61	
	STANSTED	RYANAIR		S D	62	0	0	74	23	2	2	0	0	10	97	5	61	61	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>451</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>9</b>	<b>9</b>	<b>9</b>	
BERLIN (TEGEL)																			
	MANCHESTER	AIR BERLIN		S A	9	0	0	22	56	11	11	0	0	27	0	0	0	0	0
	MANCHESTER	AIR BERLIN		S D	9	0	0	78	11	11	0	0	0	7	0	0	0	0	0
	STANSTED	AIR BERLIN		S A	83	0	0	83	8	5	1	2	0	13	84	8	61	61	
	STANSTED	AIR BERLIN		S D	83	0	0	71	18	7	1	2	0	18	72	13	61	61	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	68	19	6	6	0	0	17	81	7	31	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	84	10	0	6	0	0	12	94	4	31	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	153	0	1	60	21	11	8	0	0	20	51	19	150	150	
	HEATHROW	BRITISH AIRWAYS PLC		S D	154	0	0	61	18	15	6	1	0	20	61	17	150	150	
<b>TOTAL BERLIN (TEGEL)</b>					<b>555</b>	<b>2</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>14</b>	<b>14</b>	<b>14</b>	
BERMUDA																			
	GATWICK	BRITISH AIRWAYS PLC		S A	22	0	0	82	18	0	0	0	0	6	86	8	21	21	
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	82	9	9	0	0	0	8	82	9	22	22	
<b>TOTAL BERMUDA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>9</b>	<b>9</b>	<b>9</b>	
BIARRITZ																			
	STANSTED	RYANAIR		S A	30	0	0	100	0	0	0	0	0	2	89	4	36	36	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
BIARRITZ	STANSTED	RYANAIR	S	D	30	0	0	90	10	0	0	0	0	6	81	9	36
<b>TOTAL BIARRITZ</b>					<b>62</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>85</b>	<b>6</b>	<b>6</b>
BIGGIN HILL																	
BILBAO	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	55	0	2	84	7	4	5	0	9	93	2	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	56	0	1	66	13	16	5	0	17	62	14	60	
	HEATHROW	IBERIA	S	A	31	0	0	87	6	3	3	0	8	83	7	30	
	HEATHROW	IBERIA	S	D	31	0	0	77	10	6	3	3	17	87	18	30	
<b>TOTAL BILBAO</b>					<b>173</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>12</b>	
BILLUND	GATWICK	MAERSK AIR	S	A	78	0	0	68	18	5	6	3	22	80	9	76	
	GATWICK	MAERSK AIR	S	D	78	0	0	72	14	5	6	3	21	88	6	76	
	BIRMINGHAM	SUN AIR OF SCANDINAVIA	S	A	22	0	4	50	18	27	5	0	22	0	0	0	
	BIRMINGHAM	SUN AIR OF SCANDINAVIA	S	D	22	0	4	64	23	14	0	0	15	0	0	0	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	A	5	0	0	80	0	0	20	0	19	75	21	4	
	EDINBURGH	SUN AIR OF SCANDINAVIA	S	D	5	0	0	80	0	0	20	0	20	60	115	5	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	47	0	0	45	38	13	4	0	20	59	19	46	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	47	0	0	62	19	15	4	0	17	78	10	46	
<b>TOTAL BILLUND</b>					<b>304</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>20</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BIRMINGHAM	EDINBURGH	BMIBABY LTD	S	A	61	0	1	90	7	3	0	0	5	0	0	0	
	EDINBURGH	BMIBABY LTD	S	D	61	0	1	82	13	3	2	0	8	0	0	0	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	123	0	0	92	4	2	2	0	5	90	6	115	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	107	0	0	89	5	3	4	0	8	84	8	115	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	115	0	0	91	3	1	4	0	6	94	5	126	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	92	0	0	92	5	1	1	0	4	94	5	98	
	NEWCASTLE	EASTERN AIRWAYS	S	A	84	0	0	95	1	2	1	0	3	92	5	83	
	NEWCASTLE	EASTERN AIRWAYS	S	D	84	0	0	94	1	5	0	0	3	92	5	83	
	EDINBURGH	FLYBE LTD	S	A	152	0	4	81	9	6	3	1	11	75	16	154	
	EDINBURGH	FLYBE LTD	S	D	151	2	5	75	12	8	4	1	14	69	19	154	



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
BIRMINGHAM																		
	GLASGOW	FLYBE LTD	S	A	148	1	4	82	10	5	3	0	0	9	75	16	152	
	GLASGOW	FLYBE LTD	S	D	148	0	3	81	8	5	4	1	0	13	80	17	152	
<b>TOTAL BIRMINGHAM</b>					<b>1328</b>	<b>7</b>	<b>18</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>11</b>	<b>11</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMED	S	A	13	0	0	77	0	8	15	0	0	27	77	11	13	
	HEATHROW	BMED	S	D	13	0	0	23	54	0	15	8	0	43	38	45	13	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>4</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>28</b>	<b>28</b>	
BLACKPOOL																		
	STANSTED	RYANAIR	S	A	41	0	0	88	7	5	0	0	0	5	100	1	51	
	STANSTED	RYANAIR	S	D	41	0	0	83	10	7	0	0	0	7	92	5	51	
<b>TOTAL BLACKPOOL</b>					<b>82</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>96</b>	<b>3</b>	<b>3</b>	
BODRUM (MILAS)																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	0	0	50	0	0	32	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	9	75	10	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	28	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	19	67	52	3	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	22	0	0	82	14	0	5	0	0	5	100	1	15	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	18	0	0	89	11	0	0	0	0	5	100	4	14	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	18	100	2	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	40	54	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	73	13	13	0	0	0	10	85	4	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	69	8	23	0	0	0	14	91	7	11	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	11	100	2	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	9	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	100	8	2	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	1	0	100	0	0	0	0	0	0	50	14	2	
	GATWICK	MONARCH AIRLINES	C	A	4	1	0	25	50	0	25	0	0	56	86	4	7	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	43	100	0	7	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)																		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	50	32	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	60	26	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	50	14	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	33	23	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	75	22	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	21	75	26	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	2	50	17	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	4	67	13	6	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	100	3	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	1	0	67	33	0	0	0	0	8	100	0	3	
	EDINBURGH	ONUR AIR	C	A	5	0	0	80	0	0	20	0	0	15	75	25	4	
	EDINBURGH	ONUR AIR	C	D	4	0	0	75	25	0	0	0	0	13	33	41	3	
	GLASGOW	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	ONUR AIR	C	D	3	1	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	ONUR AIR	C	A	4	1	0	100	0	0	0	0	0	0	100	1	1	
	MANCHESTER	ONUR AIR	C	D	3	0	0	100	0	0	0	0	0	8	0	0	0	
	NEWCASTLE	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0	
	NEWCASTLE	ONUR AIR	C	D	3	0	0	33	33	33	0	0	0	20	0	0	0	
	GLASGOW	PEGASUS AIRLINES	C	A	5	0	0	60	0	20	0	20	0	58	0	0	0	
	GLASGOW	PEGASUS AIRLINES	C	D	4	0	0	50	25	0	0	25	0	69	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	75	25	0	0	0	0	4	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	73	0	0	27	0	0	29	88	5	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	67	7	7	20	0	0	30	57	9	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	75	6	0	6	13	0	31	86	2	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	7	0	0	14	0	31	88	7	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	6	100	0	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	5	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)																		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	20	20	20	40	0	0	57	0	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	25	0	25	50	0	0	67	0	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	11	75	61	4	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	81	4	4
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	7	0	0	0	0
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	14	4	4
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	19	4	4
<b>TOTAL BODRUM (MILAS)</b>					<b>379</b>	<b>6</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>12</b>	<b>12</b>
BOGOTA																		
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	87	0	0	83	6	5	6	1	0	15	82	9	85	85
	GATWICK	BRITISH AIRWAYS PLC	S	D	87	0	0	63	20	11	6	0	0	19	69	14	84	84
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	83	3	7	7	0	0	12	67	14	30	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	79	7	7	7	0	0	16	90	10	30	30
<b>TOTAL BOLOGNA</b>					<b>232</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>16</b>	<b>76</b>	<b>13</b>	<b>13</b>	<b>13</b>
BORDEAUX																		
	BIRMINGHAM	BMIBABY LTD	S	A	28	0	1	93	7	0	0	0	0	3	0	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	28	0	1	86	11	4	0	0	0	6	0	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	74	13	6	6	0	0	14	67	13	3	3
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	77	10	6	6	0	0	13	67	6	3	3
	GATWICK	BRITISH AIRWAYS PLC	S	A	67	0	0	78	15	0	4	3	0	18	75	11	68	68
	GATWICK	BRITISH AIRWAYS PLC	S	D	67	0	0	70	21	1	7	0	0	17	77	13	69	69
<b>TOTAL BORDEAUX</b>					<b>252</b>	<b>2</b>	<b>2</b>	<b>78</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>12</b>
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	62	0	0	76	16	5	3	0	0	10	59	16	56	56
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	90	5	3	2	0	0	6	84	7	55	55
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	87	3	3	6	0	0	11	84	8	31	31
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	90	0	0	10	0	0	8	94	2	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	83	9	3	4	1	0	14	86	8	63	63
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	69	16	10	4	1	0	17	50	20	60	60

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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
BOSTON																		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	3	6	0	3	0	12	62	23	34	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	23	13	0	0	0	14	28	32	32	
<b>TOTAL BOSTON</b>					<b>434</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>14</b>	<b>14</b>	
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	8	0	5	63	25	13	0	0	0	13	70	54	10	
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	9	0	4	11	11	33	44	0	0	56	20	67	10	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	0	10	0	0	13	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	32	3	3	0	0	16	0	0	0	
	STANSTED	RYANAIR	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	MANCHESTER	SKY EUROPE	S	A	16	0	1	88	6	0	6	0	0	8	0	0	0	
	MANCHESTER	SKY EUROPE	S	D	17	0	0	88	6	0	6	0	0	8	0	0	0	
	STANSTED	SKY EUROPE	S	A	47	0	0	94	4	0	2	0	0	4	76	18	25	
	STANSTED	SKY EUROPE	S	D	47	0	0	64	26	9	2	0	0	16	42	58	24	
<b>TOTAL BRATISLAVA</b>					<b>218</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>29</b>	<b>29</b>	
BREMEN																		
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	A	45	0	0	51	38	7	4	0	0	20	96	6	45	
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	D	45	0	0	40	49	7	4	0	0	22	93	7	45	
<b>TOTAL BREMEN</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>42</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>94</b>	<b>7</b>	<b>7</b>	
BRESCIA/MONTICHIARI																		
	GATWICK	ASTRAEUS LTD	C	A	6	0	0	17	67	0	0	17	0	62	17	60	6	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	20	60	20	0	0	0	22	40	18	5	
	STANSTED	RYANAIR	S	A	42	0	5	76	14	7	2	0	0	11	80	12	60	
	STANSTED	RYANAIR	S	D	41	0	5	76	15	7	2	0	0	11	80	12	61	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>102</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>22</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>18</b>	<b>18</b>	
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	85	8	8	0	0	0	4	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	69	15	15	0	0	0	12	0	0	0	
<b>TOTAL BREST</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRIDGETOWN																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	89	0	0	11	0	0	14	0	0	0	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BRIDGETOWN																		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	8	1	1	38	50	13	0	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	84	0	10	3	3	0	17	87	5	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	10	3	0	0	19	73	12	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	17	0	0	88	0	0	0	12	0	28	100	2	17	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	18	0	0	56	22	6	11	6	0	37	35	22	17	
<b>TOTAL BRIDGETOWN</b>					<b>114</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>16</b>	<b>16</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	29	0	0	34	48	14	3	0	0	21	73	11	30	
	STANSTED	RYANAIR	S	D	29	0	0	100	0	0	0	0	0	3	93	4	30	
<b>TOTAL BRINDISI</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>24</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>7</b>	
BRISTOL																		
	MANCHESTER	AIR SOUTHWEST	S	A	21	1	0	52	29	5	14	0	0	28	86	7	21	
	MANCHESTER	AIR SOUTHWEST	S	D	22	0	0	77	14	0	9	0	0	14	81	15	42	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	128	0	0	83	5	5	6	0	0	11	81	9	105	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	128	0	0	78	13	3	5	0	0	13	83	9	106	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	82	0	0	89	2	5	2	1	0	8	91	5	76	
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	106	0	0	90	7	3	0	1	0	6	91	5	108	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	78	10	8	3	0	0	10	78	8	76	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	63	13	20	5	0	0	17	55	19	76	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	82	6	4	5	3	0	15	88	5	76	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	64	18	9	6	3	0	22	83	9	76	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	89	6	5	1	0	0	6	93	7	83	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	86	9	3	1	0	0	8	87	7	83	
<b>TOTAL BRISTOL</b>					<b>993</b>	<b>5</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	0	3	0	8	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	84	13	0	3	0	0	8	0	0	0	
<b>TOTAL BRNO (TURANY)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	181	0	0	77	13	6	5	0	0	11	54	23	176	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					181	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
BRUSSELS	HEATHROW	BMI BRITISH MIDLAND	S	D	181	0	0	71	17	9	3	0	0	14	53	23	176
	EDINBURGH	BMI REGIONAL	S	A	66	0	0	88	6	5	2	0	0	7	92	4	77
	EDINBURGH	BMI REGIONAL	S	D	65	0	0	85	9	5	2	0	0	7	91	4	77
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	67	0	0	76	10	6	6	1	0	16	79	11	68
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	68	0	0	78	6	10	6	0	0	13	84	8	68
	HEATHROW	BRITISH AIRWAYS PLC	S	A	224	0	0	67	16	12	6	0	0	16	60	20	208
	HEATHROW	BRITISH AIRWAYS PLC	S	D	224	0	0	57	23	13	7	0	0	20	53	20	207
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	118	0	5	85	8	6	1	0	0	8	89	4	120
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	117	1	5	87	6	3	3	1	0	9	93	4	121
	GATWICK	SN BRUSSELS AIRLINES	S	A	44	0	2	73	18	9	0	0	0	11	89	8	45
	GATWICK	SN BRUSSELS AIRLINES	S	D	44	0	2	66	18	11	5	0	0	17	73	10	45
	GLASGOW	SN BRUSSELS AIRLINES	S	A	37	0	0	95	5	0	0	0	0	2	0	0	0
	GLASGOW	SN BRUSSELS AIRLINES	S	D	37	1	1	81	5	11	3	0	0	11	0	0	0
	HEATHROW	SN BRUSSELS AIRLINES	S	A	5	0	0	100	0	0	0	0	0	1	60	16	5
	HEATHROW	SN BRUSSELS AIRLINES	S	D	5	0	0	100	0	0	0	0	0	6	80	16	5
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	81	0	0	80	10	6	4	0	0	11	90	6	80
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	81	0	0	85	10	2	2	0	0	7	94	4	80
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	67	0	2	88	3	7	1	0	0	7	93	4	73
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	67	1	3	81	6	9	4	0	0	9	88	5	73
	LONDON CITY	VLM (BELGIUM)	S	A	107	0	3	73	19	7	2	0	0	12	74	11	109
	LONDON CITY	VLM (BELGIUM)	S	D	108	0	3	80	12	4	4	1	0	14	81	8	109
<b>TOTAL BRUSSELS</b>					<b>1994</b>	<b>6</b>	<b>26</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>12</b>	<b>12</b>
BUCHAREST (BANEASA)					<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>14</b>	<b>33</b>	<b>23</b>	<b>23</b>
<b>TOTAL BUCHAREST (BANEASA)</b>																	
BUCHAREST (OTOPENI)	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	13	13	19	0	0	26	67	16	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	16	10	16	0	0	27	47	24	30
	HEATHROW	TAROM	S	A	31	0	0	84	10	6	0	0	0	6	73	25	30
	HEATHROW	TAROM	S	D	31	0	0	74	13	6	6	0	0	13	57	31	30
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>125</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>24</b>	<b>24</b>
BUDAPEST																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	
BUDAPEST																			
	GATWICK	BRITISH AIRWAYS PLC		S A	22	0	0	14	36	36	14	0	0	37	33	22	21		
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	32	27	32	9	0	0	30	67	14	21		
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	72	16	4	8	0	0	14	55	22	62		
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	44	31	16	9	0	0	26	48	23	62		
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S A	19	0	0	47	16	26	11	0	0	23	0	0	0		
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S D	19	0	0	68	16	11	5	0	0	16	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	39	26	23	10	3	0	35	0	56	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	29	48	16	3	3	0	30	37	29	30		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	63	19	11	6	0	0	18	84	9	31		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	71	16	6	6	0	0	16	77	12	31		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	29	0	0	86	3	7	3	0	0	8	100	0	1		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	29	0	0	66	24	3	7	0	0	16	100	5	1		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S A	61	1	0	69	10	16	5	0	0	14	64	16	56		
	HEATHROW	MALEV (HUNGARIAN AIRLINES)		S D	61	1	0	66	18	10	5	0	2	23	77	9	57		
	STANSTED	MALEV (HUNGARIAN AIRLINES)		S A	26	0	0	100	0	0	0	0	0	2	96	4	51		
	STANSTED	MALEV (HUNGARIAN AIRLINES)		S D	26	0	0	23	46	31	0	0	0	26	78	9	51		
	STANSTED	SKYEUROPE AIRLINES HUNGARY		S A	31	0	0	87	10	0	0	3	0	11	79	9	29		
	STANSTED	SKYEUROPE AIRLINES HUNGARY		S D	31	0	0	65	23	6	6	0	0	19	11	25	28		
	LUTON	WIZZ AIR		S A	31	0	0	77	6	10	6	0	0	14	89	5	74		
	LUTON	WIZZ AIR		S D	30	2	0	37	33	23	7	0	0	26	59	19	74		
<b>TOTAL BUDAPEST</b>					<b>810</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>16</b>	<b>16</b>		
Buenos Aires																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	18	0	0	67	17	6	11	0	0	19	100	1	18		
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	67	17	17	0	0	0	16	94	10	17		
<b>TOTAL BUENOS AIRES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>97</b>	<b>5</b>	<b>5</b>		
BURGAS																			
	BIRMINGHAM	BH AIR		C A	2	0	0	100	0	0	0	0	0	0	0	23	1		
	GATWICK	BH AIR		C A	4	0	0	75	25	0	0	0	0	8	100	11	2		
	GATWICK	BH AIR		C D	3	0	0	100	0	0	0	0	0	6	100	1	2		
	GLASGOW	BH AIR		C A	3	0	0	100	0	0	0	0	0	1	50	24	4		
	GLASGOW	BH AIR		C D	3	0	0	100	0	0	0	0	0	1	50	13	4		
	MANCHESTER	BH AIR		C A	6	0	0	100	0	0	0	0	0	5	33	21	6		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	BH AIR	C	D	3	0	0	100	0	0	0	0	0	5	33	22	3	
	NEWCASTLE	BH AIR	C	A	3	0	0	100	0	0	0	0	0	4	67	11	3	
	STANSTED	BULGARIA AIR	C	A	2	0	0	100	0	0	0	0	0	100	6	1		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	13	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	86	0	0	14	0	0	21	67	8	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	1	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	59	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	0	40	0	0	41	60	55	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	78	100	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	100	3	2		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	100	8	1		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	50	0	128	0	22	2	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	7	100	0	2	
<b>TOTAL BURGAS</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>19</b>	<b>19</b>	
BYDGOSZCZ/SZWEREDOWO	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	15	0	0	0	
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	23	0	0	0	15	71	14	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	77	23	0	0	0	11	64	14	14		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	20	10	7	0	16	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	20	3	10	0	19	0	0	0		
	GATWICK	MERIDIANA AIR	S	D	29	0	0	55	17	14	14	0	30	73	13	30		
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>117</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>15</b>	<b>15</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	2	93	2	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	32	10	0	0	15	63	17	30		
	HEATHROW	EGYPT AIR	S	A	31	0	0	90	6	3	0	0	6	47	26	30		
	HEATHROW	EGYPT AIR	S	D	31	0	0	61	16	19	3	0	20	19	35	31		
<b>TOTAL CAIRO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>55</b>	<b>20</b>	<b>20</b>		
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	13	0	0	54	23	15	8	0	19	0	0	0		
	HEATHROW	AIR INDIA	S	D	13	0	0	92	8	0	0	0	6	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	15	0	0	9	100	1	14		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	31	0	0	25	38	22	13		
<b>TOTAL CALCUTTA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>11</b>	<b>11</b>		
CALGARY																		
	HEATHROW	AIR CANADA	S	A	53	0	1	83	11	6	0	0	6	67	27	52		
	HEATHROW	AIR CANADA	S	D	55	0	1	64	25	7	4	0	16	48	30	52		
<b>TOTAL CALGARY</b>					<b>109</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>30</b>	<b>30</b>		
CALVI																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	75	27	4		
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	1	75	21	4		
<b>TOTAL CALVI</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>16</b>	<b>16</b>		
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	41	0	0	88	5	5	2	0	6	95	3	42		
	GLASGOW	LOGANAIR	S	D	41	0	0	88	7	0	5	0	10	90	6	42		
<b>TOTAL CAMPBELTOWN</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>4</b>		
CANCUN																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	0	20	20	0	56	25	16	4	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CANCUN	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	50	50	0	0	0	0	14	100	7	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	28	25	48	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	7	40	35	5	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	25	0	0	25	135	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	0	25	126	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	10	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	3	67	38	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	0	20	0	27	44	47	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	33	0	23	50	129	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	43	33	23	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	83	0	0	17	0	22	50	54	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	3	36	50	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	75	7	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	9	80	7	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	2	0	68	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	50	45	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	9	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	12	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	6	0	0	33	17	17	33	0	62	78	12	9	
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	83	0	0	17	0	24	89	6	9	
	MANCHESTER	THOMSONFLY LTD	C	A	6	0	0	83	0	17	0	0	10	100	2	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	3	0	100	0	0	0	0	6	75	18	4	
<b>TOTAL CANCUN</b>					<b>102</b>	<b>6</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>57</b>	<b>34</b>	<b>34</b>
CAPE TOWN	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	10	0	0	0	3	90	5	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	42	39	16	3	0	19	17	37	30	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	87	10	3	0	0	6	85	7	40	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	68	26	6	0	0	11	63	17	40	
<b>TOTAL CAPE TOWN</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>16</b>	
CAPRI																	
CARCASSONNE	STANSTED	RYANAIR	S	A	52	0	0	90	2	2	6	0	0	10	98	0	60

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)											
CARCASSONNE	STANSTED	RYANAIR		S D	51	0	0	84	14	0	2	0	0	9	95	6	60
<b>TOTAL CARCASSONNE</b>					<b>103</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>3</b>	<b>3</b>
CARDIFF WALES	EDINBURGH	BMIBABY LTD		S A	74	0	0	89	5	4	1	0	0	4	71	20	75
	EDINBURGH	BMIBABY LTD		S D	73	0	1	81	11	5	3	0	0	9	57	24	75
<b>TOTAL CARDIFF WALES</b>					<b>147</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>64</b>	<b>22</b>	<b>22</b>
CASABLANCA MOHAMED V	HEATHROW	ROYAL AIR MAROC		S A	31	0	0	74	10	13	3	0	0	13	55	18	31
	HEATHROW	ROYAL AIR MAROC		S D	24	0	0	79	8	8	4	0	0	12	77	16	30
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	<b>17</b>
CATANIA (FONTANAROSSA)	HEATHROW	BMI BRITISH MIDLAND		C A	5	0	0	40	40	20	0	0	0	16	60	21	5
	HEATHROW	BMI BRITISH MIDLAND		C D	5	0	0	100	0	0	0	0	0	4	80	10	5
	GATWICK	BRITISH AIRWAYS PLC		S A	22	0	0	59	27	9	5	0	0	14	65	15	17
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	68	27	5	0	0	0	14	82	10	17
	MANCHESTER	MONARCH AIRLINES		C A	5	0	0	20	0	0	60	20	0	80	80	9	5
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	50	0	25	25	0	0	27	100	2	4
	GATWICK	THOMSONFLY LTD		C A	5	0	0	20	20	0	40	20	0	123	60	12	5
	GATWICK	THOMSONFLY LTD		C D	4	0	0	75	0	0	25	0	0	46	100	4	4
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>74</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>76</b>	<b>11</b>	<b>11</b>
CHANIA	BIRMINGHAM	AEGEAN AIRLINES		C A	2	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	EXCEL AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	60	25	5	5
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	15	75	6	4
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	75	21	4	4
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	5	75	31	4
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	4	0	0	50	0	0	50	0	0	63	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	4	0	0	50	0	0	50	0	0	71	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	50	25	0	0	0	19	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	11	100	6	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	9	75	11	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	5	100	0	3

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
CHANIA																		
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	86	0	14	0	0	0	8	100	0	6	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	29	0	0	0	0	8	100	3	6	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	7	50	9	2	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	100	0	2	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	39	50	13	4	
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	3	67	7	3	
<b>TOTAL CHANIA</b>					<b>74</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>13</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	31	0	0	84	13	0	0	3	0	10	57	18	30	
	GATWICK	US AIRWAYS	S	D	31	0	0	65	26	6	3	0	0	17	39	34	31	
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>48</b>	<b>26</b>	<b>26</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	14	0	0	93	7	0	0	0	0	3	85	6	13	
	HEATHROW	AIR INDIA	S	D	13	0	0	38	23	8	31	0	0	42	77	10	13	
	GLASGOW	AMERICAN AIRLINES	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	AMERICAN AIRLINES	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	AMERICAN AIRLINES	S	A	153	0	1	86	6	5	3	0	1	12	70	13	152	
	HEATHROW	AMERICAN AIRLINES	S	D	153	0	0	78	16	4	1	0	0	10	83	9	151	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	48	32	10	6	3	0	28	58	20	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	87	0	6	6	0	0	11	90	5	31	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	31	0	0	94	3	3	0	0	0	4	70	14	30	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	31	0	0	84	10	3	3	0	0	7	83	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	6	3	6	2	0	13	87	4	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	52	32	11	3	2	0	22	57	16	60	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	6	0	0	50	33	17	0	0	0	15	71	118	7	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	6	0	0	67	17	17	0	0	0	15	86	148	7	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	55	28	8	6	3	0	26	58	21	92	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	82	6	10	1	1	0	12	73	11	90	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>783</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>14</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	30	0	1	83	7	7	3	0	0	10	42	21	31	
	GATWICK	DELTA AIRLINES	S	D	29	0	2	93	3	0	3	0	0	4	77	7	31	
<b>TOTAL CINCINNATI</b>					<b>59</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>14</b>	<b>14</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	31	0	0	81	3	10	3	3	0	14	77	29	26	
	GLASGOW	LOGANAIR	S	D	31	0	0	68	23	10	0	0	0	13	13	154	31	
	MANCHESTER	LOGANAIR	S	A	26	0	0	62	19	12	8	0	0	15	0	0	0	
	MANCHESTER	LOGANAIR	S	D	26	0	0	65	12	15	4	4	0	23	0	0	0	
	STANSTED	RYANAIR	S	A	57	1	5	96	4	0	0	0	0	1	96	2	55	
	STANSTED	RYANAIR	S	D	58	0	4	95	3	0	2	0	0	5	84	9	55	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>229</b>	<b>1</b>	<b>9</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>24</b>	<b>24</b>	
CLEVELAND																		
<b>TOTAL CLEVELAND</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>6</b>	<b>6</b>	
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	0	74	16	5	4	0	0	13	66	17	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	65	20	8	8	0	0	17	66	17	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	0	1	56	24	14	6	0	0	20	71	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	0	1	60	16	16	8	0	0	19	71	12	31	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	96	4	0	0	0	0	5	0	0	0	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	22	0	0	95	0	5	0	0	0	5	64	11	22	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	22	0	0	77	9	14	0	0	0	11	27	22	22	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	62	0	0	92	2	3	3	0	0	7	100	1	62	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	62	0	0	77	10	6	6	0	0	14	95	3	62	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	31	0	0	39	19	26	13	3	0	36	51	22	39	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	31	0	0	39	26	19	13	3	0	36	59	21	39	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	13	0	0	85	15	0	0	0	0	6	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	13	0	0	77	8	15	0	0	0	13	0	0	0	
	HEATHROW	LUFTHANSA CITY LINE	S	A	81	0	0	88	5	2	5	0	0	9	63	18	87	
	HEATHROW	LUFTHANSA CITY LINE	S	D	81	0	0	83	10	4	4	0	0	11	68	14	87	
<b>TOTAL COLOGNE (BONN)</b>					<b>753</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>13</b>	<b>13</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	45	0	0	71	18	7	2	2	0	16	63	16	51	
	HEATHROW	SRILANKAN AIRLINES	S	D	45	0	0	51	20	16	11	2	0	29	71	17	51	
<b>TOTAL COLOMBO</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>16</b>	<b>16</b>	
CONNAUGHT																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
CONNAUGHT	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	81	13	3	0	3	0	17	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	84	13	3	0	0	0	8	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	97	3	0	0	0	0	3	60	24	30
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	94	6	0	0	0	0	4	90	6	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	60	17	20	0	3	0	26	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	53	17	30	0	0	0	18	0	0	0
	GATWICK	RYANAIR	S	A	30	1	0	80	13	3	3	0	0	9	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	77	19	0	3	0	0	9	0	0	0
	LUTON	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	1	90	4	30
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	3	97	5	30
<b>TOTAL CONNAUGHT</b>					<b>311</b>	<b>2</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>17</b>	<b>17</b>
COPENHAGEN	EDINBURGH	BMI REGIONAL	S	A	52	0	0	85	6	6	4	0	0	10	90	7	52
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	90	2	4	4	0	0	10	94	6	52
	GLASGOW	BMI REGIONAL	S	A	31	0	0	94	3	0	0	3	0	9	81	11	31
	GLASGOW	BMI REGIONAL	S	D	31	0	0	94	3	0	0	3	0	10	77	11	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	0	72	14	7	6	1	0	15	54	20	157
	HEATHROW	BRITISH AIRWAYS PLC	S	D	175	0	0	67	18	8	6	0	0	16	69	15	157
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	86	0	0	87	6	3	3	0	0	7	79	10	85
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	86	0	0	71	19	9	1	0	0	13	80	12	85
	GATWICK	MAERSK AIR	S	A	83	0	0	73	18	1	7	0	0	15	84	8	76
	GATWICK	MAERSK AIR	S	D	83	0	0	73	13	6	7	0	0	18	86	8	76
	MANCHESTER	MAERSK AIR	S	A	24	0	0	71	13	17	0	0	0	15	0	0	0
	MANCHESTER	MAERSK AIR	S	D	24	0	0	79	13	8	0	0	0	8	0	0	0
	BIRMINGHAM	SAS	S	A	55	0	0	82	11	4	4	0	0	10	80	10	81
	BIRMINGHAM	SAS	S	D	55	0	0	69	16	11	4	0	0	14	81	9	80
	HEATHROW	SAS	S	A	176	0	0	56	22	14	7	1	0	21	48	22	176
	HEATHROW	SAS	S	D	175	0	0	62	18	13	7	1	0	19	65	17	176
	LONDON CITY	SAS	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	LONDON CITY	SAS	S	D	2	0	1	100	0	0	0	0	0	9	0	0	0
	MANCHESTER	SAS	S	A	86	0	0	74	16	8	1	0	0	12	73	11	110

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
COPENHAGEN																		
	MANCHESTER	SAS		S D	86	0	0	80	15	3	1	0	0	8	90	5	110	
	NEWCASTLE	SAS		S A	31	0	0	6	0	0	0	94	0	214	0	0	0	
	NEWCASTLE	SAS		S D	31	0	0	6	0	0	0	94	0	219	0	0	0	
	EDINBURGH	STERLING EUROPEAN AIRLINES		S A	9	0	0	56	22	11	11	0	0	22	0	0	0	
	EDINBURGH	STERLING EUROPEAN AIRLINES		S D	9	0	0	56	22	22	0	0	0	17	0	0	0	
	HEATHROW	VARIG		S A	12	0	1	92	0	0	0	0	8	36	67	13	12	
	HEATHROW	VARIG		S D	12	0	1	0	17	67	8	0	8	85	17	42	12	
<b>TOTAL COPENHAGEN</b>					<b>1644</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>13</b>	<b>13</b>	
CORFU																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	AIR MALTA		C A	2	0	0	100	0	0	0	0	0	1	100	0	1	
	BIRMINGHAM	AIR MALTA		C D	2	0	0	50	0	50	0	0	0	24	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		C A	2	0	0	50	0	50	0	0	0	21	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	7	1	0	86	0	0	0	0	14	154	20	137	5	
	GATWICK	EXCEL AIRWAYS LTD		C D	6	0	0	83	17	0	0	0	0	3	0	112	3	
	GLASGOW	EXCEL AIRWAYS LTD		C A	5	0	0	60	20	20	0	0	0	15	100	0	2	
	GLASGOW	EXCEL AIRWAYS LTD		C D	5	0	0	60	0	20	20	0	0	35	100	0	4	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	3	33	356	3	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	2	100	0	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	33	0	0	0	0	12	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	15	0	0	73	13	7	7	0	0	15	93	3	15	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	11	0	0	45	36	9	9	0	0	25	75	8	12	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	25	0	0	24	100	0	3	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	33	33	33	0	0	0	24	100	6	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	78	11	11	0	0	0	8	38	30	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	5	71	21	7	
	BIRMINGHAM	MONARCH AIRLINES		C A	6	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES		C D	6	0	0	100	0	0	0	0	0	2	100	0	4	
	GATWICK	MONARCH AIRLINES		C A	19	0	0	74	5	11	5	5	0	22	83	6	12	
	GATWICK	MONARCH AIRLINES		C D	15	0	0	80	7	0	13	0	0	17	100	4	13	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MONARCH AIRLINES	C	A	14	1	0	64	7	14	7	7	0	35	63	45	8	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	55	18	18	9	0	0	21	75	17	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	20	0	60	0	0	59	78	53	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	0	25	50	0	0	58	86	12	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	1	60	32	10	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	25	0	0	0	0	5	86	30	7	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	100	2	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	1	0	75	25	0	0	0	0	8	67	10	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	7	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	1	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	9	9	0	9	0	27	80	20	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	6	86	13	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	0	13	13	0	37	89	4	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	15	86	8	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	8	8	0	15	0	38	63	41	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	0	11	0	31	86	37	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	1	88	4	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	6	83	13	6	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	6	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	2	100	2	5	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	3	85	12	20	
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	2	94	10	16	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	38	80	4	5	
	GLASGOW	THOMSONFLY LTD	C	D	3	0	0	67	0	0	33	0	0	48	100	3	4	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	3	4	
	LUTON	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	8	67	8	3	
	MANCHESTER	THOMSONFLY LTD	C	A	10	0	0	90	10	0	0	0	0	4	82	15	11	
	MANCHESTER	THOMSONFLY LTD	C	D	6	0	0	100	0	0	0	0	0	1	89	13	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	15	100	0	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	1	4	
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	0	1	
	STANSTED	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL CORFU</b>					<b>358</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>20</b>	<b>20</b>	



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
CORK	BIRMINGHAM	AER ARRAN	S	A	57	0	0	91	5	0	4	0	0	7	86	26	56
	BIRMINGHAM	AER ARRAN	S	D	57	0	0	91	2	4	2	2	0	9	76	13	55
	EDINBURGH	AER ARRAN	S	A	43	1	1	88	2	2	5	2	0	13	80	29	25
	EDINBURGH	AER ARRAN	S	D	44	0	0	82	9	0	7	2	0	14	60	34	25
	HEATHROW	AER LINGUS	S	A	146	0	2	77	9	10	3	1	0	15	66	16	122
	HEATHROW	AER LINGUS	S	D	147	0	0	69	16	10	5	1	0	16	59	21	122
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	68	13	6	6	6	0	31	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	32	0	0	61	6	0	73	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	46	0	1	78	9	7	4	2	0	13	60	36	30
	MANCHESTER	BMIBABY LTD	S	D	47	0	0	87	2	6	2	2	0	10	63	31	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	81	7	4	4	0	4	20	77	14	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	27	0	0	81	7	7	0	0	4	19	68	16	31
	NEWCASTLE	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	8	0	0	63	38	0	0	0	0	8	0	0	0
	NEWCASTLE	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	1	65	16	10	8	2	0	20	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	59	19	14	8	0	0	19	0	0	0
	GLASGOW	LOGANAIR	S	A	24	1	0	96	4	0	0	0	0	1	80	7	25
	GLASGOW	LOGANAIR	S	D	26	0	0	92	4	4	0	0	0	3	80	19	30
	STANSTED	RYANAIR	S	A	118	0	2	81	8	7	4	0	0	11	84	7	88
	STANSTED	RYANAIR	S	D	120	0	0	80	10	6	4	0	0	13	85	8	91
<b>TOTAL CORK</b>					<b>1134</b>	<b>5</b>	<b>7</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>19</b>	<b>19</b>
COVENTRY																	
CUNAGUA ( CAYO COCO)																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	31	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	32	50	24	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	0	50	0	0	68	100	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	1	0	67	0	33	0	0	0	14	100	4	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	1	0	33	0	0	67	0	0	49	100	0	1
<b>TOTAL CUNAGUA ( CAYO COCO)</b>					<b>17</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>18</b>	<b>12</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>82</b>	<b>11</b>	<b>11</b>

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	23	0	0	43	13	17	22	0	4	59	8	87	25	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	23	0	0	35	26	26	9	4	0	42	21	61	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	1	2	92	0	8	0	0	0	3	92	6	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	1	0	38	38	23	0	0	0	23	29	23	14	
<b>TOTAL DACCA</b>					<b>72</b>	<b>2</b>	<b>2</b>	<b>49</b>	<b>19</b>	<b>19</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>30</b>	<b>53</b>	<b>53</b>	
DALAMAN																		
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	2	0	0	100	0	0	0	0	0	8	100	0	1	
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	2	0	0	0	0	100	0	0	0	41	100	12	1	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	100	0	0	0	48	20	69	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	0	50	50	0	0	0	34	25	23	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	100	2	5		
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	18	80	7	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	21	1	0	62	10	24	5	0	0	18	59	24	17	
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	1	0	67	11	17	6	0	0	19	67	18	15	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	1	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	16	0	0	75	6	6	0	13	0	43	43	17	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	92	0	0	0	8	0	23	50	12	6	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	44	22	11	22	0	0	31	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	8	0	0	63	0	38	0	0	0	21	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	25	0	0	0	0	8	89	3	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	43	43	14	0	0	0	14	100	3	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	32	0	0	84	3	9	0	3	0	11	87	17	15	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	24	1	0	46	38	8	4	4	0	24	83	12	12	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	67	0	17	0	17	0	53	75	41	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	40	20	0	20	0	84	67	11	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	1	0	82	12	0	6	0	0	10	85	5	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	79	14	0	7	0	0	14	90	5	10	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	3	75	11	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	75	15	4	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	89	11	0	0	0	0	4	71	16	14	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	78	22	0	0	0	0	7	57	26	14	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	78	11	0	11	0	0	15	100	2	11	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	78	11	0	11	0	0	16	100	4	10	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	10	100	4	4	
	EDINBURGH	MONARCH AIRLINES	C	D	3	0	0	33	67	0	0	0	0	16	100	2	4	
	GATWICK	MONARCH AIRLINES	C	A	23	0	0	65	13	9	9	4	0	28	73	12	11	
	GATWICK	MONARCH AIRLINES	C	D	19	0	0	63	16	5	5	11	0	35	83	16	12	
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	62	8	8	23	0	0	29	13	102	8	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	73	9	9	9	0	0	14	29	66	7	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	13	0	0	85	0	8	0	8	0	25	93	4	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	0	0	0	10	0	29	64	17	11	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	8	0	0	50	25	25	0	0	0	15	69	17	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	29	29	43	0	0	0	33	80	27	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	0	52	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	0	50	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	20	3	0	90	5	0	0	5	0	14	100	3	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	19	0	0	95	0	5	0	0	0	3	94	3	18	
	BIRMINGHAM	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	ONUR AIR	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	ONUR AIR	C	A	15	0	0	40	7	7	33	7	7	95	17	40	6	
	GATWICK	ONUR AIR	C	D	13	0	0	23	15	15	38	8	0	64	0	130	4	
	GLASGOW	ONUR AIR	C	A	7	0	0	43	14	29	14	0	0	38	0	0	0	
	GLASGOW	ONUR AIR	C	D	8	0	0	38	13	13	38	0	0	46	0	0	0	
	MANCHESTER	ONUR AIR	C	A	17	0	0	71	6	12	12	0	0	16	57	18	7	
	MANCHESTER	ONUR AIR	C	D	14	0	0	43	14	21	21	0	0	31	0	42	4	
	NEWCASTLE	ONUR AIR	C	A	8	1	0	100	0	0	0	0	0	2	0	21	1	
	NEWCASTLE	ONUR AIR	C	D	6	1	0	33	17	33	17	0	0	33	0	0	0	
	EDINBURGH	PEGASUS AIRLINES	C	A	5	0	0	80	0	20	0	0	0	9	0	0	0	
	EDINBURGH	PEGASUS AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	NEWCASTLE	PEGASUS AIRLINES	C	A	10	0	0	80	10	0	10	0	0	10	0	0	0	
	NEWCASTLE	PEGASUS AIRLINES	C	D	8	0	0	63	13	25	0	0	0	16	0	0	0	
	GLASGOW	SUNEXPRESS	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					OCT 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																		
	GLASGOW	SUNEXPRESS	C	D	2	0	0	50	0	0	50	0	0	62	100	7	2	
	LUTON	SUNEXPRESS	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	SUNEXPRESS	C	D	3	0	0	67	0	33	0	0	0	18	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	9	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	29	0	0	0	15	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	24	0	0	67	13	13	8	0	0	20	86	7	21	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	53	21	21	5	0	0	24	83	14	23	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	11	1	0	73	27	0	0	0	0	6	80	33	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	1	0	89	0	11	0	0	0	8	71	15	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	39	1	0	74	10	3	10	0	3	29	87	8	23	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	34	0	0	76	15	0	9	0	0	13	86	9	21	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	0	17	0	8	0	35	89	10	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	0	11	0	30	88	18	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	3	75	18	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	29	0	0	0	15	80	13	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	11	4	
	GATWICK	THOMSONFLY LTD	C	A	12	1	0	83	0	8	8	0	0	10	83	9	6	
	GATWICK	THOMSONFLY LTD	C	D	10	0	0	50	20	20	10	0	0	22	80	20	5	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	15	75	4	4	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	20	67	10	3	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	10	75	7	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	19	100	3	3	
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	64	14	14	7	0	0	16	33	20	6	
	MANCHESTER	THOMSONFLY LTD	C	D	11	0	0	91	9	0	0	0	0	4	80	9	5	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	67	6	3		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	9	0	0	0	
<b>TOTAL DALAMAN</b>					<b>859</b>	<b>20</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>19</b>	<b>19</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	80	0	0	78	11	8	3	1	0	15	77	12	77	
	GATWICK	AMERICAN AIRLINES	S	D	81	0	0	83	15	1	1	0	0	9	82	11	77	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)												
DALLAS/FORT WORTH																		
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	74	13	10	3	0	0	15	74	55	31	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	58	35	3	3	0	0	16	63	16	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>223</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>18</b>	<b>18</b>	
DAMASCUS																		
	HEATHROW	BMED		S A	19	2	0	79	5	5	11	0	0	11	81	10	27	
	HEATHROW	BMED		S D	20	1	0	45	25	5	20	5	0	47	59	45	27	
	HEATHROW	SYRIANAIR		S A	14	0	0	36	7	50	7	0	0	32	23	75	13	
	HEATHROW	SYRIANAIR		S D	13	0	0	54	38	8	0	0	0	15	46	35	13	
	MANCHESTER	SYRIANAIR		S A	6	0	0	17	17	33	33	0	0	44	0	85	8	
	MANCHESTER	SYRIANAIR		S D	7	0	0	14	29	29	29	0	0	43	56	41	9	
<b>TOTAL DAMASCUS</b>					<b>79</b>	<b>3</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>54</b>	<b>41</b>	<b>41</b>	
DAMMAM																		
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	92	8	0	0	0	0	2	69	31	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	57	36	7	0	0	0	15	62	46	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>38</b>	<b>38</b>	
DELHI																		
	BIRMINGHAM	AIR INDIA		S A	13	0	0	62	23	15	0	0	0	14	0	0	0	
	BIRMINGHAM	AIR INDIA		S D	14	0	0	21	29	43	7	0	0	35	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	3	3	3	0	0	8	87	9	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	29	45	16	10	0	0	27	13	49	31	
	HEATHROW	JET AIRWAYS		S A	2	0	0	0	50	0	50	0	0	49	0	0	0	
	HEATHROW	JET AIRWAYS		S D	2	0	0	50	0	50	0	0	0	17	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	0	47	20	17	17	0	0	30	0	58	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	65	13	19	3	0	0	19	46	16	13	
<b>TOTAL DELHI</b>					<b>154</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>31</b>	<b>31</b>	
DENVER INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	77	7	10	3	0	3	52	97	3	29	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	77	19	3	0	0	0	10	57	14	30	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>76</b>	<b>8</b>	<b>8</b>	
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	10	0	0	0	0	5	81	8	31	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
DETROIT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	29	3	0	0	0	10	77	13	30	
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	90	0	0	6	3	0	14	81	8	31	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	90	0	6	3	0	0	10	87	7	31	
<b>TOTAL DETROIT</b>					<b>125</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>9</b>	
DINARD																		
	LUTON	RYANAIR	S	A	28	0	0	96	0	4	0	0	0	2	100	3	20	
	LUTON	RYANAIR	S	D	28	0	0	93	4	4	0	0	0	4	80	7	20	
	STANSTED	RYANAIR	S	A	30	0	0	87	7	3	0	3	0	13	92	5	13	
	STANSTED	RYANAIR	S	D	30	0	0	73	20	7	0	0	0	12	85	9	13	
<b>TOTAL DINARD</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>6</b>	<b>6</b>	
DJIBOUTI																		
	GATWICK	DAALLO AIRLINES	S	A	4	0	0	75	0	25	0	0	0	11	60	55	5	
	GATWICK	DAALLO AIRLINES	S	D	4	0	0	100	0	0	0	0	0	6	75	18	4	
<b>TOTAL DJIBOUTI</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>38</b>	<b>38</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	3	0	0	7	97	32	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	29	6	6	0	0	21	50	24	30	
	GATWICK	QATAR AIRWAYS	S	A	31	0	0	71	3	13	10	3	0	23	0	0	0	
	GATWICK	QATAR AIRWAYS	S	D	31	0	0	45	45	3	6	0	0	19	0	0	0	
	HEATHROW	QATAR AIRWAYS	S	A	58	0	0	69	16	9	7	0	0	16	79	10	58	
	HEATHROW	QATAR AIRWAYS	S	D	57	0	1	72	19	5	4	0	0	14	81	10	58	
	MANCHESTER	QATAR AIRWAYS	S	A	18	0	0	61	0	33	6	0	0	21	73	22	15	
	MANCHESTER	QATAR AIRWAYS	S	D	18	0	0	83	6	11	0	0	0	9	81	16	16	
<b>TOTAL DOHA</b>					<b>275</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>16</b>	<b>16</b>	
DONCASTER SHEFFIELD																		
DONETSK																		
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	92	6	0	0	2	0	6	93	9	55	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	73	19	8	0	0	0	10	87	7	55	
<b>TOTAL DORTMUND</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>8</b>	<b>8</b>	
DOUALA																		
<b>TOTAL DOUALA</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>125</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUBAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	94	5	2	0	0	0	2	82	9	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	65	27	5	3	0	0	13	73	16	60
	BIRMINGHAM	EMIRATES	S	A	57	0	0	58	28	14	0	0	0	15	61	16	31
	BIRMINGHAM	EMIRATES	S	D	57	0	0	77	12	9	2	0	0	9	39	28	31
	GATWICK	EMIRATES	S	A	86	0	1	85	12	3	0	0	0	5	67	14	90
	GATWICK	EMIRATES	S	D	86	0	1	71	20	6	2	1	0	12	71	13	90
	GLASGOW	EMIRATES	S	A	31	0	0	52	23	26	0	0	0	17	60	13	30
	GLASGOW	EMIRATES	S	D	31	0	0	61	10	26	3	0	0	18	70	11	30
	HEATHROW	EMIRATES	S	A	155	0	0	57	28	14	1	0	0	16	37	23	121
	HEATHROW	EMIRATES	S	D	154	0	1	52	27	16	5	0	0	21	41	28	121
	MANCHESTER	EMIRATES	S	A	62	0	0	68	23	10	0	0	0	11	64	13	61
	MANCHESTER	EMIRATES	S	D	62	0	0	66	15	16	3	0	0	14	74	16	61
<b>TOTAL DUBAI</b>					<b>905</b>	<b>1</b>	<b>3</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>18</b>	<b>18</b>
DUBLIN	BIRMINGHAM	AER LINGUS	S	A	102	0	0	83	10	7	0	0	0	7	85	8	105
	BIRMINGHAM	AER LINGUS	S	D	102	0	0	75	16	9	1	0	0	12	77	11	105
	EDINBURGH	AER LINGUS	S	A	31	0	0	84	10	6	0	0	0	8	53	22	55
	EDINBURGH	AER LINGUS	S	D	31	0	0	61	26	13	0	0	0	14	45	28	55
	GLASGOW	AER LINGUS	S	A	83	0	0	83	6	11	0	0	0	8	66	16	77
	GLASGOW	AER LINGUS	S	D	83	0	0	66	20	11	2	0	0	14	55	24	77
	HEATHROW	AER LINGUS	S	A	396	0	0	66	22	9	3	0	0	14	50	21	384
	HEATHROW	AER LINGUS	S	D	395	0	1	74	14	7	4	0	0	12	67	17	386
	MANCHESTER	AER LINGUS	S	A	129	0	0	77	12	9	2	0	0	11	74	14	131
	MANCHESTER	AER LINGUS	S	D	129	0	0	74	19	5	2	1	0	11	71	17	132
	HEATHROW	BMI BRITISH MIDLAND	S	A	189	0	0	62	23	13	2	0	1	17	40	25	185
	HEATHROW	BMI BRITISH MIDLAND	S	D	189	0	0	74	18	7	1	0	0	11	51	23	185
	GATWICK	BRITISH AIRWAYS PLC	S	A	111	0	0	67	19	9	5	0	0	15	67	24	112
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	0	0	79	11	5	4	0	0	11	75	19	112
	LONDON CITY	CITY JET	S	A	116	0	0	76	10	9	5	0	0	13	86	8	118
	LONDON CITY	CITY JET	S	D	116	0	0	55	26	12	7	0	0	20	69	14	118
	GLASGOW	LOGANAIR	S	A	31	0	0	71	10	13	6	0	0	12	0	0	0
	GLASGOW	LOGANAIR	S	D	31	0	0	65	26	6	3	0	0	15	0	0	0
	MANCHESTER	LUXAIR	S	A	31	0	0	77	6	13	3	0	0	14	80	8	30

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DUBLIN																		
	MANCHESTER	LUXAIR		S D	31	0	0	84	10	3	3	0	0	6	97	3	30	
	BIRMINGHAM	RYANAIR		S A	76	0	0	89	4	7	0	0	0	5	89	6	80	
	BIRMINGHAM	RYANAIR		S D	76	0	0	86	5	8	1	0	0	9	78	10	80	
	EDINBURGH	RYANAIR		S A	88	0	0	85	7	7	1	0	0	6	83	7	84	
	EDINBURGH	RYANAIR		S D	88	0	0	85	8	6	1	0	0	7	77	10	84	
	GATWICK	RYANAIR		S A	155	0	0	74	12	9	6	0	0	14	77	13	180	
	GATWICK	RYANAIR		S D	155	0	0	70	12	10	9	0	0	17	82	12	180	
	LUTON	RYANAIR		S A	114	0	0	82	10	4	3	1	0	10	87	6	126	
	LUTON	RYANAIR		S D	114	0	0	89	5	3	1	2	0	10	87	7	126	
	MANCHESTER	RYANAIR		S A	119	0	0	73	17	7	3	0	0	12	90	6	115	
	MANCHESTER	RYANAIR		S D	118	1	1	85	9	2	4	0	0	7	85	13	115	
	NEWCASTLE	RYANAIR		S A	57	0	0	86	7	5	2	0	0	7	96	2	56	
	NEWCASTLE	RYANAIR		S D	57	0	0	79	12	7	2	0	0	10	95	4	56	
	STANSTED	RYANAIR		S A	307	0	3	81	12	4	2	1	0	11	77	13	400	
	STANSTED	RYANAIR		S D	310	0	0	86	8	4	1	1	0	10	85	9	398	
<b>TOTAL DUBLIN</b>					<b>4272</b>	<b>4</b>	<b>5</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>14</b>	
DUBROVNIK																		
	GATWICK	ASTRAEUS LTD		C A	5	0	0	80	0	20	0	0	0	8	80	80	5	
	GATWICK	ASTRAEUS LTD		C D	4	0	0	50	50	0	0	0	0	13	75	105	4	
	MANCHESTER	ASTRAEUS LTD		C A	2	0	0	50	0	0	50	0	0	88	75	98	4	
	MANCHESTER	ASTRAEUS LTD		C D	2	0	0	50	0	0	50	0	0	90	75	111	4	
	HEATHROW	BMI BRITISH MIDLAND		C A	3	0	0	67	33	0	0	0	0	9	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	73	7	10	7	3	0	22	85	9	13	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	43	27	17	10	3	0	31	77	13	13	
	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		C D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	CROATIA AIRLINES		S A	13	0	0	77	23	0	0	0	0	6	64	21	11	
	GATWICK	CROATIA AIRLINES		S D	11	0	0	55	36	0	9	0	0	19	64	18	11	
	MANCHESTER	CROATIA AIRLINES		S A	6	0	0	83	17	0	0	0	0	6	50	41	6	
	MANCHESTER	CROATIA AIRLINES		S D	4	0	1	100	0	0	0	0	0	3	60	45	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	67	33	0	0	0	0	6	100	0	1	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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
DUBROVNIK																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	8	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	2	0	100	0	0	0	0	0	0	100	0	2	
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	100	0	0	0	0	0	0	67	7	3	
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	3	100	5	2		
	MANCHESTER	GB AIRWAYS LTD	S	A	12	0	0	75	17	0	8	0	0	13	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	12	0	0	83	8	8	0	0	0	6	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	0	39	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	51	0	0	0	
<b>TOTAL DUBROVNIK</b>					<b>180</b>	<b>4</b>	<b>2</b>	<b>71</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>32</b>	<b>32</b>	
DUNDEE																		
	LONDON CITY	SCOT AIRWAYS	S	A	98	0	1	62	32	3	3	0	0	14	68	18	94	
	LONDON CITY	SCOT AIRWAYS	S	D	98	0	1	63	27	6	4	0	0	15	64	17	96	
<b>TOTAL DUNDEE</b>					<b>196</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>29</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	<b>17</b>	
DURHAM TEES VALLEY																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	83	1	0	78	16	4	2	0	0	8	71	14	79	
	HEATHROW	BMI BRITISH MIDLAND	S	D	83	0	0	83	12	4	1	0	0	7	78	13	80	
	GATWICK	BMIBABY LTD	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	BMIBABY LTD	S	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL DURHAM TEES VALLEY</b>					<b>170</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>14</b>	<b>14</b>	
DUSSELDORF																		
	STANSTED	AIR BERLIN	S	A	74	0	0	93	4	0	1	1	0	5	91	6	78	
	STANSTED	AIR BERLIN	S	D	74	0	0	82	9	5	1	1	0	10	83	7	77	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	100	0	0	84	5	8	3	0	0	9	86	6	104	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	102	0	0	81	6	8	5	0	0	10	94	4	104	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	78	0	0	86	6	6	1	0	0	6	83	6	102	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	78	0	0	92	3	5	0	0	0	4	84	10	104	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	172	1	0	81	6	10	2	1	0	11	60	16	170	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
DUSSELDORF	HEATHROW	BRITISH AIRWAYS PLC	S	D	172	0	0	61	19	13	8	0	0	19	64	15	169	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	70	0	0	84	1	9	6	0	0	11	81	11	70	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	70	0	0	83	3	9	6	0	0	12	73	15	70	
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	39	0	0	85	13	3	0	0	0	6	0	0	0	
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	39	0	0	59	33	8	0	0	0	14	0	0	0	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	26	0	0	92	4	4	0	0	0	3	85	7	26	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	26	0	0	88	8	4	0	0	0	6	88	7	26	
	HEATHROW	LUFTHANSA	S	A	148	0	0	85	7	5	3	0	0	9	55	16	148	
	HEATHROW	LUFTHANSA	S	D	148	0	0	78	12	6	3	0	0	11	74	11	148	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	75	0	0	77	11	8	4	0	0	12	77	13	77	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	75	0	0	81	8	11	0	0	0	7	84	9	77	
<b>TOTAL DUSSELDORF</b>					<b>1566</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
EDINBURGH	HEATHROW	BMI BRITISH MIDLAND	S	A	237	0	0	75	19	4	3	0	0	11	47	25	231
	HEATHROW	BMI BRITISH MIDLAND	S	D	237	0	0	69	23	7	1	0	0	11	49	24	231
	MANCHESTER	BMI REGIONAL	S	A	120	0	0	88	8	3	1	0	0	6	87	7	119
	MANCHESTER	BMI REGIONAL	S	D	115	0	0	94	3	3	1	0	0	4	89	5	119
	BIRMINGHAM	BMIBABY LTD	S	A	61	0	1	90	3	5	2	0	0	6	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	61	0	1	84	11	5	0	0	0	8	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	166	8	0	89	6	4	2	0	0	6	87	7	165
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	156	15	0	90	4	3	2	0	0	6	83	9	165
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	118	0	0	78	14	5	3	0	0	11	78	8	65
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	116	0	0	66	22	5	8	0	0	19	65	16	57
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	151	1	0	71	18	8	3	0	0	14	77	11	153
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	153	0	0	80	11	7	2	0	0	9	84	8	155
	GATWICK	BRITISH AIRWAYS PLC	S	A	177	0	0	57	18	19	6	1	0	22	64	17	174
	GATWICK	BRITISH AIRWAYS PLC	S	D	177	0	0	59	20	15	6	1	0	20	77	13	175
	HEATHROW	BRITISH AIRWAYS PLC	S	A	358	0	2	62	20	12	6	0	0	19	40	30	313
	HEATHROW	BRITISH AIRWAYS PLC	S	D	361	0	0	64	17	13	6	0	0	18	57	19	312
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	58	0	2	62	19	16	3	0	0	14	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	58	0	2	84	12	0	0	3	0	14	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	117	0	1	67	20	7	5	1	1	20	68	14	116
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	117	0	1	61	25	9	4	1	1	21	65	16	117
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	165	0	0	78	12	4	5	1	0	13	81	9	162
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	165	0	0	66	21	7	5	1	0	17	75	13	162
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	167	0	0	84	5	7	5	0	0	11	79	10	163
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	167	0	0	66	22	7	5	0	0	16	69	16	162
	BIRMINGHAM	FLYBE LTD	S	A	150	0	6	81	7	9	2	1	0	10	73	18	157
	BIRMINGHAM	FLYBE LTD	S	D	152	0	4	74	14	8	3	1	0	15	68	21	158
	STANSTED	FLYGLOBESPAN	S	A	52	0	0	79	13	6	2	0	0	10	0	0	0
	STANSTED	FLYGLOBESPAN	S	D	51	0	0	63	20	14	4	0	0	18	0	0	0

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	200	0	10	76	17	5	3	1	0	13	68	14	206	
	LONDON CITY	SCOT AIRWAYS	S	D	199	0	11	80	15	3	2	0	0	9	76	11	204	
<b>TOTAL EDINBURGH</b>					<b>4586</b>	<b>28</b>	<b>41</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>15</b>	<b>15</b>	
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	A	60	0	0	75	13	3	7	2	0	15	0	0	0	
	HEATHROW	KLM CITYHOPPER	S	D	60	0	0	78	12	2	5	3	0	17	0	0	0	
	STANSTED	RYANAIR	S	A	48	0	3	96	2	2	0	0	0	2	96	3	51	
	STANSTED	RYANAIR	S	D	50	0	1	96	2	0	2	0	0	5	92	6	52	
<b>TOTAL EINDHOVEN</b>					<b>218</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>10</b>	<b>10</b>	
ELAT																		
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	100	0	0	0	0	0	5	77	103	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	38	31	8	0	0	26	42	107	12	
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>105</b>	<b>105</b>	
ERFURT																		
ESBJERG	LUTON	RYANAIR	S	A	29	0	0	79	14	3	3	0	0	8	0	0	0	
	LUTON	RYANAIR	S	D	29	0	0	69	21	3	7	0	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	2	0	0	50	0	50	0	0	0	19	93	2	30	
	STANSTED	RYANAIR	S	D	2	0	0	50	0	0	50	0	0	37	90	6	30	
<b>TOTAL ESBJERG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>4</b>	<b>4</b>	
EXETER	EDINBURGH	FLYBE LTD	S	A	56	1	1	73	11	14	0	2	0	14	67	20	30	
	EDINBURGH	FLYBE LTD	S	D	57	0	0	75	16	7	2	0	0	10	80	11	30	
	GLASGOW	FLYBE LTD	S	A	31	0	0	84	3	6	6	0	0	11	73	28	30	
	GLASGOW	FLYBE LTD	S	D	31	0	0	87	3	6	3	0	0	9	80	22	30	
	NEWCASTLE	FLYBE LTD	S	A	31	0	0	97	0	3	0	0	0	1	0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	31	0	0	97	0	3	0	0	0	2	0	0	0	
<b>TOTAL EXETER</b>					<b>237</b>	<b>1</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>20</b>	<b>20</b>	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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
FARNBOROUGH																		
FARO																		
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	30	40	23	7	0	0	27	43	25	30	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	100	0	0	0	0	0	3	97	3	30	
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	50	0	50	0	0	0	17	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	EDINBURGH	BMI BRITISH MIDLAND	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	30	1	0	93	3	0	3	0	0	4	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	30	0	0	93	3	0	3	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	41	0	0	71	10	10	10	0	0	20	71	11	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	41	0	0	66	17	10	7	0	0	17	83	7	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	41	0	16	90	0	5	2	2	0	13	82	31	57	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	41	0	16	83	10	2	2	2	0	17	77	13	57	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	67	0	0	82	4	7	6	0	0	13	87	6	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	68	0	0	72	15	7	4	1	0	18	84	8	62	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	60	0	20	0	0	20	98	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	5	0	0	60	0	20	0	0	20	97	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	58	0	17	25	0	0	36	86	25	7	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	56	11	22	11	0	0	21	83	36	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	67	0	17	17	0	0	21	56	34	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	67	0	17	17	0	0	27	67	38	6	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	7	100	1	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	1	4	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	2	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	61	22	13	4	0	0	15	78	9	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	87	13	0	0	0	0	5	94	5	18	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	16	63	29	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	12	50	35	8	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	29	0	0	72	7	17	3	0	0	15	79	13	24	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	FIRST CHOICE AIRWAYS LTD	C	D	29	0	0	72	7	14	7	0	0	16	88	7	24	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	27	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	33	5	
	BIRMINGHAM	FLYBE LTD	S	A	18	0	0	56	22	0	6	11	6	72	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	18	0	0	78	11	0	0	11	0	37	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	11	0	0	91	0	0	0	9	0	25	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	10	0	1	80	20	0	0	0	0	7	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	30	1	0	90	0	3	3	3	0	14	100	0	3	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	57	27	10	3	3	0	25	100	0	3	
	GATWICK	GB AIRWAYS LTD	S	A	83	0	0	64	17	7	8	4	0	28	85	12	72	
	GATWICK	GB AIRWAYS LTD	S	D	81	0	1	49	22	14	11	4	0	34	69	19	72	
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	63	12	8	
	EDINBURGH	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	6	88	4	8	
	GATWICK	MONARCH AIRLINES	C	A	10	1	0	70	0	10	10	0	10	71	50	40	14	
	GATWICK	MONARCH AIRLINES	S	A	35	0	0	69	17	0	9	6	0	26	90	7	31	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	10	0	10	0	0	19	43	34	14	
	GATWICK	MONARCH AIRLINES	S	D	35	0	0	71	9	9	6	6	0	27	74	12	31	
	LUTON	MONARCH AIRLINES	S	A	22	0	0	64	23	14	0	0	0	14	64	11	14	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	64	27	5	5	0	0	13	79	9	14	
	MANCHESTER	MONARCH AIRLINES	S	A	49	0	0	78	16	4	2	0	0	8	84	6	31	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	70	10	10	10	0	0	20	73	13	11	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	90	0	10	0	0	0	5	82	12	11	
	MANCHESTER	MONARCH AIRLINES	S	D	49	0	0	82	8	4	6	0	0	10	90	4	31	
	NEWCASTLE	MONARCH AIRLINES	C	A	5	0	0	40	60	0	0	0	0	13	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	23	0	0	96	4	0	0	0	0	2	64	17	22	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	67	9	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	23	0	0	91	4	4	0	0	0	5	48	22	23	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	1	60	51	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	3	0	80	5	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	20	59	36	17
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	17	59	31	17
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	3	100	1	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	9	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	15	8	8	0	0	12	68	24	22
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	50	25	17	8	0	0	23	48	19	21
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	11	0	0	55	18	18	9	0	0	23	63	11	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	20	0	20	0	0	24	75	12	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	65	18	12	6	0	0	16	68	28	19
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	88	13	0	0	0	0	6	78	17	18
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	71	0	14	0	14	0	50	93	26	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	0	15	8	8	0	36	100	1	14
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	14	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	80	19	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	18	100	1	8
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	21	78	5	9
	GATWICK	THOMSONFLY LTD	C	A	9	1	0	78	11	0	11	0	0	13	89	12	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	89	0	0	11	0	0	10	67	18	9
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	17	4
	GLASGOW	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	2	67	29	3
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	3	5
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	6	4
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	78	0	11	11	0	0	14	79	27	14
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	5	67	33	12
<b>TOTAL FARO</b>					<b>1465</b>	<b>5</b>	<b>34</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>15</b>	<b>15</b>
FEZ	GATWICK	GB AIRWAYS LTD	S	A	8	0	1	75	0	13	0	13	0	36	0	0	0
<b>TOTAL FEZ</b>					<b>9</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
FIGARI																	
<b>TOTAL FIGARI</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>8</b>	<b>8</b>
FLORENCE	GATWICK	MERIDIANA AIR	S	A	62	0	0	60	10	11	18	2	0	34	74	14	42
	GATWICK	MERIDIANA AIR	S	D	33	0	0	42	15	9	30	3	0	50	55	19	42

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FLORENCE																	
<b>TOTAL FLORENCE</b>					<b>95</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>12</b>	<b>11</b>	<b>22</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>63</b>	<b>18</b>	<b>18</b>
FORLI																	
	STANSTED	RYANAIR	S	A	53	1	3	74	9	11	6	0	0	14	85	8	61
	STANSTED	RYANAIR	S	D	56	0	0	66	20	13	2	0	0	16	80	10	61
<b>TOTAL FORLI</b>					<b>109</b>	<b>1</b>	<b>3</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>9</b>	<b>9</b>
FORT DE FRANCE MARTINIQ																	
	GATWICK	CORSAIR	C	A	2	0	0	50	0	0	0	50	0	132	0	0	0
<b>TOTAL FORT DE FRANCE MARTINIQUE</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>132</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN																	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	65	0	0	77	6	11	5	2	0	16	76	9	21
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	65	0	0	46	29	17	6	2	0	25	76	11	21
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	122	2	0	85	5	4	6	0	0	9	87	7	117
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	124	0	0	79	9	6	6	0	0	12	81	15	120
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	91	5	0	5	0	0	6	83	6	29
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	96	0	0	4	0	0	6	100	0	1
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	65	0	0	86	8	5	2	0	0	6	84	8	64
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	66	0	0	62	14	12	12	0	0	21	54	21	65
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	136	0	0	73	14	8	5	0	0	13	84	8	134
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	137	0	0	80	5	9	7	0	0	12	85	10	135
	HEATHROW	BRITISH AIRWAYS PLC	S	A	224	0	1	67	14	12	7	0	0	17	60	17	219
	HEATHROW	BRITISH AIRWAYS PLC	S	D	225	0	0	50	26	17	7	0	0	21	59	18	218
	BIRMINGHAM	LUFTHANSA	S	A	111	1	0	83	8	7	2	0	0	9	83	9	93
	BIRMINGHAM	LUFTHANSA	S	D	111	0	0	79	9	10	2	0	0	10	75	11	93
	EDINBURGH	LUFTHANSA	S	A	93	0	0	77	13	5	4	0	0	11	0	0	0
	EDINBURGH	LUFTHANSA	S	D	91	0	2	79	11	7	3	0	0	11	0	0	0
	HEATHROW	LUFTHANSA	S	A	304	0	4	67	17	12	4	0	0	15	66	13	308
	HEATHROW	LUFTHANSA	S	D	304	0	4	65	18	14	3	0	0	15	74	11	308
	MANCHESTER	LUFTHANSA	S	A	124	0	0	81	7	10	2	0	0	11	70	13	124



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
FRANKFURT MAIN	MANCHESTER	LUFTHANSA		S D	124	0	0	89	6	6	0	0	0	5	85	5	124
<b>TOTAL FRANKFURT MAIN</b>					<b>2537</b>	<b>5</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>12</b>
FREETOWN	GATWICK	ASTRAEUS LTD		S A	9	0	0	56	11	11	22	0	0	30	44	37	9
	GATWICK	ASTRAEUS LTD		S D	9	0	0	22	33	22	22	0	0	35	78	18	9
<b>TOTAL FREETOWN</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>61</b>	<b>27</b>	<b>27</b>
FRIEDRICHSHAFEN	STANSTED	RYANAIR		S A	31	0	0	90	3	3	3	0	0	6	87	6	31
	STANSTED	RYANAIR		S D	31	0	0	71	19	6	3	0	0	13	84	11	31
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>9</b>
FUERTEVENTURA	GATWICK	EXCEL AIRWAYS LTD		C A	3	0	0	67	33	0	0	0	0	10	100	0	3
	GATWICK	EXCEL AIRWAYS LTD		C D	3	0	0	67	0	0	33	0	0	55	67	10	3
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	75	48	4	4
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	75	4	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	1	100	0	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	100	0	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	9	0	0	89	11	0	0	0	2	90	5	10	10
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	9	0	0	100	0	0	0	0	4	82	7	11	11
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	100	0	4	4
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	6	100	5	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	16	0	0	75	13	6	6	0	12	93	16	15	15
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	15	0	0	93	0	0	7	0	7	93	17	15	15
	GATWICK	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	1	100	0	4	4
	GATWICK	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	100	5	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	25	0	0	10	100	3	3	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	0	25	0	23	100	5	4	4
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	100	0	0	0	0	1	78	14	9	9
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	20	60	20	0	0	23	67	20	9	9
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	25	0	20	100	0	3	3
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	1	100	0	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	1	0	88	0	0	0	13	129	75	20	8	8
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	9	0	0	100	0	0	0	0	2	78	23	9	9

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FUERTEVENTURA	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	23	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	75	22	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	22	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	30	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	0	8	8	8	0	37	67	34	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	58	17	8	0	17	0	40	50	44	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	0	100	1	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	5	100	3	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	1	0	85	0	15	0	0	0	8	60	28	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	73	13	7	7	0	0	11	77	15	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	1
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	27	100	4	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	27	100	2	4
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	75	13	0	13	0	0	13	100	0	7
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	0	24	100	4	8
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	0	0	13	0	0	18	100	1	7
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	63	13	13	13	0	0	25	100	1	8
	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	4	100	3	4
<b>TOTAL FUERTEVENTURA</b>					<b>269</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>12</b>	<b>12</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	18	0	0	61	17	22	0	0	0	15	57	16	14
	GATWICK	AIR PORTUGAL	S	D	18	0	0	61	6	28	6	0	0	19	64	15	14
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	78	22	0	0	0	0	10	56	15	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	33	44	22	0	0	0	25	22	26	9
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	19	50	19	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	21	50	18	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	23	25	48	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	25	49	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	75	9	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	14	75	17	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	10	75	12	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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
FUNCHAL	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	23	50	12	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	30	50	14	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	3	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	0	4
	GATWICK	GB AIRWAYS LTD	S	A	15	0	0	67	27	7	0	0	0	11	73	13	15
	GATWICK	GB AIRWAYS LTD	S	D	15	0	0	60	13	27	0	0	0	16	27	23	15
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	5	100	2	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	14	100	1	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	0	20	20	0	86	75	20	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	20	20	0	92	75	18	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	60	20	0	0	0	18	100	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	75	5	4
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	40	0	40	20	0	0	44	25	61	4
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	0	20	40	0	0	55	0	77	4
	LUTON	THOMSONFLY LTD	C	A	5	0	0	40	40	20	0	0	0	25	75	12	4
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	5	75	7	4
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	20	60	20	0	0	0	22	25	23	4
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	6	100	2	4
<b>TOTAL FUNCHAL</b>					<b>204</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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
GALWAY																		
	EDINBURGH	AER ARRAN	S	A	26	0	0	88	0	0	12	0	0	11	50	27	22	
	EDINBURGH	AER ARRAN	S	D	26	0	0	88	0	0	12	0	0	10	68	28	22	
	LUTON	AER ARRAN	S	A	60	1	1	75	5	8	12	0	0	22	75	15	53	
	LUTON	AER ARRAN	S	D	62	0	0	71	5	11	11	2	0	25	70	20	54	
	MANCHESTER	AER ARRAN	S	A	45	0	0	82	7	4	4	2	0	15	90	6	31	
	MANCHESTER	AER ARRAN	S	D	45	0	0	89	2	2	7	0	0	11	84	5	31	
<b>TOTAL GALWAY</b>					<b>264</b>	<b>3</b>	<b>1</b>	<b>80</b>	<b>4</b>	<b>6</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>18</b>	<b>18</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	177	0	1	64	18	13	5	1	0	17	82	11	174	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	177	0	0	61	16	17	5	1	0	20	66	17	175	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	173	0	0	77	9	8	6	0	0	13	81	9	166	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	172	1	1	70	12	12	6	1	0	18	77	13	167	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	188	0	0	61	20	13	6	0	0	19	79	11	187	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	188	0	0	70	10	13	7	0	0	16	84	8	187	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	117	0	0	75	11	8	6	0	0	14	87	7	115	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	117	0	0	74	8	9	9	0	0	18	83	9	116	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	73	0	0	79	15	4	1	0	0	10	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	73	0	0	92	4	4	0	0	0	5	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	117	0	1	77	15	2	4	1	1	14	78	11	118	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	117	0	1	65	21	8	5	1	1	21	58	19	118	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	0	0	25	25	25	25	0	91	50	22	2	
<b>TOTAL GATWICK</b>					<b>1697</b>	<b>40</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>12</b>	
GDANSK																		
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	WIZZ AIR	S	A	44	5	0	61	16	11	7	5	0	31	31	29	29	
	LUTON	WIZZ AIR	S	D	46	1	0	57	30	7	7	0	0	20	33	25	30	
<b>TOTAL GDANSK</b>					<b>93</b>	<b>9</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>43</b>	<b>23</b>	<b>23</b>	
GENEVA																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	2	2	0	50	50	0	0	0	0	10	0	0	0	
	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	63	2	0	97	0	2	2	0	0	3	92	4	65	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					66	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
GENEVA	LONDON CITY	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	66	0	0	56	23	14	8	0	0	20	42	21	66
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	54	0	0	87	2	2	9	0	0	12	87	6	55
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	54	0	0	81	9	2	7	0	0	11	84	7	55
	GATWICK	BRITISH AIRWAYS PLC	S	A	78	0	0	73	18	3	6	0	0	13	89	6	75
	GATWICK	BRITISH AIRWAYS PLC	S	D	78	0	0	73	12	10	5	0	0	16	76	11	74
	HEATHROW	BRITISH AIRWAYS PLC	S	A	246	0	0	83	6	6	5	0	0	9	72	12	170
	HEATHROW	BRITISH AIRWAYS PLC	S	D	245	0	1	71	14	11	5	0	0	14	61	15	170
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	94	1	1	66	14	12	7	1	0	21	0	30	1
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	94	1	1	56	23	14	6	0	0	21	50	26	2
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	6	23	6	0	0	21	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	32	26	26	13	3	0	35	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	93	0	0	92	2	2	3	0	0	5	96	3	90
	GATWICK	EASYJET SWITZERLAND	S	D	93	0	0	82	12	2	4	0	0	10	88	7	90
	LONDON CITY	SWISS AIRLINES	S	A	95	0	1	87	3	8	1	0	0	6	0	0	0
	LONDON CITY	SWISS AIRLINES	S	D	95	0	0	69	16	11	4	0	0	16	100	0	1
<b>TOTAL GENEVA</b>					<b>1512</b>	<b>18</b>	<b>4</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>9</b>	<b>9</b>
GENOA	STANSTED	RYANAIR	S	A	35	0	0	74	6	9	3	6	3	36	73	11	56
	STANSTED	RYANAIR	S	D	34	0	0	76	18	6	0	0	0	12	55	16	56
<b>TOTAL GENOA</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>69</b>	<b>14</b>	<b>14</b>
GERONA	MANCHESTER	EUROPEAN AIR CHARTER	C	A	4	0	0	25	25	25	0	25	0	102	100	7	2
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	50	0	25	25	0	0	37	50	17	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	20	0	20	0	0	18	75	18	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	24	75	30	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	100	0	0	1
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	4	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	1	0	100	0	0	0	0	0	100	0	0	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	4	67	8	3
	LUTON	RYANAIR	S	A	30	0	1	80	10	10	0	0	0	9	0	0	0
	LUTON	RYANAIR	S	D	30	0	1	77	17	7	0	0	0	8	0	0	0

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GERONA	STANSTED	RYANAIR	S	A	115	0	2	78	10	2	6	3	1	21	87	7	109
	STANSTED	RYANAIR	S	D	115	1	1	86	11	2	1	0	0	8	81	10	110
	NEWCASTLE	SPANAIR	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0
	NEWCASTLE	SPANAIR	C	D	4	0	0	50	0	25	25	0	0	27	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	77	8
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	6	50	67	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	7	50	20	2
	GATWICK	THOMSONFLY LTD	C	A	6	0	0	33	0	17	33	0	17	126	100	1	9
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	0	0	60	0	0	54	100	3	7
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	0	37	100	0	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	48	100	4	3
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	31	0	0	0
	LUTON	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	6	0	0	50	0	0	33	0	17	125	33	16	9
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	40	20	0	20	0	20	132	57	12	7
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	11	40	78	5
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	67	0	33	0	0	0	20	75	21	4
<b>TOTAL GERONA</b>					<b>394</b>	<b>2</b>	<b>5</b>	<b>77</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>82</b>	<b>12</b>	<b>12</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	43	0	0	60	19	14	5	2	0	22	71	17	59
	GATWICK	GB AIRWAYS LTD	S	D	43	0	0	40	33	19	7	2	0	31	75	13	60
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	42	19	23	13	3	0	37	0	0	0
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	84	3	13	0	0	0	10	0	0	0
	LUTON	MONARCH AIRLINES	S	A	30	0	1	87	0	3	3	3	3	29	83	9	30
	LUTON	MONARCH AIRLINES	S	D	30	1	1	90	7	0	3	0	0	9	81	16	31
	MANCHESTER	MONARCH AIRLINES	S	A	17	1	0	82	6	12	0	0	0	8	83	17	18
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	89	6	6	0	0	0	5	89	5	18
<b>TOTAL GIBRALTAR</b>					<b>243</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>14</b>	<b>14</b>
GLASGOW	HEATHROW	BMI BRITISH MIDLAND	S	A	226	0	0	80	12	6	2	0	0	9	57	19	223
	HEATHROW	BMI BRITISH MIDLAND	S	D	226	0	0	80	12	8	0	0	0	9	54	21	227
	MANCHESTER	BMI REGIONAL	S	A	83	0	0	88	11	0	1	0	0	6	81	11	103
	MANCHESTER	BMI REGIONAL	S	D	87	0	0	97	1	1	1	0	0	3	85	8	104

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GLASGOW	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	140	1	0	95	3	1	1	0	0	3	95	3	157
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	141	0	0	90	5	2	3	0	0	6	78	8	157
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	151	0	0	74	16	6	5	0	0	14	67	18	147
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	151	0	0	85	7	5	4	0	0	9	76	15	148
	GATWICK	BRITISH AIRWAYS PLC	S	A	173	0	0	66	14	11	8	1	0	20	73	15	166
	GATWICK	BRITISH AIRWAYS PLC	S	D	173	0	0	68	14	10	8	0	0	18	75	13	166
	HEATHROW	BRITISH AIRWAYS PLC	S	A	326	0	2	72	12	12	4	0	0	14	57	21	312
	HEATHROW	BRITISH AIRWAYS PLC	S	D	328	0	1	63	17	14	5	1	0	18	56	20	312
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	161	0	1	88	7	4	1	1	0	5	89	8	158
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	161	0	1	76	16	6	2	0	0	10	89	7	158
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	139	0	0	86	4	5	4	1	0	10	92	5	132
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	139	0	0	73	17	6	5	0	0	13	76	12	131
	BIRMINGHAM	FLYBE LTD	S	A	148	0	4	87	4	5	3	1	0	9	78	15	155
	BIRMINGHAM	FLYBE LTD	S	D	148	1	4	78	9	8	4	0	0	13	69	19	156
	STANSTED	FLYGLOBESPAN	S	A	52	0	0	88	4	6	0	2	0	11	0	0	0
	STANSTED	FLYGLOBESPAN	S	D	52	0	0	79	13	4	0	2	2	25	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	43	0	0	0
<b>TOTAL GLASGOW</b>					<b>3211</b>	<b>8</b>	<b>13</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>14</b>
GOA	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	25	25	0	25	333	50	34	2
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	33	0	50	0	17	0	55	33	63	3
	MANCHESTER	MONARCH AIRLINES	C	A	2	1	0	50	0	0	50	0	0	41	100	0	3
	MANCHESTER	MONARCH AIRLINES	C	D	4	1	0	75	0	0	25	0	0	34	100	2	3
<b>TOTAL GOA</b>					<b>16</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>6</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>117</b>	<b>39</b>	<b>102</b>	<b>102</b>
GOTEBORG	BIRMINGHAM	CITY AIRLINE	S	A	21	1	0	52	43	5	0	0	0	17	57	13	21
	BIRMINGHAM	CITY AIRLINE	S	D	26	1	0	88	12	0	0	0	0	6	64	13	25
	MANCHESTER	CITY AIRLINE	S	A	47	0	0	66	21	13	0	0	0	13	76	12	45
	MANCHESTER	CITY AIRLINE	S	D	47	0	0	89	11	0	0	0	0	4	93	4	45
	HEATHROW	SAS	S	A	61	0	0	70	26	3	0	0	0	10	59	16	61

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	HEATHROW	SAS		S D	61	0	1	89	7	3	2	0	0	7	85	6	61
<b>TOTAL GOTEBORG</b>					<b>263</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>10</b>	<b>10</b>
GOTEBORG (SAVE)	STANSTED	RYANAIR		S A	73	0	0	89	4	3	3	0	1	12	89	15	57
	STANSTED	RYANAIR		S D	72	1	0	74	15	10	1	0	0	12	74	12	57
<b>TOTAL GOTEBORG (SAVE)</b>					<b>145</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>82</b>	<b>14</b>	<b>14</b>
GRANADA	GATWICK	MONARCH AIRLINES		S A	30	1	0	97	0	0	3	0	0	6	0	0	0
	GATWICK	MONARCH AIRLINES		S D	30	1	0	93	3	0	3	0	0	4	0	0	0
	STANSTED	RYANAIR		S A	44	0	0	89	2	5	5	0	0	9	0	0	0
	STANSTED	RYANAIR		S D	44	0	0	73	18	7	2	0	0	14	0	0	0
<b>TOTAL GRANADA</b>					<b>149</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
GRAND CAYMAN	HEATHROW	BRITISH AIRWAYS PLC		S A	17	1	1	82	12	6	0	0	0	6	89	4	18
	HEATHROW	BRITISH AIRWAYS PLC		S D	17	0	0	65	12	24	0	0	0	16	56	17	18
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>10</b>	<b>10</b>
GRAZ	STANSTED	RYANAIR		S A	31	0	0	77	10	6	3	3	0	22	90	20	31
	STANSTED	RYANAIR		S D	31	0	0	65	23	6	6	0	0	15	77	9	30
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>15</b>	<b>15</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC		S A	4	0	0	75	25	0	0	0	0	9	75	5	4
	GATWICK	BRITISH AIRWAYS PLC		S D	4	0	0	25	50	25	0	0	0	25	100	8	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	4	0	0	50	0	25	25	0	0	58	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	25	50	25	0	0	0	21	75	29	4
<b>TOTAL GRENADA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>83</b>	<b>14</b>	<b>14</b>
GRENOBLE	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	1	53	27	10	7	3	0	29	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	1	43	30	20	3	3	0	32	0	0	0
	STANSTED	RYANAIR		S A	29	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR		S D	29	0	0	97	3	0	0	0	0	3	0	0	0
<b>TOTAL GRENOBLE</b>					<b>118</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	123	0	1	86	7	3	3	0	0	7	94	4	121	
	GATWICK	AURIGNY AIR SERVICES	S	D	124	0	1	76	14	5	5	0	1	20	85	6	121	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	56	0	1	93	5	2	0	0	0	4	89	6	97	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	56	0	1	96	2	2	0	0	0	3	95	4	96	
	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	1	87	0	3	10	0	0	11	79	8	131	
	STANSTED	AURIGNY AIR SERVICES	S	D	31	0	0	74	6	10	10	0	0	15	82	8	131	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	84	10	6	0	0	0	8	89	7	35	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	81	13	6	0	0	0	8	73	14	30	
	GATWICK	FLYBE LTD	S	A	145	0	0	90	0	5	4	1	0	11	93	8	122	
	GATWICK	FLYBE LTD	S	D	145	0	0	84	8	3	3	1	0	11	89	10	121	
<b>TOTAL GUERNSEY</b>					<b>772</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>7</b>	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					105	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Actual (7)	Plan (8)											
HAHN																		
	STANSTED	RYANAIR	S	A	105	0	2	84	9	5	3	0	0	8	94	7	116	
	STANSTED	RYANAIR	S	D	106	0	1	70	21	8	2	0	0	12	84	7	117	
<b>TOTAL HAHN</b>					<b>211</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>7</b>	<b>7</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	0	87	7	7	0	0	0	6	58	32	31	
	HEATHROW	AIR CANADA	S	D	30	0	0	67	23	7	0	3	0	21	50	24	30	
<b>TOTAL HALIFAX INT</b>					<b>64</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>27</b>	<b>27</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN	S	A	22	0	0	73	14	5	5	5	0	19	0	0	0	
	MANCHESTER	AIR BERLIN	S	D	22	0	0	77	18	5	0	0	0	8	0	0	0	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	45	0	0	89	4	4	2	0	0	6	89	11	45	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	46	0	0	85	4	7	4	0	0	8	91	11	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	63	22	7	7	2	0	18	58	17	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	60	18	14	7	1	0	21	58	18	117	
	EDINBURGH	HAPAG LLOYD EXPRESS	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0	
	EDINBURGH	HAPAG LLOYD EXPRESS	S	D	13	0	0	77	15	0	0	0	8	35	0	0	0	
	HEATHROW	LUFTHANSA	S	A	92	0	0	91	7	1	1	0	0	4	67	12	93	
	HEATHROW	LUFTHANSA	S	D	92	0	0	86	7	7	1	0	0	6	77	9	93	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	50	0	0	88	4	2	6	0	0	11	50	18	52	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	49	0	0	90	4	0	6	0	0	9	71	11	52	
<b>TOTAL HAMBURG</b>					<b>690</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>14</b>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	31	0	0	61	23	10	0	6	0	27	87	9	31	
	STANSTED	AIR BERLIN	S	D	31	0	0	45	23	16	10	6	0	40	77	14	31	
	HEATHROW	BMI BRITISH MIDLAND	S	A	54	0	0	78	11	7	2	2	0	13	62	16	74	
	HEATHROW	BMI BRITISH MIDLAND	S	D	54	0	0	87	11	2	0	0	0	6	70	13	73	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	90	3	3	3	0	0	8	93	7	30	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	81	13	3	3	0	0	7	84	11	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	0	98	0	0	2	0	0	3	96	4	52	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HANOVER																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	98	2	0	0	0	0	2	94	2	51	
	GATWICK	BRITISH AIRWAYS PLC	S	A	76	0	0	59	16	12	13	0	0	23	76	13	70	
	GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	0	66	13	16	5	0	0	19	74	13	70	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	18	0	0	67	11	22	0	0	0	13	79	11	14	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	18	0	0	39	28	33	0	0	0	23	71	16	14	
<b>TOTAL HANOVER</b>					<b>521</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>11</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	14	0	0	21	14	29	29	7	0	63	31	23	13	
	GATWICK	AIR ZIMBABWE	S	D	13	1	1	46	15	15	23	0	0	37	31	20	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	23	8	0	0	0	10	92	3	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	46	8	8	0	0	23	77	10	13	
<b>TOTAL HARARE</b>					<b>53</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>25</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>14</b>	<b>14</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	8	0	0	50	25	13	13	0	0	23	56	13	9	
	GATWICK	AIR ALGERIE	C	D	8	0	0	75	0	13	13	0	0	14	100	0	9	
	GATWICK	ASTRAEUS LTD	C	A	13	0	0	62	15	15	8	0	0	16	67	13	12	
	GATWICK	ASTRAEUS LTD	C	D	13	0	0	69	23	8	0	0	0	10	92	7	12	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	75	0	13	13	0	0	18	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	75	0	0	25	0	0	24	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>8</b>	<b>8</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	31	0	0	94	3	0	3	0	0	5	93	4	30	
	STANSTED	RYANAIR	S	D	31	0	0	87	6	3	3	0	0	10	93	4	30	
<b>TOTAL HAUGESUND</b>					<b>62</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>7</b>	<b>93</b>	<b>4</b>	<b>4</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	33	11	0	56	0	0	66	89	2	9	
	GATWICK	CUBANA	S	D	9	0	0	22	11	11	44	11	0	79	67	16	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33	33	22	0	0	11	213	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	67	11	0	11	0	11	209	0	0	0	
<b>TOTAL HAVANA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>8</b>	<b>28</b>	<b>3</b>	<b>6</b>	<b>142</b>	<b>78</b>	<b>9</b>	<b>9</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	237	1	1	76	19	4	1	0	0	9	54	20	237	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	D	237	0	1	75	18	6	2	0	0	11	51	23	237	
	GLASGOW	BMI BRITISH MIDLAND	S	A	226	0	2	84	11	6	0	0	0	7	55	20	233	
	GLASGOW	BMI BRITISH MIDLAND	S	D	226	0	2	82	11	5	2	0	0	10	57	18	230	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	205	0	3	69	18	10	2	0	0	12	50	22	201	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	206	0	2	85	8	4	1	0	0	8	69	15	199	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	361	0	0	64	18	12	6	0	0	17	58	19	313	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	360	0	0	68	16	10	6	0	0	16	47	23	314	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	328	0	1	63	20	12	5	1	0	18	56	20	306	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	328	0	0	75	13	10	2	1	0	13	63	17	306	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	297	0	0	53	23	17	6	1	0	24	51	23	283	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	297	1	0	78	11	6	4	1	0	14	70	13	284	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	200	0	0	64	19	12	6	0	0	18	53	24	167	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	199	0	1	76	11	6	7	0	0	13	65	18	167	
	MANCHESTER	QANTAS	S	A	33	0	0	82	15	0	3	0	0	9	83	9	60	
	MANCHESTER	QANTAS	S	D	4	0	0	75	0	0	25	0	0	29	93	3	30	
<b>TOTAL HEATHROW</b>					<b>3744</b>	<b>6</b>	<b>13</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>19</b>	<b>19</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	10	5	5	0	0	10	59	24	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	19	6	6	0	0	15	65	17	60	
	BIRMINGHAM	CITY AIRLINE	S	A	25	0	0	80	16	4	0	0	0	8	68	13	25	
	BIRMINGHAM	CITY AIRLINE	S	D	20	0	0	90	0	5	5	0	0	11	86	8	21	
	HEATHROW	FINNAIR	S	A	124	0	0	84	10	6	1	0	0	6	63	13	122	
	HEATHROW	FINNAIR	S	D	124	0	0	76	15	8	2	0	0	12	66	14	122	
	MANCHESTER	FINNAIR	S	A	57	0	0	81	12	5	2	0	0	11	73	10	55	
	MANCHESTER	FINNAIR	S	D	57	0	0	93	2	4	2	0	0	5	88	7	56	
<b>TOTAL HELSINKI</b>					<b>531</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>14</b>	<b>14</b>	
HERAKLION																		
	MANCHESTER	AEGEAN AIRLINES	C	A	2	0	0	0	0	100	0	0	0	33	0	0	0	
	MANCHESTER	AEGEAN AIRLINES	C	D	2	0	0	0	0	50	50	0	0	54	0	0	0	
	GATWICK	ALEXANDAIR	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	ALEXANDAIR	C	D	2	0	0	0	50	50	0	0	0	31	0	0	0	
	MANCHESTER	ALEXANDAIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	ALEXANDAIR	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	ASTRAEUS LTD	C	A	6	0	0	83	0	0	17	0	0	15	60	29	5	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	9	60	29	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	0	0	83	0	0	8	8	0	38	67	101	12	
	GATWICK	EXCEL AIRWAYS LTD	C	D	10	0	0	60	10	10	10	10	0	58	46	109	13	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	100	0	8	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	5	100	3	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	12	1	0	75	8	17	0	0	0	10	29	48	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	70	0	20	10	0	0	15	17	54	6	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	1	0	0	100	0	0	0	0	24	60	18	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	22	75	6	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	2	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	2	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	0	38	0	0	0	17	53	13	15	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	92	6	12	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	22	75	12	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	19	100	2	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	11	50	16	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	0	17	0	0	17	89	5	9	
	GATWICK	FLYJET LTD	C	A	3	1	0	100	0	0	0	0	0	0	25	48	4	
	GATWICK	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	15	67	24	3	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	75	0	0	25	0	0	19	40	199	5	
	MANCHESTER	FLYJET LTD	C	D	3	0	0	100	0	0	0	0	0	4	80	177	5	
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	75	13	0	13	0	0	12	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	75	13	0	13	0	0	15	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	7	0	0	100	0	0	0	0	0	2	89	6	9	
	BIRMINGHAM	MONARCH AIRLINES	C	D	6	0	0	100	0	0	0	0	0	4	71	6	7	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	90	0	0	10	0	0	18	67	29	12	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	71	14	0	0	14	0	35	55	31	11	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	31	100	5	6	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	25	83	5	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	9	33	29	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	13	50	14	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	8	44	155	9	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
HERAKLION	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	8	57	64	7
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	21	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	41	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	75	13	0	13	0	0	14	56	70	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	17	0	0	17	83	3	6
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	5	67	6	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	14	75	11	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	16	100	5	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	25	27	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	7	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	0	33	0	0	53	100	1	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	32	100	2	6
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	18	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	6	3
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	0	0	0	0	20	129	75	14	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	9	33	13	3
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	5	89	25	9
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	88	0	13	0	0	0	9	86	36	7
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	75	0	0	25	0	0	23	75	69	8
	MANCHESTER	THOMSONFLY LTD	C	D	6	2	0	67	0	0	33	0	0	41	71	85	7
	NEWCASTLE	THOMSONFLY LTD	C	A	3	1	0	100	0	0	0	0	0	0	75	51	4
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	75	3
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	3	100	0	1
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL HERAKLION</b>					<b>349</b>	<b>10</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>36</b>	<b>36</b>
HOLGUIN (FRANK PAIS)	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	0	25	25	0	105	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	69	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	8	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HOLGUIN (FRANK PAIS)																		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	36	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	32	25	65	4	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>38</b>	<b>47</b>	<b>32</b>	<b>32</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	68	18	11	0	0	2	24	76	9	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	51	26	14	7	1	1	36	64	14	73	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	93	0	0	77	10	11	2	0	0	11	53	19	90	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	93	0	0	56	29	11	3	1	0	20	42	21	90	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>370</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>57</b>	<b>17</b>	<b>17</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	56	0	1	91	4	0	5	0	0	7	73	12	44	
	GATWICK	BRITISH AIRWAYS PLC	S	D	57	0	0	79	16	2	4	0	0	10	86	8	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	0	10	3	0	0	10	84	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	90	6	0	3	0	0	6	70	12	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	84	6	3	5	2	0	11	71	12	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	85	8	5	2	0	0	10	88	5	60	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	1	100	0	0	0	0	0	4	71	9	7	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	1	100	0	0	0	0	0	5	100	0	7	
<b>TOTAL HOUSTON</b>					<b>307</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>9</b>	
HUMBERSIDE																		
HURGHADA																		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	4	1	0	50	0	0	25	0	25	409	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	4	1	0	25	25	50	0	0	0	30	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	50	25	0	0	0	20	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	20	0	0	0	0	11	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	14	0	0	57	14	14	0	14	0	49	60	166	10	
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	29	43	7	7	14	0	63	50	32	10	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	15	1	0	53	27	7	13	0	0	21	0	146	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	17	0	0	59	12	12	12	6	0	37	0	55	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	3	0	0	0	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
HURGHADA	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	FLYGLOBESPAN	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0	
	GLASGOW	FLYGLOBESPAN	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	3	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	33	11	22	0	0	33	50	30	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	26	75	18	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	25	0	137	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	1	100	10	2	
	MANCHESTER	THOMSONFLY LTD	C	A	10	0	0	90	0	10	0	0	0	5	80	6	5	
	MANCHESTER	THOMSONFLY LTD	C	D	10	0	0	100	0	0	0	0	0	3	100	3	3	
<b>TOTAL HURGHADA</b>					<b>173</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>51</b>	<b>64</b>	<b>64</b>	



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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	37	0	0	95	3	0	3	0	0	5	100	0	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	92	6	3	0	0	0	5	100	4	30	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	10	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	5	
	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	10	0	0	100	0	0	0	0	0	1	100	2	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	80	6	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	14	1	0	93	7	0	0	0	0	2	88	4	17	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	1	100	0	16	
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	0	100	0	0	0	0	22	0	0	0	
	STANSTED	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	IBERWORLD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	60	31	5	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	5	80	33	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	22	0	0	0	0	6	83	10	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	3	0	0	100	0	0	0	0	0	6	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	2	0	1	100	0	0	0	0	0	9	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	100	0	0	0	0	0	2	60	22	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	0	10	0	0	0	7	38	18	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	2	40	25	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	0	90	10	0	0	0	0	3	75	79	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	0	0	100	0	0	0	0	0	2	33	113	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	0	0	100	0	0	0	0	0	1	76	16	17	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	100	0	0	0	0	0	1	67	15	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	20	10	0	10	0	29	60	56	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	8	75	49	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	33	11	0	0	28	50	24	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	0	25	25	0	0	38	33	35	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	18	0	9	0	0	16	91	6	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	20	71	10	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	1	71	24	7	
	BIRMINGHAM	THOMSONFLY LTD	C	A	11	0	0	91	0	0	0	9	0	29	79	36	14	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
IBIZA	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	78	11	0	0	11	0	41	64	50	11
	EDINBURGH	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	8	0	0	0
	EDINBURGH	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	15	0	0	73	20	0	7	0	0	12	95	8	20
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	69	23	8	0	0	0	8	94	6	16
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	78	11	11	0	0	0	8	93	5	14
	GLASGOW	THOMSONFLY LTD	C	D	7	0	0	57	14	29	0	0	0	17	91	9	11
	LUTON	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	10	83	3	6
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	10	100	3	4
	MANCHESTER	THOMSONFLY LTD	C	A	18	0	0	89	6	0	6	0	0	12	94	4	18
	MANCHESTER	THOMSONFLY LTD	C	D	13	2	0	85	8	0	0	8	0	18	93	5	14
	NEWCASTLE	THOMSONFLY LTD	C	A	6	0	0	67	17	17	0	0	0	16	100	2	10
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	2	7
	STANSTED	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	3	5
	STANSTED	THOMSONFLY LTD	C	D	7	0	0	100	0	0	0	0	0	4	75	9	4
<b>TOTAL IBIZA</b>					<b>448</b>	<b>3</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>15</b>	<b>15</b>
INNSBRUCK	GATWICK	LAUDA-AIR	S	A	14	0	0	100	0	0	0	0	0	0	100	0	9
	GATWICK	LAUDA-AIR	S	D	14	0	0	100	0	0	0	0	0	1	67	10	9
<b>TOTAL INNSBRUCK</b>					<b>28</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>83</b>	<b>5</b>	<b>5</b>
INVERNESS	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	71	23	3	3	0	0	15	73	15	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	65	26	6	3	0	0	16	67	17	30
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	90	0	0	71	18	9	2	0	0	13	88	5	89
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	90	0	0	76	13	7	4	0	0	14	89	7	90
	BIRMINGHAM	EASTERN AIRWAYS	S	A	66	0	2	70	15	12	3	0	0	13	66	14	68
	BIRMINGHAM	EASTERN AIRWAYS	S	D	67	0	1	87	7	4	1	0	0	6	81	8	67
	MANCHESTER	EASTERN AIRWAYS	S	A	68	0	0	74	22	4	0	0	0	10	72	10	67
	MANCHESTER	EASTERN AIRWAYS	S	D	68	0	0	96	1	1	1	0	0	3	93	5	67
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	35	39	16	6	3	0	29	63	34	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	39	26	26	6	3	0	32	53	27	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	39	0	1	72	8	13	5	3	0	19	73	10	40

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
INVERNESS	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	68	20	13	0	0	0	15	75	14	40
	EDINBURGH	LOGANAIR	S	A	76	0	0	75	16	4	5	0	0	14	74	11	66
<b>TOTAL INVERNESS</b>					<b>728</b>	<b>1</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>11</b>
ISLAMABAD	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	69	8	23	0	0	0	13	64	117	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	50	29	14	7	0	0	22	62	128	13
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	23	0	0	78	13	0	9	0	0	12	73	17	15
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	23	0	0	87	9	0	0	0	4	47	73	13	15
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	19	0	0	32	26	37	5	0	0	27	8	42	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	19	0	0	16	58	21	5	0	0	29	46	19	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	27	0	0	37	22	19	19	0	4	87	29	41	17
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	19	0	1	53	5	5	21	11	5	120	38	27	13
<b>TOTAL ISLAMABAD</b>					<b>157</b>	<b>2</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>2</b>	<b>48</b>	<b>50</b>	<b>49</b>	<b>49</b>
ISLAY	GLASGOW	LOGANAIR	S	A	46	0	0	93	2	2	2	0	0	4	89	11	46
	GLASGOW	LOGANAIR	S	D	46	0	0	72	20	7	2	0	0	14	78	9	46
<b>TOTAL ISLAY</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>10</b>	<b>10</b>
ISLE OF MAN	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	83	0	0	76	7	11	6	0	0	16	0	0	0
	GATWICK	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	83	0	0	65	19	6	8	1	0	22	0	0	0
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	0	0	80	10	3	7	0	0	15	0	0	0
	LUTON	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	71	13	3	13	0	0	19	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	144	0	0	63	22	11	5	0	0	17	0	0	0
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	145	0	0	81	7	10	3	0	0	9	0	0	0
	BIRMINGHAM	EASTERN AIRWAYS	S	A	68	0	4	91	4	1	1	1	0	8	100	0	51
	BIRMINGHAM	EASTERN AIRWAYS	S	D	70	0	2	96	0	0	4	0	0	5	100	1	52
	NEWCASTLE	EASTERN AIRWAYS	S	A	26	1	0	96	0	4	0	0	0	2	100	0	20
	NEWCASTLE	EASTERN AIRWAYS	S	D	26	1	0	96	0	0	4	0	0	3	84	11	25
	LONDON CITY	EUROMANX GMBH	S	A	77	1	0	82	8	8	3	0	0	11	0	0	0

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	LONDON CITY	EUROMANX GMBH	S	D	76	1	0	74	13	11	3	0	0	15	0	0	0	
	MANCHESTER	EUROMANX GMBH	S	A	81	2	0	78	12	7	2	0	0	11	0	0	0	
	MANCHESTER	EUROMANX GMBH	S	D	81	1	0	89	5	6	0	0	0	5	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	77	3	6	10	3	0	23	74	11	31	
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	77	10	0	10	3	0	23	81	9	31	
	GLASGOW	LOGANAIR	S	A	35	0	0	69	17	9	6	0	0	15	69	17	29	
	GLASGOW	LOGANAIR	S	D	35	0	0	77	11	6	6	0	0	15	77	16	30	
<b>TOTAL ISLE OF MAN</b>					<b>1155</b>	<b>9</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>13</b>	<b>13</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	74	16	6	3	0	0	12	55	19	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	32	44	18	6	0	0	26	50	20	60	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	0	33	33	33	0	0	39	0	43	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	8	0	34	2	
	MANCHESTER	ONUR AIR	C	A	8	1	0	100	0	0	0	0	0	2	67	6	9	
	MANCHESTER	ONUR AIR	C	D	9	0	0	56	44	0	0	0	0	12	56	14	9	
	STANSTED	ONUR AIR	C	A	14	0	0	43	43	7	7	0	0	22	64	27	14	
	STANSTED	ONUR AIR	C	D	15	0	0	33	20	27	20	0	0	35	50	45	14	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	93	0	0	63	23	9	5	0	0	16	46	21	92	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	43	30	19	8	0	0	23	49	22	93	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	77	16	6	0	0	0	9	52	17	21	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	1	67	17	10	7	0	0	16	48	29	21	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	12	0	0	83	8	8	0	0	0	11	0	0	0	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	12	0	0	33	42	25	0	0	0	23	0	0	0	
<b>TOTAL ISTANBUL</b>					<b>454</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>26</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>51</b>	<b>22</b>	<b>22</b>	
IZMIR (ADNAM MENDERES)																		
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	15	0	0	60	13	20	0	7	0	26	15	33	13	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	14	0	0	43	21	14	21	0	0	36	31	37	13	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	100	0	0	0	0	0	100	5	5	5	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	3	1	1	100	0	0	0	0	0	5	50	16	4	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	2	75	8	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	12	80	5	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	0	17	0	0	14	75	5	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	25	0	25	0	0	29	50	18	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	17	0	0	0	10	100	2	4	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>73</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>19</b>	<b>19</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
JAIPUR																		
JEDDAH																		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	74	23	3	0	0	0	10	93	9	30	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	31	0	0	58	39	3	0	0	0	14	67	12	30	
<b>TOTAL JEDDAH</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>31</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>14</b>	<b>14</b>	
JEREZ																		
	STANSTED	RYANAIR	S	A	61	0	0	92	0	3	5	0	0	8	92	3	66	
	STANSTED	RYANAIR	S	D	61	0	0	80	13	2	5	0	0	12	79	8	66	
<b>TOTAL JEREZ</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>6</b>	
JERSEY																		
	EDINBURGH	BMI REGIONAL	S	A	4	0	0	100	0	0	0	0	0	0	100	5	4	
	EDINBURGH	BMI REGIONAL	S	D	4	0	0	100	0	0	0	0	0	0	75	8	4	
	GLASGOW	BMI REGIONAL	S	A	4	0	0	75	0	25	0	0	0	11	67	11	3	
	GLASGOW	BMI REGIONAL	S	D	4	0	0	75	0	25	0	0	0	11	67	14	3	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	63	20	13	3	0	0	20	73	18	30	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	70	13	13	3	0	0	15	83	12	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	A	4	0	0	100	0	0	0	0	0	0	83	5	6	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	45	0	0	62	20	11	4	2	0	21	67	19	45	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	45	0	0	73	11	9	7	0	0	12	71	21	45	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	C	D	4	0	0	100	0	0	0	0	0	4	83	6	6	
	GATWICK	BRITISH AIRWAYS PLC	S	A	163	0	0	71	17	9	4	0	0	14	75	9	159	
	GATWICK	BRITISH AIRWAYS PLC	S	D	163	0	0	69	15	10	6	0	0	17	78	10	160	
	BIRMINGHAM	FLYBE LTD	S	A	36	0	0	56	22	17	6	0	0	22	78	17	41	
	BIRMINGHAM	FLYBE LTD	S	D	36	0	0	64	28	8	0	0	0	14	78	18	46	
	GATWICK	FLYBE LTD	S	A	123	0	0	79	13	5	3	0	0	11	92	7	120	
	GATWICK	FLYBE LTD	S	D	123	1	0	78	12	4	4	2	0	15	87	8	119	
	NEWCASTLE	FLYBE LTD	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	13	0	0	85	8	8	0	0	0	7	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	28	0	0	82	4	14	0	0	0	7	99	1	76	
	LONDON CITY	VLM (BELGIUM)	S	D	28	0	0	46	32	11	7	4	0	31	86	7	76	
<b>TOTAL JERSEY</b>					<b>910</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	82	11	3	3	0	0	7	94	3	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	56	29	15	0	0	0	17	48	22	60	
	GATWICK	NATIONWIDE AIR	S	A	14	0	0	29	43	29	0	0	0	23	54	23	13	
	GATWICK	NATIONWIDE AIR	S	D	14	0	0	71	0	14	7	7	0	34	69	9	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	62	0	0	69	21	6	2	0	2	24	77	11	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	65	24	11	0	0	0	13	48	20	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	42	26	32	0	0	0	22	53	21	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	58	32	10	0	0	0	15	53	18	30	
<b>TOTAL JOHANNESBURG</b>					<b>338</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>15</b>	<b>15</b>	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
KALAMATA																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	1	100	0	2	
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	5	2	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	14	0	0	0	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	29	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	0	71	14	14	0	0	0	16	78	10	9	
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	11	43	16	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	1	0	25	0	50	25	0	0	38	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	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	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	50	37	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	1	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2	
<b>TOTAL KALAMATA</b>					<b>54</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>7</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	0	0	46	23	31	0	0	0	21	29	26	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	46	23	23	8	0	0	26	36	24	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	28	0	1	61	11	21	4	4	0	24	73	47	37	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	38	0	0	63	13	13	11	0	0	19	71	29	41	
<b>TOTAL KARACHI</b>					<b>92</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>15</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>34</b>	<b>34</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	44	0	5	80	7	5	5	5	0	19	88	13	50	
	STANSTED	RYANAIR	S	D	49	0	0	67	24	8	0	0	0	12	75	11	51	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>93</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>12</b>	<b>12</b>	
KATOWICE																		
	LUTON	WIZZ AIR	S	A	45	2	0	87	0	2	4	4	2	27	77	13	56	
	LUTON	WIZZ AIR	S	D	49	0	0	47	22	14	8	4	4	53	68	18	56	
<b>TOTAL KATOWICE</b>					<b>94</b>	<b>5</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>41</b>	<b>75</b>	<b>14</b>	<b>14</b>	
KAUNAS																		
	STANSTED	RYANAIR	S	A	28	0	0	96	4	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	28	0	0	93	7	0	0	0	0	6	0	0	0	
<b>TOTAL KAUNAS</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KAVALLA																		
<b>TOTAL KAVALLA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>21</b>	<b>21</b>	
KEFALLINIA																		
	GATWICK	ASTRAEUS LTD	C	A	6	0	0	67	0	17	17	0	0	22	67	11	3	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	0	50	0	0	55	0	26	2	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	3	3	0	33	33	33	0	0	0	21	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	2	0	0	0	50	0	50	0	0	69	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	3	1	0	100	0	0	0	0	0	10	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	2	0	0	0	50	0	50	0	0	63	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	3	0	0	67	0	0	33	0	0	40	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	0	50	0	0	83	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	85	0	15	0	0	0	10	60	20	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	82	9	9	0	0	0	8	33	23	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	67	0	11	22	0	0	30	25	31	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	75	0	13	13	0	0	22	0	27	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	4	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	100	0	0	0	0	0	1	100	0	11	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	70	30	0	0	0	0	10	100	3	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	20	60	25	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	17	25	43	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	9	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	11	100	3	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	7	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	60	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	4	33	92	3	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	23	4	
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	3	67	39	3	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	67	19	3	
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3	
<b>TOTAL KEFALLINIA</b>					<b>161</b>	<b>5</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>16</b>	<b>16</b>	
KEFLAVIK																		
	GLASGOW	ICELANDAIR	S	A	17	0	0	47	41	12	0	0	0	16	53	18	17	
	GLASGOW	ICELANDAIR	S	D	17	0	0	53	18	29	0	0	0	20	24	24	17	
	HEATHROW	ICELANDAIR	S	A	58	0	0	40	36	22	2	0	0	22	57	14	61	
	HEATHROW	ICELANDAIR	S	D	58	0	0	34	26	34	5	0	0	29	46	26	61	
	STANSTED	JET X	S	A	31	0	0	58	39	3	0	0	0	14	0	0	0	
	STANSTED	JET X	S	D	31	0	0	52	35	10	3	0	0	19	0	0	0	
<b>TOTAL KEFLAVIK</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>19</b>	<b>19</b>	
KENT INTERNATIONAL																		
KERRY COUNTY																		
	MANCHESTER	AER ARRAN	S	A	21	0	0	86	5	5	5	0	0	7	92	2	13	
	MANCHESTER	AER ARRAN	S	D	21	0	0	86	5	5	5	0	0	6	92	2	13	
	STANSTED	RYANAIR	S	A	56	0	0	93	5	2	0	0	0	3	83	11	60	
	STANSTED	RYANAIR	S	D	56	0	0	95	4	2	0	0	0	6	77	11	60	
<b>TOTAL KERRY COUNTY</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>	
KHARTOUM																		
	HEATHROW	BMED	S	A	16	0	0	81	0	19	0	0	0	9	38	54	13	
	HEATHROW	BMED	S	D	16	0	0	31	31	31	6	0	0	25	8	70	13	
<b>TOTAL KHARTOUM</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>23</b>	<b>62</b>	<b>62</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	2	48	34	14	3	0	0	16	82	11	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	17	27	7	0	0	22	82	11	22	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	31	0	0	81	10	10	0	0	0	9	77	11	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	31	0	0	65	32	3	0	0	0	11	73	10	30	
<b>TOTAL KIEV (BORISPOL)</b>					<b>121</b>	<b>2</b>	<b>2</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>10</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	31	0	0	52	10	6	23	10	0	57	39	103	31	
	HEATHROW	AIR JAMAICA	S	D	30	0	0	27	30	13	23	7	0	58	6	110	31	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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
KINGSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0	23	54	15	8	0	56	92	6	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	15	38	23	23	0	0	38	38	27	13
<b>TOTAL KINGSTON</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>23</b>	<b>18</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>54</b>	<b>35</b>	<b>77</b>	<b>77</b>
KIRKWALL	EDINBURGH	LOGANAIR	S	A	16	1	0	94	6	0	0	0	0	3	86	5	28
	EDINBURGH	LOGANAIR	S	D	57	0	0	67	18	9	7	0	0	17	74	13	57
<b>TOTAL KIRKWALL</b>					<b>73</b>	<b>5</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>11</b>
KISHINEV																	
KLAGENFURT	STANSTED	RYANAIR	S	A	29	0	0	90	0	7	3	0	0	5	84	13	31
	STANSTED	RYANAIR	S	D	29	0	0	72	17	7	3	0	0	11	74	21	31
<b>TOTAL KLAGENFURT</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>17</b>	<b>17</b>
KOS	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	50	0	50	0	0	0	30	0	0	0
	GATWICK	ALEXANDAIR	C	A	5	0	0	40	40	0	20	0	0	44	0	0	0
	GATWICK	ALEXANDAIR	C	D	5	0	0	20	40	20	20	0	0	51	0	0	0
	MANCHESTER	ALEXANDAIR	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	ALEXANDAIR	C	D	4	0	0	50	25	0	25	0	0	43	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	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	25	50	0	25	0	0	33	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	25	0	0	0	22	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	25	25	0	25	147	50	20	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	3	0	0	33	33	33	0	0	0	25	67	8	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	80	0	13	0	7	0	27	56	19	18
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	64	29	7	0	0	0	12	67	19	15
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	1	0	90	0	0	10	0	0	14	69	25	13
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	10	0	0	90	0	0	10	0	0	12	92	10	12
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	21	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	86	10	7
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	9	67	14	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	8	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	4	75	7	4
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	0	20	10	0	0	25	50	25	10
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	90	0	10	0	0	0	5	75	13	8
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	40	23	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	3	67	31	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	38	70	95	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	25	86	89	7
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	2
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	91	33	72	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	0	0	33	129	43	49	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	78	13	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	6	86	6	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	33	67	0	0	0	36	80	5	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0	67	33	0	0	0	28	75	13	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	26	100	2	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	13	80	8	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	16	100	1	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	23	100	0	3
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	0	12	100	0	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	1	4
	GATWICK	THOMSONFLY LTD	C	A	6	0	0	100	0	0	0	0	0	4	100	2	7
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	4
	LUTON	THOMSONFLY LTD	C	A	5	0	0	40	20	20	20	0	0	31	100	0	1
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	34	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	5	60	11	5
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	6	75	6	4
<b>TOTAL KOS</b>					<b>237</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>75</b>	<b>20</b>	<b>20</b>
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	32	26	29	13	0	0	31	73	14	22

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)													
KRAKOW																			
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	35	32	23	10	0	0	29	71	12	21		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	97	3	0	0	0	0	2	61	18	18		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	71	19	10	0	0	0	12	56	19	18		
	GATWICK	LOT-POLISH AIRLINES		S A	26	0	0	35	27	31	8	0	0	34	90	6	31		
	GATWICK	LOT-POLISH AIRLINES		S D	26	0	0	46	35	8	12	0	0	23	71	9	31		
	STANSTED	RYANAIR		S A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	RYANAIR		S D	4	0	0	75	25	0	0	0	0	9	0	0	0		
	MANCHESTER	SKY EUROPE		S A	14	0	0	71	7	0	0	21	0	58	0	0	0		
	MANCHESTER	SKY EUROPE		S D	14	0	0	79	7	0	0	14	0	42	0	0	0		
	STANSTED	SKY EUROPE		S A	31	0	0	87	3	3	3	3	0	11	91	11	23		
	STANSTED	SKY EUROPE		S D	31	0	0	71	16	6	3	3	0	20	75	21	24		
<b>TOTAL KRAKOW</b>					<b>276</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>13</b>	<b>13</b>		
KRISTIANSAND (KJEVIK)																			
KUALA LUMPUR (SEPANG)																			
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S A	80	0	0	81	6	10	1	1	0	11	26	39	77		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS		S D	80	0	0	70	19	10	1	0	0	12	50	31	76		
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM- MAS		S A	17	0	0	47	24	24	0	6	0	32	76	17	17		
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM- MAS		S D	17	0	0	94	0	0	6	0	0	7	88	7	17		
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>46</b>	<b>31</b>	<b>31</b>		
KUWAIT																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	97	3	0	0	0	0	1	94	4	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	81	10	10	0	0	0	11	80	15	30		
	HEATHROW	KUWAIT AIRWAYS		S A	31	0	0	81	16	0	3	0	0	12	84	7	31		
	HEATHROW	KUWAIT AIRWAYS		S D	31	0	0	52	26	16	6	0	0	23	30	24	30		
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>12</b>	<b>12</b>		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 ROCHELLE																		
	BIRMINGHAM	FLYBE LTD		S A	16	0	0	88	6	6	0	0	0	6	0	0	0	0
	BIRMINGHAM	FLYBE LTD		S D	16	0	0	94	0	0	6	0	0	9	0	0	0	0
	STANSTED	RYANAIR		S A	30	0	0	87	3	0	10	0	0	14	94	10	32	
	STANSTED	RYANAIR		S D	30	0	0	77	13	3	7	0	0	16	97	8	33	
<b>TOTAL LA ROCHELLE</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>9</b>	<b>9</b>	
LA ROMANA																		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	1	0	50	0	25	25	0	0	46	0	95	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	0	20	60	20	0	0	51	25	44	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	6	1	0	17	17	0	50	17	0	86	0	92	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	5	1	0	20	20	20	40	0	0	70	25	42	4	
<b>TOTAL LA ROMANA</b>					<b>20</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>15</b>	<b>25</b>	<b>35</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>71</b>	<b>71</b>	
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	45	0	0	53	22	20	0	2	2	37	61	16	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	44	0	0	30	36	20	11	2	0	32	23	32	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	42	2	2	81	10	5	0	5	0	15	52	20	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	45	0	0	16	49	29	7	0	0	29	30	32	30	
<b>TOTAL LAGOS</b>					<b>176</b>	<b>2</b>	<b>2</b>	<b>44</b>	<b>30</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>42</b>	<b>25</b>	<b>25</b>	
LAHORE																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	13	0	0	54	15	23	8	0	0	25	38	25	13	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	0	0	23	38	23	15	0	0	32	31	24	13	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	8	0	0	50	0	38	13	0	0	37	50	13	6	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	8	0	1	50	38	0	13	0	0	23	60	16	5	
<b>TOTAL LAHORE</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>24</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>42</b>	<b>21</b>	<b>21</b>	
LARNACA																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD		C A	2	0	0	0	0	50	50	0	0	64	0	0	0	
	NEWCASTLE	AIR ATLANTA EUROPE LTD		C D	2	0	0	0	50	50	0	0	0	33	0	0	0	
	BIRMINGHAM	AIR MALTA		C A	4	0	0	100	0	0	0	0	0	1	83	18	6	
	BIRMINGHAM	AIR MALTA		C D	4	0	0	100	0	0	0	0	0	2	67	22	6	
	HEATHROW	BRITISH AIRWAYS PLC		S A	53	0	0	64	17	6	13	0	0	21	29	26	35	
	HEATHROW	BRITISH AIRWAYS PLC		S D	52	0	0	56	23	13	8	0	0	22	54	17	35	
	BIRMINGHAM	CYPRUS AIRWAYS		S A	8	0	0	25	25	13	38	0	0	55	89	19	9	
	BIRMINGHAM	CYPRUS AIRWAYS		S D	8	0	0	25	25	0	38	13	0	71	44	28	9	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					79	MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
LARNACA	HEATHROW	CYPRUS AIRWAYS	S	A	79	0	0	70	13	9	8	1	0	22	57	19	75
	HEATHROW	CYPRUS AIRWAYS	S	D	78	0	0	47	28	18	6	0	0	25	48	28	75
	MANCHESTER	CYPRUS AIRWAYS	S	A	14	0	0	57	21	0	14	0	7	57	83	7	18
	MANCHESTER	CYPRUS AIRWAYS	S	D	14	0	0	29	29	14	14	7	7	81	67	17	18
	STANSTED	CYPRUS AIRWAYS	S	A	17	0	0	71	6	6	12	6	0	32	86	5	22
	STANSTED	CYPRUS AIRWAYS	S	D	17	0	0	29	18	24	24	6	0	54	64	22	22
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	20	40	0	20	0	20	197	67	142	6
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	0	40	20	20	0	20	208	40	22	5
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	0	60	0	40	0	0	71	60	16	5
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	20	20	20	20	20	0	90	75	18	4
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	16	0	0	31	13	19	38	0	0	65	45	14	11
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	16	0	0	38	13	19	31	0	0	59	40	29	10
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	20	40	0	40	0	0	46	33	31	9
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	6	0	0	0	17	17	50	17	0	97	25	35	8
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	15	1	0	33	13	40	7	0	7	78	25	35	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	17	0	0	35	18	18	24	0	6	128	25	35	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	0	20	40	0	0	73	0	0	0
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	40	20	0	40	0	0	67	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	17	0	0	12	12	24	35	6	12	124	56	24	16
	GATWICK	EXCEL AIRWAYS LTD	C	D	18	0	0	39	44	6	6	6	0	35	71	19	17
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	13	1	0	38	15	23	15	0	8	140	43	39	21
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	13	0	0	62	31	0	0	0	8	58	61	17	18
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	17	17	17	0	0	34	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	15	100	9	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	11	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	14	0	0	43	21	29	7	0	0	23	63	30	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	14	0	0	93	7	0	0	0	0	5	67	12	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	41	0	26	1
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	5	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	14	0	0	43	36	0	21	0	0	30	38	17	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	14	0	0	86	7	0	7	0	0	8	40	52	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LARNACA																		
	GATWICK	FLYJET LTD	C	A	6	0	0	33	17	50	0	0	0	27	0	82	5	
	GATWICK	FLYJET LTD	C	D	5	0	0	40	0	40	20	0	0	53	0	80	5	
	MANCHESTER	FLYJET LTD	C	A	5	0	0	0	0	20	60	0	20	253	0	48	5	
	MANCHESTER	FLYJET LTD	C	D	4	0	0	50	25	0	25	0	0	39	80	7	5	
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	0	50	50	0	0	0	36	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	A	9	0	0	67	11	11	0	0	11	103	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	D	9	0	0	56	11	22	11	0	0	26	0	0	0	
	GATWICK	HELIOS AIRWAYS LTD	S	D	7	0	1	29	43	29	0	0	0	23	0	0	0	
	GLASGOW	HELIOS AIRWAYS LTD	S	A	4	0	1	25	50	0	25	0	0	35	0	0	0	
	GLASGOW	HELIOS AIRWAYS LTD	S	D	4	0	1	0	50	25	25	0	0	48	0	0	0	
	HEATHROW	HELIOS AIRWAYS LTD	S	A	25	0	1	44	28	16	12	0	0	26	50	21	20	
	HEATHROW	HELIOS AIRWAYS LTD	S	D	25	0	1	64	8	28	0	0	0	15	70	49	20	
	LUTON	HELIOS AIRWAYS LTD	S	A	33	2	0	70	15	6	9	0	0	19	82	13	33	
	LUTON	HELIOS AIRWAYS LTD	S	D	33	2	0	52	15	24	9	0	0	28	70	21	33	
	MANCHESTER	HELIOS AIRWAYS LTD	C	A	6	0	0	17	17	50	17	0	0	35	0	0	0	
	MANCHESTER	HELIOS AIRWAYS LTD	C	D	10	0	0	30	10	60	0	0	0	28	0	0	0	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	A	5	0	0	20	20	60	0	0	0	35	40	35	5	
	NEWCASTLE	HELIOS AIRWAYS LTD	C	D	5	0	0	20	40	40	0	0	0	29	50	22	4	
	STANSTED	HELIOS AIRWAYS LTD	S	A	5	0	0	80	0	0	0	20	0	53	0	0	0	
	STANSTED	HELIOS AIRWAYS LTD	S	D	5	0	0	40	20	20	0	20	0	68	0	0	0	
	NEWCASTLE	HELLO	C	A	3	0	0	33	0	33	0	33	0	114	0	0	0	
	NEWCASTLE	HELLO	C	D	2	0	0	50	0	0	0	50	0	141	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	38	0	46	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	28	100	12	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	25	0	0	32	80	6	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	16	67	9	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	9	100	5	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	24	33	20	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	33	22	33	11	0	0	30	75	6	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	0	0	14	0	0	9	82	8	11	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	24	75	8	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	6	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	33	33	33	0	0	0	24	63	27	8	



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LARNACA	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	1	0	86	0	14	0	0	0	7	71	29	7
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	60	20	20	0	0	45	40	21	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	20	0	0	28	50	14	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	38	31	23	0	0	8	45	92	12	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	3	83	16	12
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	13	75	7	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	3
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	1	0	75	0	0	0	0	25	397	100	3	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	2	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	20	20	40	20	0	0	52	100	0	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	21	67	6	3
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	22	11	33	33	0	0	42	50	11	8
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	5	86	5	7
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	20	0	20	60	0	0	72	67	10	3
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	11	100	0	3
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	9	80	11	5
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	8	75	9	4
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	33	33	11	22	0	0	35	60	25	5
	MANCHESTER	THOMSONFLY LTD	C	D	7	0	0	100	0	0	0	0	0	0	75	21	4
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	0	0	40	60	0	0	70	60	55	5
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	10	75	48	4
<b>TOTAL LARNACA</b>					<b>1000</b>	<b>9</b>	<b>6</b>	<b>52</b>	<b>18</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>61</b>	<b>23</b>	<b>23</b>
LAS PALMAS	GATWICK	AIR EUROPA	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	AIR EUROPA	C	A	2	0	0	0	50	0	50	0	0	64	75	13	8
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	0	20	20	0	78	60	15	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	33	17	17	17	17	0	69	75	18	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	12	25	35	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	17	75	5	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	75	25	0	0	0	0	10	100	1	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	2	0	57	14	21	7	0	0	22	83	13	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	53	13	27	7	0	0	26	54	22	13

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	50	19	31	0	0	0	20	47	40	15	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	63	13	25	0	0	0	12	60	26	15	
	GLASGOW	FLYGLOBESPAN	S	A	10	0	0	90	10	0	0	0	0	3	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	10	0	0	100	0	0	0	0	0	2	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	5	0	0	60	0	20	20	0	0	26	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	14	0	1	64	14	14	7	0	0	23	69	21	13	
	GATWICK	GB AIRWAYS LTD	S	D	15	0	0	53	20	13	13	0	0	25	69	22	13	
	GLASGOW	IBERWORLD	C	A	4	0	0	50	25	0	25	0	0	31	80	6	5	
	GLASGOW	IBERWORLD	C	D	4	0	0	75	0	0	0	25	0	82	80	7	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	30	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	0	25	25	0	0	40	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	11	100	4	3	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	0	38	25	25	13	0	65	80	20	5	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	50	0	25	13	13	0	51	75	7	4	
	LUTON	MONARCH AIRLINES	S	A	5	0	0	40	40	0	20	0	0	32	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	5	0	0	60	20	0	20	0	0	34	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	18	0	25	1	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	20	0	0	20	83	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	3	64	26	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	10	0	0	100	0	0	0	0	0	2	31	39	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	25	0	0	0	0	10	63	20	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	56	25	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	8	1	0	75	0	25	0	0	0	13	75	15	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	10	10	10	0	0	14	75	20	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	1	0	89	11	0	0	0	0	4	50	30	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	0	10	0	0	0	5	59	24	17	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	80	5	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	1	0	88	13	0	0	0	0	5	100	0	7	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
LAS PALMAS	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	0	9	100	1	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	71	7	14	7	0	0	13	64	21	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	57	14	29	0	0	0	18	86	5	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	11	67	28	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	13	0	0	27	92	35	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	53	20	0	7	13	7	103	65	12	23
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	81	0	0	13	6	0	32	83	9	24
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	14	0	0	0	0	2	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	100	0	0	0	0	0	2	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	42	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	20	20	0	101	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	40	20	40	0	0	0	23	75	170	8
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	40	40	20	0	0	0	20	75	12	8
	GATWICK	THOMSONFLY LTD	C	A	14	0	0	79	7	14	0	0	0	10	82	7	17
	GATWICK	THOMSONFLY LTD	C	D	14	0	0	71	14	7	7	0	0	16	88	10	17
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	10	4
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	13	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	14	100	1	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	22	100	3	4
	MANCHESTER	THOMSONFLY LTD	C	A	14	1	0	71	7	14	7	0	0	21	85	7	13
	MANCHESTER	THOMSONFLY LTD	C	D	14	1	0	64	7	21	0	7	0	24	77	13	13
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	46	4
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	49	4
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	8	4
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	15	4
<b>TOTAL LAS PALMAS</b>					<b>519</b>	<b>9</b>	<b>1</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>22</b>	<b>22</b>
LAS VEGAS	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	67	0	22	0	0	11	150	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	78	22	0	0	0	0	5	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	11	0	0	0	8	50	28	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	86	14	0	0	0	0	6	50	25	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	46	23	27	0	4	0	25	47	36	17
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	54	15	23	8	0	0	24	31	49	16

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
<b>TOTAL LAS VEGAS</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>19</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>36</b>	<b>45</b>	<b>45</b>	
LE CASTELLET																		
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND		S A	108	0	0	75	10	9	5	1	0	15	71	13	106	
	HEATHROW	BMI BRITISH MIDLAND		S D	109	0	0	69	17	10	4	0	0	14	69	12	104	
	EDINBURGH	BMI REGIONAL		S A	84	0	0	93	5	1	1	0	0	4	94	3	67	
	EDINBURGH	BMI REGIONAL		S D	84	0	0	88	7	1	4	0	0	7	87	5	67	
	GLASGOW	BMI REGIONAL		S A	64	0	0	88	8	5	0	0	0	5	94	4	66	
	GLASGOW	BMI REGIONAL		S D	67	0	0	84	9	4	1	1	0	11	91	7	68	
<b>TOTAL LEEDS BRADFORD</b>					<b>517</b>	<b>2</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>82</b>	<b>8</b>	<b>8</b>	
LEIPZIG																		
	STANSTED	AIR BERLIN		S A	14	0	0	64	14	21	0	0	0	12	0	0	0	
	STANSTED	AIR BERLIN		S D	13	0	0	62	15	23	0	0	0	13	0	0	0	
<b>TOTAL LEIPZIG</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LEMNOS																		
<b>TOTAL LEMNOS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>22</b>	<b>22</b>	
LIDKOPING																		
LILLE																		
<b>TOTAL LILLE</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LIMOGES																		
	STANSTED	RYANAIR		S A	30	0	0	93	3	0	3	0	0	5	100	0	30	
	STANSTED	RYANAIR		S D	30	0	0	97	0	3	0	0	0	4	93	4	30	
<b>TOTAL LIMOGES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>97</b>	<b>2</b>	<b>2</b>	
LINZ																		
	STANSTED	RYANAIR		S A	31	0	0	97	0	0	3	0	0	4	97	4	30	
	STANSTED	RYANAIR		S D	31	0	0	87	10	0	3	0	0	7	80	11	30	
<b>TOTAL LINZ</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>7</b>	
LISBON																		
	GATWICK	AIR PORTUGAL		S A	61	0	0	75	11	7	7	0	0	14	87	8	60	
	GATWICK	AIR PORTUGAL		S D	63	0	0	65	19	10	6	0	0	18	68	12	62	
	HEATHROW	AIR PORTUGAL		S A	94	0	0	49	18	20	12	1	0	26	36	29	91	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	92	0	1	58	12	16	13	1	0	25	51	27	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	68	17	10	3	2	0	17	72	14	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	52	26	15	7	0	0	21	53	17	120	
	GATWICK	MONARCH AIRLINES	S	A	31	0	0	81	10	6	3	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	S	D	31	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	PORTUGALIA	S	A	30	0	0	53	23	13	10	0	0	23	87	14	30	
	MANCHESTER	PORTUGALIA	S	D	11	0	0	27	45	0	27	0	0	31	100	4	10	
<b>TOTAL LISBON</b>					<b>661</b>	<b>3</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>18</b>	<b>18</b>	
LIVERPOOL																		
	EDINBURGH	FLYBE LTD	S	A	28	0	1	75	11	14	0	0	0	12	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	28	0	1	71	14	14	0	0	0	11	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	116	0	5	74	16	4	5	0	0	13	86	6	115	
	LONDON CITY	VLM (BELGIUM)	S	D	114	0	7	75	18	5	3	0	0	11	87	7	115	
<b>TOTAL LIVERPOOL</b>					<b>286</b>	<b>1</b>	<b>14</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>6</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	31	0	0	74	16	0	10	0	0	14	90	10	31	
	GATWICK	ADRIA AIRWAYS	S	D	31	0	0	77	10	3	10	0	0	16	81	13	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	0	10	10	0	0	13	80	7	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	10	3	16	0	0	18	87	6	30	
<b>TOTAL LJUBLJANA</b>					<b>128</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>15</b>	<b>15</b>	
LODZ LUBLINEK																		
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL LODZ LUBLINEK</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>0</b>	<b>0</b>	<b>0</b>	
LONDON CITY																		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	116	0	0	87	5	1	7	0	0	9	85	7	67	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	119	0	0	79	12	6	3	0	0	13	84	8	68	
	EDINBURGH	SCOT AIRWAYS	S	A	200	2	6	84	11	4	2	1	0	9	74	11	202	
	EDINBURGH	SCOT AIRWAYS	S	D	194	7	9	93	3	1	2	1	0	7	83	8	204	
	MANCHESTER	VLM (BELGIUM)	S	A	174	0	4	78	15	5	1	0	1	12	87	8	205	
	MANCHESTER	VLM (BELGIUM)	S	D	174	0	4	94	3	2	1	1	0	4	94	4	205	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LONDON CITY																	
<b>TOTAL LONDON CITY</b>					<b>977</b>	<b>9</b>	<b>23</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>8</b>
LOS ANGELES INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	59	0	0	78	14	7	2	0	0	8	67	30	61
	HEATHROW	AMERICAN AIRLINES	S	D	59	0	0	68	24	7	2	0	0	12	63	15	60
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	62	18	9	10	1	0	20	74	13	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	37	33	16	12	1	0	30	23	28	60
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	81	10	6	3	0	0	8	84	8	31
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	87	10	3	0	0	0	7	60	18	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	81	10	5	3	2	0	12	82	14	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	61	26	10	2	2	0	20	30	28	61
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>487</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>59</b>	<b>20</b>	<b>20</b>
LUANDA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	80	0	0	20	0	0	15	100	0	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	50	0	0	0	0	14	20	83	5
<b>TOTAL LUANDA</b>					<b>9</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>46</b>	<b>46</b>
LUBECK																	
	STANSTED	RYANAIR	S	A	83	0	0	95	5	0	0	0	0	2	93	7	85
	STANSTED	RYANAIR	S	D	83	0	0	96	4	0	0	0	0	4	87	6	85
<b>TOTAL LUBECK</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>6</b>	<b>6</b>
LUSAKA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	9	78	13	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	15	38	8	0	0	27	33	24	9
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>56</b>	<b>18</b>	<b>18</b>
LUTON																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	165	0	0	83	8	4	4	1	0	11	84	8	161
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	164	0	1	73	13	7	5	2	0	17	71	13	162
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	160	1	2	88	6	5	1	0	0	5	92	4	158
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	161	0	1	86	8	5	1	1	0	8	86	10	158
<b>TOTAL LUTON</b>					<b>652</b>	<b>3</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>9</b>
LUXEMBOURG																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	46	0	0	83	7	2	9	0	0	16	87	6	45
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	78	15	0	7	0	0	12	84	6	45

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	A	62	0	0	81	15	3	2	0	0	11	38	21	60	
	HEATHROW	LUXAIR	S	D	62	0	0	84	8	8	0	0	0	7	75	10	60	
	LONDON CITY	LUXAIR	S	A	91	0	2	90	4	3	2	0	0	8	92	7	72	
	LONDON CITY	LUXAIR	S	D	91	0	2	74	19	4	3	0	0	12	72	14	72	
	MANCHESTER	LUXAIR	S	A	31	0	0	90	10	0	0	0	0	4	97	6	30	
	MANCHESTER	LUXAIR	S	D	31	0	0	81	13	3	3	0	0	8	93	4	30	
	LONDON CITY	VLM (BELGIUM)	S	A	86	1	5	91	6	2	1	0	0	5	92	4	71	
	LONDON CITY	VLM (BELGIUM)	S	D	86	1	5	77	16	6	1	0	0	9	79	8	72	
<b>TOTAL LUXEMBOURG</b>					<b>632</b>	<b>2</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>9</b>	
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	5	0	0	80	20	0	0	0	0	6	75	13	4	
	HEATHROW	EGYPT AIR	S	D	5	0	0	80	20	0	0	0	0	7	50	18	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	25	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	20	20	0	0	32	0	0	0	
	GATWICK	FLYJET LTD	C	A	4	0	0	50	25	0	25	0	0	41	0	0	0	
	GATWICK	FLYJET LTD	C	D	3	0	0	67	0	0	33	0	0	43	0	0	0	
	MANCHESTER	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	5	0	0	60	0	0	40	0	0	43	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	13	13	50	25	0	0	52	50	24	8	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	20	20	20	30	0	10	90	63	19	8	
	MANCHESTER	MONARCH AIRLINES	C	A	5	1	0	20	60	20	0	0	0	23	50	20	4	
	MANCHESTER	MONARCH AIRLINES	C	D	5	1	0	60	40	0	0	0	0	11	50	25	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	9	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	23	75	5	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	18	100	6	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	3	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	0	4	
<b>TOTAL LUXOR</b>					<b>87</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>13</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>68</b>	<b>15</b>	<b>15</b>	
LYON																		
	HEATHROW	AIR FRANCE	S	A	30	0	0	80	10	7	3	0	0	10	63	15	84	
	HEATHROW	AIR FRANCE	S	D	30	0	0	83	13	3	0	0	0	8	88	5	84	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)											
LYON	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	50	0	0	84	2	8	6	0	0	12	84	6	49
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	50	0	0	80	6	8	6	0	0	13	88	7	50
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	30	1	0	87	7	0	7	0	0	9	83	14	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	84	6	3	6	0	0	11	71	16	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	78	10	6	7	0	0	12	62	17	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	72	11	10	7	0	0	16	61	19	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	87	10	0	3	0	0	5	83	14	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	0	3	3	0	17	90	14	30
<b>TOTAL LYON</b>					<b>461</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>13</b>



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MADRAS/CHENNAI																		
	HEATHROW	AIR INDIA		S D	5	0	0	20	20	0	60	0	0	76	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	10	0	0	90	0	10	0	0	5	89	7	9		
	HEATHROW	BRITISH AIRWAYS PLC		S D	11	0	0	18	18	55	9	0	42	11	54	9		
<b>TOTAL MADRAS/CHENNAI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>12</b>	<b>27</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>50</b>	<b>31</b>	<b>31</b>	
MADRID																		
	GATWICK	AEROLINEAS ARGENTINAS		S A	18	0	1	39	22	28	11	0	32	50	22	4		
	GATWICK	AEROLINEAS ARGENTINAS		S D	18	0	1	17	33	22	17	11	52	60	20	5		
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	74	13	6	6	0	17	50	18	30		
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	77	13	6	3	0	13	73	14	30		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	31	0	0	65	19	6	6	3	21	57	22	30		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	31	0	0	71	13	10	6	0	15	74	13	31		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S A	25	0	0	88	4	8	0	0	7	73	9	22		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD		S D	19	0	0	100	0	0	0	0	2	95	7	20		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	52	0	0	71	12	6	12	0	22	69	15	52		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	53	0	0	72	8	9	11	0	21	75	12	52		
	GATWICK	BRITISH AIRWAYS PLC		S A	93	1	0	45	18	24	12	1	30	72	16	88		
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	0	54	24	14	8	1	23	63	16	90		
	HEATHROW	BRITISH AIRWAYS PLC		S A	155	0	0	54	17	17	10	1	36	46	27	151		
	HEATHROW	BRITISH AIRWAYS PLC		S D	155	0	0	52	24	15	9	1	24	53	19	150		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	58	0	0	66	17	10	7	0	18	78	12	60		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	58	0	0	48	29	16	7	0	24	55	19	60		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	71	11	11	6	0	16	67	12	60		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	61	21	10	8	0	19	66	15	61		
	STANSTED	EUROPEAN AIR CHARTER		C A	2	0	0	50	50	0	0	0	9	100	15	1		
	HEATHROW	IBERIA		S A	182	0	3	47	24	19	9	1	30	54	24	181		
	HEATHROW	IBERIA		S D	182	0	2	50	18	20	12	0	30	59	23	182		
	MANCHESTER	MONARCH AIRLINES		S A	23	0	0	52	35	9	4	0	17	0	0	0		
	MANCHESTER	MONARCH AIRLINES		S D	23	0	0	87	13	0	0	0	4	0	0	0		
<b>TOTAL MADRID</b>					<b>1459</b>	<b>3</b>	<b>7</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MAHON	GATWICK	AIR NOSTRUM	S	A	13	0	0	85	8	8	0	0	0	8	0	0	0
	GATWICK	AIR NOSTRUM	S	D	13	0	0	62	8	23	8	0	0	25	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	11	86	3	7
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	13	100	0	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	40	43	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	14	25	50	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	50	11	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	1	0	93	0	0	7	0	0	9	100	1	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	15	0	0	0	0	6	93	5	15
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	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	6	100	3	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	1	0	94	0	0	0	6	0	12	79	15	14
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	1	0	93	0	0	0	7	0	17	86	17	14
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	11
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	78	9	9
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	0	25	0	0	0	12	71	11	7
	EDINBURGH	FUTURA AIRLINES	C	D	3	0	0	33	33	33	0	0	0	24	57	22	7
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	50	0	0	50	0	0	46	88	4	8
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	8	71	9	7
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	0	11	11	0	0	15	56	18	9
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	78	0	11	11	0	0	16	56	20	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	50	50	0	0	0	0	12	100	4	10
	BIRMINGHAM	MONARCH AIRLINES	C	D	7	0	0	71	29	0	0	0	0	11	100	4	9
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	13	25	0	0	0	12	83	11	12
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	33	0	0	0	0	10	67	18	12
	LUTON	MONARCH AIRLINES	S	A	13	0	0	92	0	0	8	0	0	9	100	0	13
	LUTON	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	57	100	0	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	75	0	0	0	25	0	65	100	4	4
	LUTON	MONARCH AIRLINES	S	D	13	0	0	69	23	0	8	0	0	13	92	4	13
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	88	0	0	13	0	0	8	80	7	10
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	0	13	50	17	10
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	80	5	5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					OCT 2004						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MAHON																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	75	20	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	13	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	11	11	0	40	89	20	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	71	14	14	0	0	0	10	71	35	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	1	0	100	0	0	0	0	0	0	100	4	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	100	4	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	100	0	0	0	0	0	1	79	19	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	100	0	0	0	0	0	1	82	17	11	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	100	1	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	7	0	0	100	0	0	0	0	0	0	100	1	8	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	18	80	13	10	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	0	33	0	88	50	16	8	
	BIRMINGHAM	SPANAIR	C	D	2	0	0	0	50	50	0	0	0	32	0	0	0	
	EDINBURGH	SPANAIR	C	A	4	0	0	50	25	0	25	0	0	23	0	0	0	
	EDINBURGH	SPANAIR	C	D	3	0	0	67	0	0	33	0	0	29	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	8	100	2	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	57	108	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	9	55	40	11	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	4	100	2	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	18	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	9	0	0	9	0	25	80	18	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	13	0	13	0	35	67	28	12	
	BIRMINGHAM	THOMSONFLY LTD	C	A	6	0	0	100	0	0	0	0	0	0	100	1	9	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	7	
	GATWICK	THOMSONFLY LTD	C	A	18	0	0	89	6	0	6	0	0	7	89	3	19	
	GATWICK	THOMSONFLY LTD	C	D	15	0	0	93	7	0	0	0	0	3	86	7	14	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	5	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	6	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	5	
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	86	0	7	7	0	0	9	89	17	18	
	MANCHESTER	THOMSONFLY LTD	C	D	12	0	0	75	17	8	0	0	0	9	79	26	14	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	9	
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	7	
	STANSTED	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	0	5	
	STANSTED	THOMSONFLY LTD	C	D	7	0	0	100	0	0	0	0	0	3	100	2	4	
<b>TOTAL MAHON</b>					<b>494</b>	<b>5</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>13</b>	<b>13</b>	
MALABO																		
	GATWICK	ASTRAEUS LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	100	0	0	0	0	0	5	100	0	4	
<b>TOTAL MALABO</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>0</b>	<b>0</b>	
MALAGA																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	4	0	0	25	0	50	25	0	0	38	0	35	5	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	25	75	0	0	72	0	67	5	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	20	80	0	0	84	0	91	5	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	20	0	0	0	14	60	14	5	
	BIRMINGHAM	BMIBABY LTD	S	A	36	0	0	69	11	14	6	0	0	17	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	36	0	0	64	19	6	11	0	0	18	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	42	19	19	16	0	3	45	53	32	30	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	68	16	10	6	0	0	17	70	20	30	
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	5	0	0	80	0	0	20	0	0	20	69	123	13	
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	5	0	0	60	40	0	0	0	0	10	38	31	13	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	31	0	0	65	16	10	6	0	3	30	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	31	0	0	87	3	3	3	0	3	18	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	75	1	1	75	7	9	9	0	0	18	77	14	74	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	76	0	0	74	9	5	11	1	0	22	70	17	74	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	101	4	3	62	17	9	11	1	0	24	55	32	105	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	105	0	0	64	16	10	10	0	0	22	63	16	106	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	36	0	0	78	11	8	3	0	0	10	74	13	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	36	0	0	83	8	6	3	0	0	9	90	7	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	99	0	0	84	6	7	2	1	0	10	80	13	99	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					99	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
MALAGA	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	99	0	1	73	12	10	4	1	0	16	57	21	100
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	46	38	15	0	0	0	16	64	40	11
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	54	15	15	8	8	0	42	45	45	11
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	20	50	99	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	2	0	67	11	11	11	0	0	17	50	62	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	43	43	0	14	0	0	23	33	49	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	93	7	0	0	0	0	6	44	24	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	73	13	13	0	0	0	8	81	8	16
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	75	12	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	23	0	0	78	13	9	0	0	0	8	73	20	26
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	23	0	0	70	22	9	0	0	0	9	85	16	26
	MANCHESTER	FLY JET Srl	C	D	4	0	0	25	0	25	25	25	0	81	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	18	0	0	72	6	17	6	0	0	19	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	18	0	0	72	17	0	11	0	0	18	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	28	0	0	75	4	7	11	0	4	32	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	29	0	0	55	28	7	0	7	3	37	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	28	0	0	96	0	4	0	0	0	2	93	3	30
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	84	6	6	3	0	0	11	93	4	30
	MANCHESTER	FLYJET LTD	C	A	4	0	0	0	25	0	50	25	0	104	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	A	5	0	0	60	20	0	20	0	0	23	0	0	0
	EDINBURGH	FUTURA AIRLINES	C	D	5	0	0	40	40	0	20	0	0	30	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	A	3	0	0	67	0	33	0	0	0	23	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	108	0	1	68	10	12	9	1	0	21	79	10	110
	GATWICK	GB AIRWAYS LTD	S	D	106	2	0	50	28	11	10	0	0	25	80	12	109
	HEATHROW	GB AIRWAYS LTD	S	A	62	0	0	58	13	21	6	2	0	22	31	28	59
	HEATHROW	GB AIRWAYS LTD	S	D	62	0	0	65	21	11	3	0	0	17	74	14	61
	MANCHESTER	GB AIRWAYS LTD	S	A	36	0	0	72	19	6	3	0	0	12	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	36	0	0	75	8	11	6	0	0	14	0	0	0
	EDINBURGH	GREECE AIRWAYS	S	A	9	0	0	44	11	22	11	0	11	113	33	40	9
	EDINBURGH	GREECE AIRWAYS	S	D	9	0	0	22	33	22	0	0	22	180	78	29	9
	GLASGOW	GREECE AIRWAYS	S	A	11	0	0	27	36	9	0	0	27	234	75	34	8
	GLASGOW	GREECE AIRWAYS	S	D	11	0	0	36	36	9	0	0	18	178	89	27	9

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	HEATHROW	IBERIA	S	A	31	0	0	61	19	10	6	3	0	21	70	15	30
	HEATHROW	IBERIA	S	D	31	0	0	65	13	10	13	0	0	21	67	15	30
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	45	32	19	3	0	0	19	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	87	10	3	0	0	0	5	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	0	33	17	33	17	0	88	19	58	16
	GATWICK	MONARCH AIRLINES	S	A	64	0	0	58	27	8	8	0	0	19	69	13	61
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	33	17	0	50	0	0	71	56	43	16
	GATWICK	MONARCH AIRLINES	S	D	64	0	1	73	13	11	3	0	0	13	85	8	61
	LUTON	MONARCH AIRLINES	S	A	36	1	0	83	6	8	3	0	0	9	97	2	35
	LUTON	MONARCH AIRLINES	S	D	36	1	0	86	11	3	0	0	0	8	94	3	35
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	71	9	7
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	1	68	8	5	18	2	0	26	84	24	61
	MANCHESTER	MONARCH AIRLINES	S	D	63	0	0	78	5	10	8	0	0	14	82	11	62
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	67	9	6
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	29	1	0	93	0	3	0	3	0	12	66	19	61
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	77	6	10	6	0	0	14	68	16	60
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	83	7	6
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	0	6
	GLASGOW	SPANAIR	C	A	5	0	0	60	20	20	0	0	0	13	0	0	0
	GLASGOW	SPANAIR	C	D	5	0	0	60	0	20	20	0	0	25	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	60	12	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	17	100	4	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	87	26	15
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	9	62	49	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	0	12	57	25	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	9	83	7	6
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	16	100	7	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	78	22	0	0	0	0	7	100	1	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	3	100	1	9
	GATWICK	THOMSONFLY LTD	C	A	15	0	0	60	20	7	7	0	7	60	80	9	20
	GATWICK	THOMSONFLY LTD	C	D	14	1	0	86	0	0	14	0	0	21	78	12	18
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	8	90	12	10
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	90	18	10

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MALAGA																		
	LUTON	THOMSONFLY LTD	C	A	9	0	0	56	22	0	11	0	11	59	100	1	9	
	LUTON	THOMSONFLY LTD	C	D	8	0	0	63	25	0	13	0	0	18	100	3	9	
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	93	0	7	0	0	5	91	4	22		
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	79	7	14	0	0	8	100	1	22		
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	4	70	52	10		
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	11	78	54	9		
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	9	100	1	5		
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	6	100	0	5		
<b>TOTAL MALAGA</b>					<b>2310</b>	<b>18</b>	<b>9</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>72</b>	<b>18</b>	<b>18</b>	
MALE INTERNATIONAL																		
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	46	8	31	15	0	0	34	33	29	12	
	GATWICK	MONARCH AIRLINES	C	D	15	1	0	47	13	13	27	0	0	33	57	24	14	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	0	25	25	0	0	33	50	26	8	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	60	10	30	0	0	0	21	44	19	9	
<b>TOTAL MALE INTERNATIONAL</b>					<b>46</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>9</b>	<b>24</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>25</b>	<b>25</b>	
MALMO																		
	STANSTED	RYANAIR	S	A	45	0	0	82	11	4	0	0	2	15	84	10	50	
	STANSTED	RYANAIR	S	D	45	0	0	78	11	11	0	0	0	12	67	18	51	
<b>TOTAL MALMO</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>75</b>	<b>14</b>	<b>14</b>	
MALTA																		
	BIRMINGHAM	AIR MALTA	S	A	14	0	0	100	0	0	0	0	0	2	62	18	13	
	BIRMINGHAM	AIR MALTA	S	D	14	0	0	64	29	0	0	7	0	33	54	26	13	
	GATWICK	AIR MALTA	C	A	2	0	0	50	0	0	50	0	0	41	0	0	0	
	GATWICK	AIR MALTA	S	A	57	0	0	77	12	11	0	0	0	9	90	5	52	
	GATWICK	AIR MALTA	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	AIR MALTA	S	D	54	0	2	59	22	17	2	0	0	17	55	16	51	
	GLASGOW	AIR MALTA	S	A	8	0	1	88	13	0	0	0	0	3	75	10	8	
	GLASGOW	AIR MALTA	S	D	8	0	1	88	0	13	0	0	0	6	75	16	8	
	HEATHROW	AIR MALTA	S	A	62	0	0	90	6	3	0	0	0	4	69	13	61	
	HEATHROW	AIR MALTA	S	D	62	0	0	65	19	15	2	0	0	16	49	20	61	
	MANCHESTER	AIR MALTA	S	A	37	0	1	78	11	3	8	0	0	11	90	5	42	
	MANCHESTER	AIR MALTA	S	D	38	0	1	82	5	3	11	0	0	16	62	18	42	
	NEWCASTLE	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	75	8	4		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	
MALTA																			
	NEWCASTLE	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	0	75	7	4		
	STANSTED	AIR MALTA	S	A	22	0	0	100	0	0	0	0	0	1	100	2	13		
	STANSTED	AIR MALTA	S	D	22	0	0	86	9	5	0	0	0	6	100	0	13		
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	0	17	0	0	23	100	6	2		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	10	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	0	25	0	82	75	10	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	66	100	0	4		
	GATWICK	GB AIRWAYS LTD	S	A	48	0	0	60	25	6	8	0	0	16	45	38	31		
	GATWICK	GB AIRWAYS LTD	S	D	48	0	0	56	21	15	8	0	0	23	55	16	31		
	MANCHESTER	GB AIRWAYS LTD	S	A	22	0	0	77	14	5	5	0	0	12	0	0	0		
	MANCHESTER	GB AIRWAYS LTD	S	D	22	0	0	86	5	5	5	0	0	9	0	0	0		
	BIRMINGHAM	HELLO	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	HELLO	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0		
	GATWICK	HELLO	C	A	22	0	0	91	5	5	0	0	0	7	0	0	0		
	GATWICK	HELLO	C	D	22	0	0	82	14	5	0	0	0	9	0	0	0		
	GLASGOW	HELLO	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GLASGOW	HELLO	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0		
	MANCHESTER	HELLO	C	A	14	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	HELLO	C	D	14	0	0	79	14	0	7	0	0	10	0	0	0		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	7	60	22	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	33	0	0	0	12	100	6	4		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	75	0	0	0	0	14	60	180	5		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	10	50	125	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	99	30	43	10		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	88	6	8		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	44	38	9		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	0	75	32	8		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	19	100	0	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	0	25	0	85	100	3	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	81	50	32	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	15	75	32	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	26	100	4	4		



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	7	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	16	25	30	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	7	75	9	4		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	0	0	75	25	0	0	50	0	0	0	
	LUTON	THOMSONFLY LTD	C	D	3	0	0	33	33	33	0	0	20	0	0	0		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	52	75	10	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	47	100	0	4	
<b>TOTAL MALTA</b>					<b>737</b>	<b>2</b>	<b>6</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>21</b>	<b>21</b>	
MANCHESTER																		
	GATWICK	ASTRAEUS LTD	C	A	2	1	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	2	2	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	206	0	2	79	14	5	2	0	10	49	23	199		
	HEATHROW	BMI BRITISH MIDLAND	S	D	205	0	1	70	19	8	3	0	12	52	22	201		
	EDINBURGH	BMI REGIONAL	S	A	115	0	0	92	3	3	2	0	6	88	6	120		
	EDINBURGH	BMI REGIONAL	S	D	120	0	0	88	8	4	0	0	6	86	7	120		
	GLASGOW	BMI REGIONAL	S	A	87	1	0	94	3	1	1	0	4	81	11	104		
	GLASGOW	BMI REGIONAL	S	D	83	0	0	93	6	0	1	0	5	84	10	103		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	153	0	0	80	11	7	2	0	10	79	9	155		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	152	0	0	74	16	6	3	0	12	77	12	153		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	151	0	0	81	10	5	5	0	11	62	19	148		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	151	0	0	80	7	7	6	0	13	70	18	148		
	GATWICK	BRITISH AIRWAYS PLC	S	A	188	0	0	47	24	19	10	0	25	66	15	187		
	GATWICK	BRITISH AIRWAYS PLC	S	D	188	0	0	65	17	12	5	0	17	81	8	187		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	295	0	2	62	20	13	5	1	19	51	23	283		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	297	0	0	60	21	13	5	1	21	58	20	283		
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	57	1	3	72	21	5	0	2	11	0	0	0		
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	58	0	7	64	16	21	0	0	13	0	0	0		
	GATWICK	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	73	0	1	70	22	7	1	0	13	0	0	0		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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
MANCHESTER																		
	GATWICK	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S D	73	0	1	86	8	4	1	0	0	9	0	0	0	
	STANSTED	EASTERN AIRWAYS		S A	63	0	0	83	13	2	2	2	0	10	94	6	63	
	STANSTED	EASTERN AIRWAYS		S D	63	0	0	79	13	5	2	2	0	12	87	8	63	
	LUTON	FLYJET LTD		C A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	2	4	0	50	0	50	0	0	0	25	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	QANTAS		S A	4	0	0	50	25	0	25	0	0	45	77	14	30	
	HEATHROW	QANTAS		S D	33	0	0	91	6	0	3	0	0	6	84	7	61	
	LONDON CITY	VLM (BELGIUM)		S A	170	0	8	84	9	6	1	0	0	8	86	8	205	
	LONDON CITY	VLM (BELGIUM)		S D	172	0	6	76	16	7	1	0	1	13	85	10	206	
	GATWICK	ZOOM AIRLINES		S A	4	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>3178</b>	<b>53</b>	<b>31</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>14</b>	
MARIBOR																		
<b>TOTAL MARIBOR</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MARRAKESH																		
	GATWICK	GB AIRWAYS LTD		S A	8	0	0	38	25	25	13	0	0	27	89	11	9	
	GATWICK	GB AIRWAYS LTD		S D	18	0	0	56	22	11	6	6	0	33	88	12	8	
	HEATHROW	GB AIRWAYS LTD		S A	31	0	0	74	13	6	6	0	0	15	80	15	30	
	HEATHROW	GB AIRWAYS LTD		S D	31	0	0	48	19	19	10	3	0	32	67	16	30	
	GATWICK	ROYAL AIR MAROC		S A	21	0	0	81	10	5	5	0	0	9	85	7	13	
	GATWICK	ROYAL AIR MAROC		S D	21	0	0	81	10	10	0	0	0	12	77	16	13	
	HEATHROW	ROYAL AIR MAROC		S D	7	0	0	86	0	14	0	0	0	9	0	0	0	
<b>TOTAL MARRAKESH</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>14</b>	<b>14</b>	
MARSA ALAM																		
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	50	0	0	50	0	0	67	25	56	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	50	50	58	4	
<b>TOTAL MARSA ALAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>38</b>	<b>57</b>	<b>57</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC		S A	92	0	0	75	11	7	8	0	0	14	88	8	90	
	GATWICK	BRITISH AIRWAYS PLC		S D	92	1	0	80	9	7	4	0	0	12	85	10	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	58	26	6	10	0	0	18	93	6	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	52	29	6	13	0	0	21	88	8	60	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MARSEILLE																	
<b>TOTAL MARSEILLE</b>					<b>247</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>88</b>	<b>8</b>	<b>8</b>
MAURITIUS																	
	HEATHROW	AIR MAURITIUS LTD	S	A	23	0	0	83	9	4	4	0	0	9	59	14	22
	HEATHROW	AIR MAURITIUS LTD	S	D	23	0	0	61	17	9	13	0	0	23	45	25	22
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	93	0	0	0	7	0	20	77	29	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	23	0	0	0	18	38	43	13
<b>TOTAL MAURITIUS</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>26</b>	<b>26</b>
MELBOURNE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	26	6	6	0	0	16	63	28	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	29	13	13	0	0	26	62	18	29
	HEATHROW	QANTAS	S	A	31	0	0	84	3	3	6	0	3	25	45	31	22
	HEATHROW	QANTAS	S	D	30	1	0	43	27	20	10	0	0	26	50	21	34
<b>TOTAL MELBOURNE</b>					<b>123</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>56</b>	<b>24</b>	<b>24</b>
MERIDA																	
MEXICO CITY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	71	18	12	0	0	0	8	50	34	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	24	29	29	18	0	0	39	24	49	17
<b>TOTAL MEXICO CITY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>24</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>37</b>	<b>41</b>	<b>41</b>
MIAMI INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	35	0	1	77	11	11	0	0	0	10	67	16	36
	HEATHROW	AMERICAN AIRLINES	S	D	35	0	0	86	9	3	3	0	0	9	71	11	35
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	91	9	0	0	0	0	3	89	11	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	34	27	29	10	0	0	30	8	46	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	2	87	7	3	3	0	0	7	57	19	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	1	0	55	31	10	3	0	0	19	13	34	30
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>246</b>	<b>1</b>	<b>3</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>24</b>	<b>24</b>
MIKONOS																	
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	6	3
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	3
<b>TOTAL MIKONOS</b>					<b>7</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>10</b>	<b>10</b>
MILAN (LINATE)																	
	HEATHROW	ALITALIA	S	A	109	0	2	80	9	9	2	0	0	9	67	17	82

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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 (LINATE)																		
	HEATHROW	ALITALIA	S	D	112	0	0	68	19	8	5	0	0	15	80	12	80	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	77	13	6	3	0	0	10	47	26	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	74	13	10	3	0	0	14	53	23	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	95	0	0	64	15	13	8	0	0	20	42	32	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	95	0	0	60	22	11	7	0	0	19	67	16	91	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	6	3	0	0	11	93	4	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	23	10	6	0	0	20	90	9	30	
<b>TOTAL MILAN (LINATE)</b>					<b>535</b>	<b>6</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>19</b>	<b>19</b>	
MILAN (MALPENSA)																		
	BIRMINGHAM	ALITALIA	S	A	46	0	7	89	2	7	2	0	0	7	100	0	2	
	BIRMINGHAM	ALITALIA	S	D	47	0	7	77	13	4	6	0	0	14	100	0	1	
	HEATHROW	ALITALIA	S	A	120	0	1	67	17	8	8	0	0	17	70	16	152	
	HEATHROW	ALITALIA	S	D	120	0	2	63	15	14	7	1	0	19	57	20	152	
	MANCHESTER	ALITALIA	S	A	59	0	2	80	5	7	8	0	0	14	68	14	60	
	MANCHESTER	ALITALIA	S	D	59	0	2	76	14	8	2	0	0	12	80	13	60	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	77	0	0	87	5	4	4	0	0	10	91	6	80	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	76	0	0	91	4	0	5	0	0	10	91	6	80	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	23	0	0	87	9	0	4	0	0	5	93	5	28	
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	22	0	0	91	5	5	0	0	0	6	0	0	0	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	51	0	0	76	14	4	6	0	0	13	90	7	51	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	51	0	0	82	6	2	10	0	0	15	96	5	52	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	62	14	18	6	0	0	18	52	20	89	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	52	23	20	5	0	0	21	67	16	89	
<b>TOTAL MILAN (MALPENSA)</b>					<b>999</b>	<b>3</b>	<b>21</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>13</b>	<b>13</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	57	17	17	10	0	0	19	84	7	31	
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	63	3	30	3	0	0	25	77	9	31	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>81</b>	<b>8</b>	<b>8</b>	

MINSK

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
MINSK																			
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S A	9	0	0	67	11	22	0	0	0	12	56	16	9		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	9	0	0	78	22	0	0	0	0	9	78	15	9		
<b>TOTAL MINSK</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>16</b>	<b>16</b>		
MITILINI																			
	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	2	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	100	0	0	2		2
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	10	100	1	2		2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	2	100	5	2		2
<b>TOTAL MITILINI</b>					<b>14</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>80</b>	<b>56</b>	<b>56</b>		
MOMBASA																			
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C A	5	0	0	60	40	0	0	0	0	11	100	4	6		6
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C D	5	0	0	100	0	0	0	0	0	3	67	34	6		6
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	50	25	0	0	0	28	0	0	0		0
	GATWICK	MONARCH AIRLINES		C D	5	0	0	60	20	20	0	0	0	16	0	0	0		0
<b>TOTAL MOMBASA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>18</b>	<b>18</b>		
MONASTIR																			
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	75	0	25	0	0	0	10	0	0	0		0
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	0	25	0	0	0	8	0	0	0		0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	4	100	6	5		5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	100	1	5		5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	0	0	20	20	0	66	83	8	6		6
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	20	0	0	20	0	58	71	17	7		7
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	3	100	5	5		5
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	9	80	8	5		5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	40	0	0	0	0	11	100	5	4		4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	0	40	0	0	0	19	100	1	5		5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	5	0	0	100	0	0	0	0	0	2	75	11	4		4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	5	0	0	100	0	0	0	0	0	2	80	8	5		5
	GATWICK	MY TRAVEL AIRWAYS UK		C A	9	0	0	78	11	0	0	0	11	56	100	6	5		5

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	56	22	11	0	0	11	64	60	16	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	14	0	0	71	7	0	14	7	0	43	67	58	12
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	0	7	7	14	0	48	92	4	12
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	80	8	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	0	100	3	5
	GATWICK	NOUVELAIR TUNISIE	S	A	5	0	0	40	40	0	0	0	20	107	50	16	4
	GATWICK	NOUVELAIR TUNISIE	S	D	4	0	0	50	50	0	0	0	0	11	33	47	6
	STANSTED	NOUVELAIR TUNISIE	C	A	5	0	0	60	20	0	20	0	0	43	0	0	0
	STANSTED	NOUVELAIR TUNISIE	C	D	5	0	0	40	40	0	20	0	0	45	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	12	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	1	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	90	10	0	0	0	0	5	63	25	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	9	9	0	0	0	7	63	32	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	43	29	29	0	0	0	17	67	23	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	14	14	14	0	0	27	83	14	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	0	0	20	115	80	27	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	0	0	20	118	83	16	6
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	9	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	7	4
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	0	0	11	11	76	88	9	8
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	11	0	11	11	0	43	78	6	9
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	78	11	11	0	0	0	7	75	8	4
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	78	11	11	0	0	0	8	100	3	4
<b>TOTAL MONASTIR</b>					<b>238</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>31</b>	<b>78</b>	<b>17</b>	<b>17</b>
MONTEGO BAY	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	48	0	50	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	20	40	0	0	0	26	20	60	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	0	25	307	25	112	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	25	88	4
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	40	0	40	20	0	0	47	50	19	4
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	20	40	40	0	0	0	25	100	9	4
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	20	40	0	0	0	22	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	10	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MONTEGO BAY																	
<b>TOTAL MONTEGO BAY</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>54</b>	<b>36</b>	<b>47</b>	<b>47</b>
MONTPELLIER																	
	STANSTED	RYANAIR		S A	30	0	0	97	3	0	0	0	0	2	97	1	34
	STANSTED	RYANAIR		S D	30	0	0	90	3	7	0	0	0	6	100	1	34
<b>TOTAL MONTPELLIER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>8</b>
MONTREAL (DORVAL)																	
	HEATHROW	AIR CANADA		S A	47	0	0	79	11	4	4	2	0	16	27	29	52
	HEATHROW	AIR CANADA		S D	47	0	0	72	17	6	4	0	0	14	65	14	51
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	87	3	0	10	0	0	12	84	59	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	61	26	6	3	3	0	19	47	26	30
	GATWICK	THOMAS COOK AIRLINES LTD		S A	5	0	0	0	80	20	0	0	0	25	25	289	4
	GATWICK	THOMAS COOK AIRLINES LTD		S D	8	0	1	88	13	0	0	0	0	4	67	26	3
<b>TOTAL MONTREAL (DORVAL)</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>35</b>	<b>35</b>
MOSCOW (DOMODEDOVO)																	
	HEATHROW	BRITISH AIRWAYS PLC		S A	71	0	0	66	15	14	4	0	0	14	59	17	69
	HEATHROW	BRITISH AIRWAYS PLC		S D	71	0	0	42	32	20	6	0	0	24	54	17	69
	GATWICK	TRANSAERO AIRLINES		S A	23	0	4	74	17	4	0	4	0	18	41	29	27
	GATWICK	TRANSAERO AIRLINES		S D	23	0	4	74	17	0	4	4	0	22	26	39	27
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>188</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>22</b>	<b>22</b>
MOSCOW (SHEREMETYEVO)																	
	HEATHROW	AEROFLOT		S A	76	0	0	64	24	7	5	0	0	14	34	27	76
	HEATHROW	AEROFLOT		S D	76	0	0	53	38	8	1	0	0	15	39	25	76
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>152</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>31</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>37</b>	<b>26</b>	<b>26</b>
MOSCOW (VNUKOVO)																	
MUMBAI																	
	HEATHROW	AIR INDIA		S A	68	1	2	60	15	12	7	4	1	40	71	14	52
	HEATHROW	AIR INDIA		S D	64	1	2	14	20	38	22	5	2	69	8	44	52
	HEATHROW	BMI BRITISH MIDLAND		S A	17	0	0	65	18	12	6	0	0	14	0	0	0
	HEATHROW	BMI BRITISH MIDLAND		S D	17	0	0	65	12	24	0	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	32	0	1	78	6	6	3	3	3	70	90	29	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	33	0	0	36	33	18	12	0	0	29	20	33	30
	HEATHROW	JET AIRWAYS		S A	31	0	0	52	16	23	10	0	0	23	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
MUMBAI	HEATHROW	JET AIRWAYS	S	D	31	0	0	58	35	6	0	0	0	14	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	71	14	7	7	0	0	14	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	31	54	15	0	0	0	21	0	0	0
<b>TOTAL MUMBAI</b>					<b>320</b>	<b>2</b>	<b>5</b>	<b>49</b>	<b>21</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>45</b>	<b>30</b>	<b>30</b>
MUNICH	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	22	0	0	91	5	5	0	0	0	4	88	9	26
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	20	0	0	95	5	0	0	0	0	3	83	10	18
	GATWICK	BRITISH AIRWAYS PLC	S	A	82	0	0	65	15	7	12	1	0	22	81	11	77
	GATWICK	BRITISH AIRWAYS PLC	S	D	82	0	0	65	13	13	9	0	0	21	83	11	77
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	70	16	8	5	1	0	16	65	15	143
	HEATHROW	BRITISH AIRWAYS PLC	S	D	149	0	0	48	26	19	6	1	0	23	60	17	143
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	38	0	4	76	16	5	3	0	0	9	83	8	40
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	38	0	4	74	16	3	8	0	0	15	61	23	41
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	67	14	11	8	0	0	16	75	25	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	50	27	9	14	0	0	25	51	25	61
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	12	0	0	42	42	17	0	0	0	21	0	0	0
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	12	0	0	92	0	8	0	0	0	10	0	0	0
	HEATHROW	LUFTHANSA	S	A	215	0	1	68	18	11	3	0	0	13	56	18	216
	HEATHROW	LUFTHANSA	S	D	215	0	1	71	17	9	3	0	0	13	74	12	215
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	87	0	0	85	10	2	2	0	0	7	90	6	29
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	87	0	0	66	22	9	3	0	0	15	80	9	30
	MANCHESTER	LUFTHANSA CITY LINE	S	A	92	0	0	71	18	9	2	0	0	11	84	8	92
	MANCHESTER	LUFTHANSA CITY LINE	S	D	91	0	0	77	15	5	2	0	0	8	90	5	93
<b>TOTAL MUNICH</b>					<b>1519</b>	<b>3</b>	<b>10</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>13</b>
MUNSTER-OSNABRUCK	STANSTED	AIR BERLIN	S	A	31	0	0	97	0	0	0	3	0	7	100	0	31
	STANSTED	AIR BERLIN	S	D	31	0	0	65	26	3	6	0	0	18	87	8	31
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	2	80	6	5
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	50	50	0	0	0	0	13	100	0	5
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>4</b>	<b>4</b>
MURCIA SAN JAVIER																	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	BIRMINGHAM	BMIBABY LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	5	0	0	20	20	60	0	0	0	28	0	72	5
	MANCHESTER	BMIBABY LTD	S	D	5	0	0	80	20	0	0	0	10	0	56	5	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	30	0	0	93	0	0	3	3	0	10	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	30	0	0	93	3	3	0	0	0	3	0	0	0
	NEWCASTLE	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	22	0	0	95	5	0	0	0	0	2	0	0	0
	NEWCASTLE	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	22	0	0	77	18	0	5	0	0	9	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	19	3	10	0	0	17	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	19	16	10	0	0	23	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	20	0	0	50	15	20	5	10	0	53	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	20	0	0	55	20	10	5	10	0	44	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	55	9	23	5	9	0	39	85	8	27
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	50	27	9	5	9	0	38	85	12	27
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	90	0	6	3	0	0	8	61	16	31
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	97	0	0	3	0	0	5	58	18	31
	LUTON	RYANAIR	S	A	30	1	1	90	3	0	3	3	0	17	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	77	10	6	3	3	0	16	0	0	0
	STANSTED	RYANAIR	S	A	59	1	0	85	5	7	3	0	0	9	96	2	90
	STANSTED	RYANAIR	S	D	60	0	0	63	25	12	0	0	0	13	87	6	90
<b>TOTAL MURCIA SAN JAVIER</b>					<b>514</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>11</b>	<b>11</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	3	97	2	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	13	0	0	0	14	70	12	30
	HEATHROW	GULF AIR	S	A	57	0	0	63	7	19	9	2	0	22	53	20	51
	HEATHROW	GULF AIR	S	D	55	0	1	53	25	18	4	0	0	20	50	19	52
<b>TOTAL MUSCAT</b>					<b>175</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>15</b>	<b>15</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	81	7	7	5	0	0	9	71	21	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	72	19	5	5	0	0	16	47	31	43	
	HEATHROW	KENYA AIRWAYS	S	A	40	0	1	70	15	5	5	3	3	34	62	31	39	
	HEATHROW	KENYA AIRWAYS	S	D	40	0	1	60	23	8	5	0	5	58	67	20	39	
<b>TOTAL NAIROBI</b>					<b>166</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>29</b>	<b>61</b>	<b>26</b>	<b>26</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	65	15	12	8	0	0	18	88	9	26	
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	69	15	4	12	0	0	20	92	6	26	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	69	0	0	86	6	7	1	0	0	9	91	5	76	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	69	0	0	75	12	9	4	0	0	15	89	6	76	
<b>TOTAL NANTES</b>					<b>190</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	<b>6</b>	
NAPLES																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	0	50	50	0	0	0	40	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	34	0	0	56	24	15	6	0	0	20	57	25	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	34	0	0	74	15	9	3	0	0	16	83	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	66	15	12	5	1	0	20	83	10	98	
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	55	27	9	9	0	0	22	79	14	98	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	47	0	5	77	11	6	4	2	0	17	90	4	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	47	0	0	70	19	6	4	0	0	15	80	9	60	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	40	39	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	35	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	3	75	10	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	1	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	16	60	27	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	13	60	23	5	
	MANCHESTER	MONARCH AIRLINES	S	A	26	0	0	88	8	0	0	4	0	16	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	26	0	0	100	0	0	0	0	0	0	0	0	0	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	4	0	0	100	0	0	0	0	0	0	40	22	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	56	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	75	30	4		
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	56	11	11	22	0	0	25	44	47	9	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	0	25	0	0	0	11	86	46	7	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	21	60	11	5	
	GLASGOW	THOMSONFLY LTD	C	D	3	0	0	67	0	0	33	0	0	22	100	6	4	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	40	31	5		
	LUTON	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	100	1	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	50	25	25	0	0	39	56	38	9	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	21	86	34	7	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	14	80	9	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	7	100	0	4	
<b>TOTAL NAPLES</b>					<b>504</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>14</b>	
NASSAU																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	25	0	25	0	25	118	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	40	20	0	20	20	0	91	0	0	0	
<b>TOTAL NASSAU</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	61	13	10	16	0	0	27	53	29	30	
	HEATHROW	AIR INDIA	S	D	31	0	0	26	13	39	19	3	0	51	27	32	30	
	HEATHROW	AMERICAN AIRLINES	S	A	180	0	0	50	21	17	11	1	0	25	54	23	180	
	HEATHROW	AMERICAN AIRLINES	S	D	181	0	0	84	10	3	2	1	0	9	85	8	174	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	211	0	0	64	17	11	6	1	0	20	89	6	185	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	211	0	0	59	23	13	5	0	0	19	57	18	180	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	3	0	0	4	87	11	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	83	0	13	3	0	0	12	87	22	30	
	STANSTED	EOS AIRLINES	S	A	13	0	5	8	0	38	54	0	0	58	0	0	0	
	STANSTED	EOS AIRLINES	S	D	13	0	5	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	85	0	8	8	0	0	10	100	1	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	69	8	23	0	0	0	14	62	18	13	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NEW YORK (JF KENNEDY)																		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	19	0	0	58	16	16	11	0	0	20	44	17	18	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	33	22	28	11	6	0	41	42	39	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	104	0	0	0	
	HEATHROW	UNITED AIRLINES	S	A	60	0	0	77	13	3	5	2	0	13	84	7	62	
	HEATHROW	UNITED AIRLINES	S	D	60	0	0	78	10	12	0	0	0	10	85	14	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	93	0	0	68	14	12	5	1	0	17	58	26	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	93	0	0	65	23	12	0	1	0	15	48	25	90	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1303</b>	<b>1</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>16</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	90	6	3	1	0	0	4	85	23	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	73	17	9	1	0	0	12	73	13	81	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	61	0	0	70	15	3	10	2	0	17	76	12	62	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	60	1	1	93	2	3	2	0	0	4	97	3	61	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	44	0	0	70	9	14	5	2	0	20	48	18	31	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	44	0	0	80	7	7	2	5	0	22	80	11	30	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	77	15	6	2	0	0	11	45	23	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	76	18	6	0	0	0	10	67	14	60	
	GLASGOW	CONTINENTAL AIRLINES	S	A	47	0	0	74	11	9	6	0	0	13	68	16	31	
	GLASGOW	CONTINENTAL AIRLINES	S	D	47	0	0	74	17	4	2	2	0	18	100	2	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	62	0	0	87	3	6	3	0	0	9	61	14	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	62	0	0	85	8	3	3	0	0	7	90	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	58	0	0	67	19	12	2	0	0	13	40	28	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	72	19	5	3	0	0	14	47	34	60	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>843</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>17</b>	<b>17</b>	
NEWCASTLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	117	0	0	64	16	11	9	0	0	18	83	9	116	
	GATWICK	BRITISH AIRWAYS PLC	S	D	117	0	0	67	19	6	9	0	0	17	82	9	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	199	0	1	72	16	5	8	0	0	14	48	25	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	200	0	0	62	20	12	6	0	0	18	50	25	167	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	84	0	0	88	8	1	2	0	0	6	86	7	83	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	84	0	0	95	1	2	1	0	0	2	92	4	83	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	81	8	8	3	0	0	11	79	21	111	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	61	22	12	4	1	0	19	71	13	112	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>1041</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>16</b>	<b>16</b>
NEWQUAY																	
	GATWICK	AIR SOUTHWEST		S D	91	0	2	74	11	12	2	1	0	14	91	4	90
	BIRMINGHAM	BMIBABY LTD		S A	28	0	1	29	4	25	43	0	0	44	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	28	0	1	93	4	4	0	0	0	5	0	0	0
	STANSTED	RYANAIR		S A	58	0	2	90	5	5	0	0	0	5	92	3	61
	STANSTED	RYANAIR		S D	60	0	0	85	10	5	0	0	0	8	74	9	61
<b>TOTAL NEWQUAY</b>					<b>265</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>5</b>	<b>5</b>
NICE																	
	HEATHROW	BMI BRITISH MIDLAND		S A	40	0	0	83	10	5	3	0	0	8	65	17	60
	HEATHROW	BMI BRITISH MIDLAND		S D	40	0	0	85	8	5	3	0	0	10	62	18	60
	BIRMINGHAM	BMIBABY LTD		S A	31	0	0	45	32	13	6	3	0	29	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	31	0	0	74	10	6	6	3	0	19	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	5	0	0	100	0	0	0	0	0	0	100	0	5
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	5	0	0	80	0	20	0	0	0	12	100	1	5
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	28	0	0	79	7	0	14	0	0	20	90	10	30
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	29	0	0	69	14	7	7	3	0	21	83	9	30
	GATWICK	BRITISH AIRWAYS PLC		S A	61	0	1	66	13	18	2	0	2	38	72	17	65
	GATWICK	BRITISH AIRWAYS PLC		S D	62	0	0	63	21	15	2	0	0	15	71	17	65
	HEATHROW	BRITISH AIRWAYS PLC		S A	127	0	0	68	16	11	5	1	0	17	48	22	126
	HEATHROW	BRITISH AIRWAYS PLC		S D	127	0	0	57	17	15	10	1	0	25	52	25	126
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S A	22	0	0	77	9	0	14	0	0	16	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		S D	22	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	59	0	5	59	8	22	10	0	0	25	97	5	60
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	59	0	5	49	20	20	10	0	0	27	92	7	60
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	91	0	25	56	25	11	8	0	0	20	83	9	108
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	91	0	25	65	15	12	8	0	0	20	80	13	108
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	27	0	0	56	37	0	7	0	0	15	83	5	29
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	27	0	0	56	33	7	4	0	0	15	93	3	30

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NICE																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	39	0	20	79	8	5	8	0	0	11	84	10	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	39	0	19	62	18	13	8	0	0	20	79	13	61	
	EDINBURGH	FLYGLOBESPAN	S	A	17	0	0	65	12	18	6	0	0	18	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	17	0	0	82	12	0	6	0	0	12	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL NICE</b>					<b>1107</b>	<b>6</b>	<b>100</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>14</b>	<b>14</b>	
NIEDERRHEIN																		
	STANSTED	RYANAIR	S	A	44	0	2	84	7	7	2	0	0	7	98	1	80	
	STANSTED	RYANAIR	S	D	46	0	0	80	9	9	2	0	0	13	91	5	82	
<b>TOTAL NIEDERRHEIN</b>					<b>90</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>10</b>	<b>10</b>	
NIMES																		
	LUTON	RYANAIR	S	A	29	0	1	93	3	3	0	0	0	3	0	0	0	
	LUTON	RYANAIR	S	D	30	0	0	87	10	3	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	27	1	0	81	15	0	4	0	0	7	97	2	60	
	STANSTED	RYANAIR	S	D	27	0	0	78	19	0	4	0	0	13	87	6	60	
<b>TOTAL NIMES</b>					<b>113</b>	<b>1</b>	<b>1</b>	<b>85</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>4</b>	<b>4</b>	
NORWICH																		
	EDINBURGH	EASTERN AIRWAYS	S	A	67	0	0	88	6	3	3	0	0	8	81	9	67	
	EDINBURGH	EASTERN AIRWAYS	S	D	67	0	0	84	3	10	3	0	0	10	82	8	66	
	MANCHESTER	EASTERN AIRWAYS	S	A	63	0	0	86	3	6	5	0	0	8	95	3	63	
	MANCHESTER	EASTERN AIRWAYS	S	D	62	0	0	89	2	6	3	0	0	7	98	1	63	
	EDINBURGH	FLYBE LTD	S	A	31	0	0	77	13	6	3	0	0	12	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	31	0	0	77	16	3	3	0	0	14	0	0	0	
	GLASGOW	FLYBE LTD	S	A	31	0	0	71	16	6	3	3	0	19	0	0	0	
	GLASGOW	FLYBE LTD	S	D	31	0	0	74	16	3	3	3	0	19	0	0	0	
<b>TOTAL NORWICH</b>					<b>383</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>6</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMIBABY LTD	S	A	64	0	2	95	2	0	3	0	0	4	78	10	77	
	EDINBURGH	BMIBABY LTD	S	D	64	0	2	91	3	3	3	0	0	6	71	20	77	
	GLASGOW	BMIBABY LTD	S	A	78	0	0	90	5	3	3	0	0	5	91	7	76	
	GLASGOW	BMIBABY LTD	S	D	78	0	0	90	4	4	3	0	0	7	84	10	76	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
NOTTINGHAM EAST MIDLAN	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	96	4	0	0	0	0	3	75	18	52
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	80	12	4	4	0	0	12	54	25	52
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>334</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>14</b>	<b>14</b>
NUREMBERG	STANSTED	AIR BERLIN	S	A	35	0	0	69	11	17	0	3	0	21	68	22	31
	STANSTED	AIR BERLIN	S	D	36	0	0	56	19	17	6	3	0	28	63	23	30
<b>TOTAL NUREMBERG</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>22</b>	<b>22</b>

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
ODESSA																		
OLBIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	84	6	3	6	0	0	12	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	58	29	6	6	0	0	21	0	0	0	
	GATWICK	MERIDIANA AIR		S A	2	0	0	50	50	0	0	0	0	17	50	10	4	
	GATWICK	MERIDIANA AIR		S D	2	0	0	100	0	0	0	0	0	7	75	9	4	
<b>TOTAL OLBIA</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>7</b>	<b>7</b>	
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL		S A	2	0	0	0	50	50	0	0	0	31	0	16	1	
	HEATHROW	AIR PORTUGAL		S A	60	0	0	58	17	18	7	0	0	20	42	29	60	
	HEATHROW	AIR PORTUGAL		S D	61	0	0	62	16	18	3	0	0	16	52	24	60	
	GATWICK	GB AIRWAYS LTD		S A	28	0	0	29	18	36	14	4	0	43	81	8	26	
	GATWICK	GB AIRWAYS LTD		S D	28	0	0	50	25	11	11	4	0	32	81	9	26	
	MANCHESTER	PORTUGALIA		S D	21	0	0	57	24	10	10	0	0	22	81	12	21	
	STANSTED	RYANAIR		S A	55	0	0	60	27	9	4	0	0	18	0	0	0	
	STANSTED	RYANAIR		S D	55	0	0	51	35	9	5	0	0	20	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>315</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>20</b>	<b>20</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	94	6	0	0	0	0	3	97	3	31	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	55	32	10	3	0	0	18	67	11	30	
	HEATHROW	BRITISH AIRWAYS PLC		C A	2	0	0	50	0	50	0	0	0	21	50	48	2	
	HEATHROW	BRITISH AIRWAYS PLC		C D	2	0	0	0	50	0	50	0	0	45	0	31	1	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	66	1	0	68	15	9	3	5	0	22	67	21	57	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	67	0	0	25	36	19	16	3	0	39	21	43	57	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	2	1	97	0	3	0	0	0	2	91	6	34	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	87	6	3	3	0	0	8	72	24	36	
<b>TOTAL ORLANDO</b>					<b>260</b>	<b>3</b>	<b>1</b>	<b>63</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>21</b>	<b>21</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES		S A	31	0	0	74	19	6	0	0	0	10	50	32	30	
	HEATHROW	JAPAN AIRLINES		S D	31	0	0	84	13	3	0	0	0	12	63	29	30	
<b>TOTAL OSAKA (KANSAI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>30</b>	<b>30</b>	
OSLO (GARDERMOEN)																		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	30	1	0	90	7	3	0	0	0	4	83	11	54	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
OSLO (GARDERMOEN)	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	94	6	0	0	0	0	3	83	13	54
	HEATHROW	BRITISH AIRWAYS PLC	S	A	122	0	0	66	15	13	6	1	0	17	55	17	121
	HEATHROW	BRITISH AIRWAYS PLC	S	D	122	0	0	63	16	14	7	0	0	19	61	17	121
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	51	0	1	86	4	8	2	0	0	9	73	12	52
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	51	0	1	78	4	12	6	0	0	13	63	17	52
	HEATHROW	SAS	S	A	150	0	0	68	13	10	9	0	0	17	58	17	149
	HEATHROW	SAS	S	D	149	0	1	63	17	9	9	1	0	21	61	21	149
	MANCHESTER	SAS	S	A	18	0	0	33	33	17	17	0	0	30	72	17	18
	MANCHESTER	SAS	S	D	18	0	0	61	17	11	11	0	0	21	67	12	18
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>742</b>	<b>3</b>	<b>3</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>17</b>	<b>17</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	29	0	0	93	3	0	3	0	0	5	81	8	31
	HEATHROW	AIR CANADA	S	D	29	0	0	66	24	7	0	3	0	18	60	24	30
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	0	50	0	0	0	25	75	52	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	40	20	0	40	0	0	39	100	2	3
	GATWICK	ZOOM AIRLINES	S	A	5	0	0	80	0	20	0	0	0	10	0	0	0
	GATWICK	ZOOM AIRLINES	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	GLASGOW	ZOOM AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	0	116	2
	GLASGOW	ZOOM AIRLINES	S	D	5	0	0	100	0	0	0	0	0	4	50	42	2
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>21</b>	<b>21</b>
OVDA	LUTON	FLYJET LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0
	LUTON	FLYJET LTD	C	D	3	0	0	67	33	0	0	0	0	12	0	0	0
	MANCHESTER	FLYJET LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL OVDA</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PADERBORN																		
	MANCHESTER	AIR BERLIN		S A	18	0	0	78	17	0	6	0	0	11	0	0	0	
	MANCHESTER	AIR BERLIN		S D	18	0	0	83	0	6	11	0	0	18	0	0	0	
	STANSTED	AIR BERLIN		S A	41	0	0	78	7	10	2	2	0	17	77	17	56	
	STANSTED	AIR BERLIN		S D	41	0	0	63	27	7	2	0	0	14	72	20	57	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C A	5	0	0	100	0	0	0	0	0	2	60	75	5	
	BIRMINGHAM	EUROPEAN AIR CHARTER		C D	5	0	0	100	0	0	0	0	0	3	60	74	5	
<b>TOTAL PADERBORN</b>					<b>128</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>23</b>	<b>23</b>	
PALERMO																		
	STANSTED	RYANAIR		S A	58	0	0	84	9	7	0	0	0	6	90	5	61	
	STANSTED	RYANAIR		S D	58	0	0	83	7	9	2	0	0	11	74	11	61	
<b>TOTAL PALERMO</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>9</b>	
PALMA DE MALLORCA																		
	NEWCASTLE	AIR ATLANTA EUROPE LTD		C A	2	0	0	50	0	0	50	0	0	48	0	0	0	
	NEWCASTLE	AIR ATLANTA EUROPE LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	AIR BERLIN		S A	32	0	0	44	28	22	3	3	0	24	79	12	34	
	STANSTED	AIR BERLIN		S D	31	0	0	74	13	10	0	3	0	18	82	8	33	
	EDINBURGH	AIR EUROPA		C A	5	0	0	100	0	0	0	0	0	2	80	7	10	
	EDINBURGH	AIR EUROPA		C D	5	0	0	100	0	0	0	0	0	2	100	1	8	
	GLASGOW	AIR EUROPA		C A	5	0	0	100	0	0	0	0	0	1	100	4	4	
	GLASGOW	AIR EUROPA		C D	4	1	0	100	0	0	0	0	0	0	100	3	3	
	NEWCASTLE	AIR EUROPA		C A	5	0	0	80	0	20	0	0	0	16	80	7	5	
	NEWCASTLE	AIR EUROPA		C D	5	0	0	80	0	0	20	0	0	17	100	4	4	
	STANSTED	AIR EUROPA		C A	5	0	0	40	20	40	0	0	0	20	0	0	0	
	STANSTED	AIR EUROPA		C D	4	0	0	25	0	75	0	0	0	34	0	0	0	
	BIRMINGHAM	AIR MALTA		C A	6	0	0	83	0	0	17	0	0	25	60	26	5	
	BIRMINGHAM	AIR MALTA		C D	5	0	0	60	20	0	20	0	0	28	100	2	4	
	HEATHROW	BMI BRITISH MIDLAND		S A	36	0	0	69	11	14	6	0	0	17	23	44	35	
	HEATHROW	BMI BRITISH MIDLAND		S D	36	0	0	75	8	14	3	0	0	13	31	25	35	
	BIRMINGHAM	BMIBABY LTD		S A	29	0	0	83	10	3	3	0	0	12	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	29	0	0	79	17	0	3	0	0	10	0	0	0	
	MANCHESTER	BMIBABY LTD		S A	31	0	0	61	16	19	0	3	0	21	61	15	31	
	MANCHESTER	BMIBABY LTD		S D	31	0	0	90	3	3	3	0	0	8	77	11	30	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PALMA DE MALLORCA	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	5	0	0	40	20	20	20	0	0	29	77	18	13
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	5	0	0	80	0	0	20	0	0	18	92	14	13
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	5	71	13	13	3	0	0	14	83	9	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	5	58	23	16	3	0	0	19	82	9	60
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	47	0	0	68	15	11	4	2	0	20	70	31	50
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	46	0	0	65	17	4	11	2	0	23	58	15	50
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	28	1	2	79	11	7	4	0	0	11	87	5	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	72	17	7	3	0	0	14	93	5	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	78	10	3	10	0	0	15	80	6	35
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	40	0	1	68	13	13	5	0	3	25	69	10	35
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	5	0	0	20	40	20	20	0	0	36	100	2	5
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	4	0	0	25	25	0	50	0	0	38	80	8	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	1	60	32	10
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	71	29	0	0	0	0	7	63	16	8
	GLASGOW	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	6	83	7	6
	GLASGOW	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	0	100	0	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	10	0	0	70	10	10	10	0	0	24	67	20	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	1	0	86	0	14	0	0	0	9	63	23	8
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	78	0	0	22	0	0	35	100	0	3
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	8	75	12	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	64	18	0	18	0	0	33	85	7	13
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	16	92	3	13
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	33	0	0	82	9	6	3	0	0	7	80	8	40
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	31	0	0	81	3	10	6	0	0	13	65	15	37
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	5	20	131	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	50	151	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	37	2	0	59	11	5	24	0	0	33	79	11	34
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	34	0	0	62	3	15	21	0	0	32	85	10	33
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	6	89	15	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	11	89	5	9
	BIRMINGHAM	FLYBE LTD	S	A	12	0	0	25	33	8	33	0	0	52	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	12	0	0	67	0	17	17	0	0	25	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	EDINBURGH	FLYGLOBESPAN	S	A	30	0	0	73	13	7	3	0	3	23	0	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	29	0	0	69	14	10	3	0	3	27	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	37	0	0	92	0	0	5	0	3	17	79	11	28	28
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	84	6	0	6	0	3	24	76	11	29	29
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	5	14	28	7	7
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	33	26	6	6
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	50	0	0	50	0	0	37	67	7	3	3
	NEWCASTLE	FUTURA AIRLINES	C	A	8	0	0	63	13	25	0	0	0	14	0	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	D	6	0	0	67	33	0	0	0	0	10	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	68	23	0	9	0	0	18	83	7	36	36
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	50	36	9	5	0	0	19	81	9	36	36
	GLASGOW	GREECE AIRWAYS	S	A	9	0	0	78	0	0	0	0	22	198	100	0	9	9
	GLASGOW	GREECE AIRWAYS	S	D	7	1	1	71	14	0	0	0	14	146	100	6	7	7
	EDINBURGH	IBERWORLD	C	A	5	0	0	80	0	20	0	0	0	10	100	0	1	1
	EDINBURGH	IBERWORLD	C	D	4	0	0	75	25	0	0	0	0	7	100	0	1	1
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	29	100	4	5	5
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	20	40	20	20	0	0	29	50	13	4	4
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	5	40	34	5	5
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	25	39	4	4
	GATWICK	MONARCH AIRLINES	C	A	10	1	0	70	10	0	10	0	10	77	17	69	6	6
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	67	22	0	11	0	0	21	33	108	6	6
	GLASGOW	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	0	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	0
	LUTON	MONARCH AIRLINES	C	A	5	0	0	40	20	0	20	0	20	202	0	137	5	5
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	47	25	43	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	6	2	0	0	50	17	33	0	0	57	38	51	8	8
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	1	77	3	0	7	13	0	42	90	14	31	31
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	33	33	17	17	0	0	36	43	71	7	7
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	1	70	7	7	7	10	0	40	77	18	30	30
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	A	31	0	0	81	0	3	10	6	0	27	67	18	21	21
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	19	58	41	24	24
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	7	0	0	100	0	0	0	0	0	3	55	53	20	20
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	S	D	31	0	0	77	3	3	13	3	0	31	48	40	27	27

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	50	17	17	0	0	17	72	71	67	14	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	33	0	0	0	7	75	26	12		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	8	8	0	8	21	58	35	12		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	0	0	10	0	19	89	35	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	30	7	0	90	3	3	0	3	9	66	27	47		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	30	1	0	93	0	3	3	0	5	68	20	40		
	NEWCASTLE	SPANAIR	C	A	10	0	0	40	10	20	20	10	47	60	15	5		
	NEWCASTLE	SPANAIR	C	D	8	0	0	63	13	13	0	13	39	25	26	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	13	0	25	56	45	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	14	43	52	7		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	60	15	15	10	0	20	81	11	21		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	21	0	0	62	10	14	14	0	24	68	18	19		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	21	0	0	71	10	10	10	0	17	73	20	22		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	18	0	0	72	0	11	17	0	20	89	5	18		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	27	0	0	63	11	19	4	0	4	59	81	7	31	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	91	0	0	5	5	17	84	11	31		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	14	0	0	79	7	7	0	7	26	75	27	16		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	7	7	0	7	25	80	31	15		
	BIRMINGHAM	THOMSONFLY LTD	C	A	23	0	0	74	4	13	4	4	26	83	7	24		
	BIRMINGHAM	THOMSONFLY LTD	C	D	22	0	0	77	5	14	0	0	5	26	91	3	22	
	EDINBURGH	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	5	100	5	4		
	EDINBURGH	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	33	12	3		
	GATWICK	THOMSONFLY LTD	C	A	48	0	0	75	10	6	4	4	25	92	5	52		
	GATWICK	THOMSONFLY LTD	C	D	42	2	0	74	14	2	5	5	24	91	5	46		
	GLASGOW	THOMSONFLY LTD	C	A	18	0	0	78	0	6	11	6	30	91	8	22		
	GLASGOW	THOMSONFLY LTD	C	D	17	0	0	65	18	0	18	0	22	86	10	22		
	LUTON	THOMSONFLY LTD	C	A	18	0	0	89	6	6	0	0	4	77	23	22		
	LUTON	THOMSONFLY LTD	C	D	14	0	0	93	0	7	0	0	4	75	26	20		
	MANCHESTER	THOMSONFLY LTD	C	A	38	1	0	61	24	8	8	0	22	89	13	45		
	MANCHESTER	THOMSONFLY LTD	C	D	34	1	0	71	12	9	9	0	17	85	13	40		
	NEWCASTLE	THOMSONFLY LTD	C	A	13	0	0	69	8	23	0	0	15	79	37	14		
	NEWCASTLE	THOMSONFLY LTD	C	D	11	0	0	64	9	27	0	0	16	85	18	13		
	STANSTED	THOMSONFLY LTD	C	A	13	0	0	77	8	8	8	0	18	94	2	18		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																	
	STANSTED	THOMSONFLY LTD	C	D	11	0	0	45	18	27	9	0	0	22	93	4	15
	GATWICK	VOLAR AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	100	5	1
	GATWICK	VOLAR AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>1959</b>	<b>22</b>	<b>17</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>74</b>	<b>18</b>	<b>18</b>
PAPHOS																	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	5	0	0	60	0	0	20	20	0	73	40	121	5
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	5	0	0	0	20	40	40	0	0	50	0	164	5
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	3	2	0	67	0	0	33	0	0	26	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	60	0	20	20	0	0	35	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	75	0	0	0	34	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	29	75	8	4
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	49	60	17	5
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	3	3
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	26	75	37	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	18	0	0	72	17	6	6	0	0	12	58	117	26
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	1	0	58	32	11	0	0	0	14	52	60	27
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	2	0	40	20	40	0	0	0	27	43	18	7
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	16	75	24	8
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	0	50	0	157	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	50	0	25	25	0	0	29	25	56	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	11	75	9	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	13	0	0	77	8	8	8	0	0	12	77	15	13
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	3	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	13	0	0	77	15	8	0	0	0	10	54	19	13
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	8	83	10	6
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	25	25	50	0	0	0	21	75	27	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	25	50	25	0	0	0	20	100	11	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	9	75	7	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	40	14	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	9	0	0	56	33	11	0	0	0	12	38	21	8

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	9	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	6	67	17	9	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	0	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	1	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	1	100	2	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	6	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	8	1	1	63	25	0	13	0	0	17	0	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	8	0	0	25	13	38	25	0	0	42	0	0	0	0
	GATWICK	FLYJET LTD	C	A	10	0	0	30	40	30	0	0	0	22	88	2	8	8
	GATWICK	FLYJET LTD	C	D	10	0	0	70	10	20	0	0	0	18	89	4	9	9
	MANCHESTER	FLYJET LTD	C	A	5	0	0	0	0	20	60	20	0	117	40	182	5	5
	MANCHESTER	FLYJET LTD	C	D	5	0	0	0	20	0	60	20	0	116	60	175	5	5
	GATWICK	GB AIRWAYS LTD	S	A	34	0	0	74	12	9	6	0	0	14	69	17	13	13
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	59	18	15	9	0	0	23	54	18	13	13
	MANCHESTER	GB AIRWAYS LTD	S	A	13	0	0	69	15	15	0	0	0	11	0	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	5	0	0	0	0
	GATWICK	HELIOS AIRWAYS LTD	S	A	7	0	0	71	29	0	0	0	0	8	0	0	0	0
	MANCHESTER	HELIOS AIRWAYS LTD	S	A	4	0	0	25	25	50	0	0	0	30	75	64	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	22	11	33	33	0	0	49	50	22	4	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	67	11	11	11	0	0	18	100	2	4	4
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	20	60	0	0	0	34	50	27	4	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	50	25	0	0	0	21	100	3	4	4
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	33	0	50	17	0	0	45	0	75	4	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	14	50	35	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	40	41	5	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	50	53	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	9	63	14	8	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	13	0	13	0	0	19	63	13	8	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	10	89	8	9	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	15	89	3	9	9
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	7	4	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	67	9	3	3

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)											
PAPHOS	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	22	80	8	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	92	8	0	0	0	2	92	2	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	85	15	0	0	0	7	77	12	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	32	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	36	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	53	7	20	20	0	38	92	6	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	69	6	0	19	6	40	92	4	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	93	100	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	3	100	0	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	33	56	0	11	0	24	67	18	9	
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	63	13	13	13	0	24	89	9	9	
	GATWICK	THOMSONFLY LTD	C	A	18	0	0	78	11	6	6	0	12	62	30	13	
	GATWICK	THOMSONFLY LTD	C	D	17	0	0	76	12	6	6	0	14	92	24	12	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	13	25	26	4	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	13	100	3	4	
	LUTON	THOMSONFLY LTD	C	A	9	0	0	78	0	22	0	0	12	71	27	14	
	LUTON	THOMSONFLY LTD	C	D	8	1	0	88	0	13	0	0	9	85	28	13	
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	57	14	21	0	0	42	67	10	9	
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	71	14	7	0	0	40	100	1	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	3	100	2	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	6	100	1	4	
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	4	
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	8	100	5	3	
<b>TOTAL PAPHOS</b>					<b>656</b>	<b>9</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>31</b>	<b>31</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	338	0	0	71	17	8	4	0	13	56	17	371	
	HEATHROW	AIR FRANCE	S	D	339	0	0	68	16	10	6	0	15	68	14	372	
	MANCHESTER	AIR FRANCE	S	A	154	0	0	85	8	3	3	0	9	91	6	181	
	MANCHESTER	AIR FRANCE	S	D	154	0	0	85	8	4	3	0	8	92	5	181	
	HEATHROW	BMI BRITISH MIDLAND	S	A	138	0	0	75	13	8	4	0	12	36	29	137	
	HEATHROW	BMI BRITISH MIDLAND	S	D	138	0	0	66	17	13	4	0	14	59	19	137	
	NEWCASTLE	BRIT AIR	S	A	80	0	0	84	8	3	6	0	12	0	0	0	



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PARIS (CHARLES DE GAULLE)	NEWCASTLE	BRIT AIR	S	D	80	0	0	66	15	14	5	0	0	16	0	0	0
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	133	1	0	83	8	7	3	0	0	9	83	10	112
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	134	0	0	78	11	6	4	0	0	11	86	10	115
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	86	0	0	81	9	7	1	1	0	10	92	3	86
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	86	0	0	60	23	14	2	0	0	17	78	10	87
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	26	0	0	81	19	0	0	0	0	4	88	6	25
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	96	4	0	0	0	0	4	95	6	21
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	133	1	0	72	14	7	6	2	0	18	79	12	130
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	134	1	0	74	8	10	7	1	0	15	90	7	131
	HEATHROW	BRITISH AIRWAYS PLC	S	A	313	0	2	61	14	15	9	0	0	22	60	18	313
	HEATHROW	BRITISH AIRWAYS PLC	S	D	316	0	0	59	17	15	8	0	0	21	66	16	312
	BIRMINGHAM	CITY JET	S	A	166	0	0	86	2	6	7	0	0	11	0	0	0
	BIRMINGHAM	CITY JET	S	D	165	0	0	81	4	8	5	1	0	15	0	0	0
	EDINBURGH	CITY JET	S	A	65	0	0	77	12	5	6	0	0	13	78	9	64
	EDINBURGH	CITY JET	S	D	65	0	0	68	17	8	8	0	0	17	74	11	65
	LONDON CITY	CITY JET	S	A	25	0	0	88	4	4	4	0	0	5	81	6	26
	LONDON CITY	CITY JET	S	D	21	0	0	19	43	19	10	10	0	55	57	16	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	94	0	0	83	7	3	4	2	0	12	76	11	119
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	94	0	0	76	12	6	6	0	0	14	67	16	119
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	6	0	0	0	7	90	6	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	6	0	0	0	8	90	8	31
	GLASGOW	GREECE AIRWAYS	S	A	10	0	1	80	0	0	0	0	20	158	0	0	0
	GLASGOW	GREECE AIRWAYS	S	D	10	0	0	60	10	10	0	0	20	170	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3587</b>	<b>5</b>	<b>3</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>13</b>	<b>13</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)	EDINBURGH	CITY JET	S	A	3	0	0	33	33	33	0	0	0	28	80	6	5
	EDINBURGH	CITY JET	S	D	4	0	0	100	0	0	0	0	0	3	100	0	4

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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)												
PARIS (ORLY)																		
	LONDON CITY	CITY JET	S	A	97	1	0	79	11	7	1	1	0	13	87	8	105	
	LONDON CITY	CITY JET	S	D	102	0	0	67	14	17	3	0	0	19	76	11	110	
<b>TOTAL PARIS (ORLY)</b>					<b>206</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>9</b>	
PAU																		
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	4	97	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	83	17	0	0	0	0	8	83	7	30	
<b>TOTAL PAU</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>5</b>	<b>5</b>	
PERPIGNAN																		
	BIRMINGHAM	FLYBE LTD	S	A	11	0	1	100	0	0	0	0	0	3	68	24	28	
	BIRMINGHAM	FLYBE LTD	S	D	12	0	0	42	50	8	0	0	0	14	79	12	28	
	STANSTED	RYANAIR	S	A	29	0	0	76	24	0	0	0	0	7	91	4	35	
	STANSTED	RYANAIR	S	D	30	0	0	83	13	3	0	0	0	7	89	6	35	
<b>TOTAL PERPIGNAN</b>					<b>82</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>11</b>	
PERTH (AUSTRALIA)																		
	HEATHROW	QANTAS	S	A	13	0	0	100	0	0	0	0	0	3	0	0	0	
	HEATHROW	QANTAS	S	D	12	0	0	42	25	25	8	0	0	28	0	0	0	
<b>TOTAL PERTH (AUSTRALIA)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PESCARA																		
	STANSTED	RYANAIR	S	A	29	0	0	86	7	7	0	0	0	5	94	3	31	
	STANSTED	RYANAIR	S	D	29	0	0	69	24	7	0	0	0	12	71	10	31	
<b>TOTAL PESCARA</b>					<b>58</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>82</b>	<b>7</b>	<b>7</b>	
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	87	6	6	0	0	0	5	81	8	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	71	19	6	3	0	0	15	45	23	60	
	GATWICK	US AIRWAYS	S	A	31	0	0	52	19	23	6	0	0	23	35	46	31	
	GATWICK	US AIRWAYS	S	D	32	0	0	59	28	6	3	3	0	23	60	18	30	
	GLASGOW	US AIRWAYS	S	A	20	0	0	65	25	5	5	0	0	16	57	20	30	
	GLASGOW	US AIRWAYS	S	D	20	0	0	90	0	5	5	0	0	7	100	1	29	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	77	10	6	3	3	0	15	57	34	30	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	90	0	0	6	3	0	15	90	10	30	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>289</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>19</b>	<b>19</b>	
PHOENIX																		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PHOENIX	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	93	7	0	0	0	0	4	93	4	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	41	30	22	4	4	0	32	31	24	26
<b>TOTAL PHOENIX</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>14</b>	<b>14</b>
PISA	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	28	0	0	93	7	0	0	0	2	87	9	23	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	0	89	11	0	0	0	3	87	7	23	
	GATWICK	BRITISH AIRWAYS PLC	S	A	95	0	0	66	16	11	5	2	0	20	79	11	98
	GATWICK	BRITISH AIRWAYS PLC	S	D	95	0	0	67	17	8	7	0	0	17	66	15	98
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	2	0	0	50	0	50	0	0	0	27	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	2	0	0	100	0	0	0	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	77	0	0	79	12	6	3	0	0	10	80	16	98
	STANSTED	RYANAIR	S	D	78	0	0	76	17	5	3	0	0	12	77	10	98
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	20	20	20	20	20	0	77	80	8	5
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	25	75	12	4
<b>TOTAL PISA</b>					<b>415</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>13</b>
PITTSBURGH																	
PLYMOUTH	GATWICK	AIR SOUTHWEST	S	A	122	0	2	70	13	15	2	0	0	15	88	5	121
	GATWICK	AIR SOUTHWEST	S	D	30	0	1	67	20	10	3	0	0	14	83	6	30
	MANCHESTER	AIR SOUTHWEST	S	A	52	0	0	52	29	13	6	0	0	22	67	19	52
	MANCHESTER	AIR SOUTHWEST	S	D	51	0	0	71	18	4	8	0	0	16	81	9	32
	NEWCASTLE	AIR WALES LTD	S	A	46	0	1	67	13	4	9	7	0	30	86	8	51
	NEWCASTLE	AIR WALES LTD	S	D	46	0	1	78	4	7	9	2	0	22	86	7	51
<b>TOTAL PLYMOUTH</b>					<b>349</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>9</b>	<b>9</b>
POITIERS	STANSTED	RYANAIR	S	A	29	0	0	83	14	3	0	0	0	6	61	25	31
	STANSTED	RYANAIR	S	D	29	0	0	93	7	0	0	0	0	7	60	16	30
<b>TOTAL POITIERS</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>21</b>	<b>21</b>
PORLAMAR	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	83	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
PORLAMAR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	36	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	96	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	81	0	0	0	
<b>TOTAL PORLAMAR</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>31</b>	<b>30</b>	<b>30</b>	
PORT HARCOURT																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	75	13	0	0	0	13	120	89	11	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	1	100	0	0	0	0	0	3	25	24	8	
<b>TOTAL PORT HARCOURT</b>					<b>16</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>59</b>	<b>17</b>	<b>17</b>	
PORT OF SPAIN																		
	HEATHROW	BWIA	S	A	31	0	0	35	10	32	23	0	0	35	43	29	30	
	HEATHROW	BWIA	S	D	31	0	0	13	26	23	39	0	0	48	30	38	30	
	MANCHESTER	BWIA	S	A	10	0	0	90	10	0	0	0	4	60	21	10		
	MANCHESTER	BWIA	S	D	10	0	0	70	10	0	20	0	0	24	50	25	10	
<b>TOTAL PORT OF SPAIN</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>16</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>41</b>	<b>31</b>	<b>31</b>	
POZNAN																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	84	16	0	0	0	0	5	0	0	0	
	LUTON	WIZZ AIR	S	A	18	0	0	72	6	6	6	6	6	46	0	0	0	
	LUTON	WIZZ AIR	S	D	16	2	0	75	13	6	0	0	6	34	0	0	0	
<b>TOTAL POZNAN</b>					<b>96</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>17</b>	<b>66</b>	<b>15</b>	<b>15</b>	
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	87	3	3	6	0	0	8	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	61	16	13	10	0	0	20	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	36	0	0	86	6	6	3	0	0	6	17	48	30	
	MANCHESTER	BMIBABY LTD	S	D	36	0	0	92	3	3	3	0	0	4	70	22	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	50	27	7	17	0	0	30	83	5	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	57	20	13	10	0	0	24	71	10	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	51	19	18	10	2	0	28	43	25	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	46	26	14	13	1	0	27	62	18	90	
	BIRMINGHAM	CSA	S	A	47	0	2	96	0	0	4	0	0	6	89	5	44	
	BIRMINGHAM	CSA	S	D	47	0	2	55	34	9	2	0	0	17	59	18	44	
	EDINBURGH	CSA	S	A	57	0	0	91	5	4	0	0	0	3	95	3	55	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PRAGUE	EDINBURGH	CSA	S	D	57	0	0	70	21	9	0	0	0	11	63	14	56
	HEATHROW	CSA	S	A	88	0	0	72	13	13	3	0	0	13	42	23	86
	HEATHROW	CSA	S	D	88	0	0	68	17	10	5	0	0	16	67	14	86
	MANCHESTER	CSA	S	A	75	0	0	88	7	4	1	0	0	6	71	17	55
	MANCHESTER	CSA	S	D	75	0	0	76	13	8	3	0	0	9	80	7	55
	STANSTED	CSA	S	A	57	0	0	93	5	0	2	0	0	5	93	5	55
	STANSTED	CSA	S	D	57	0	0	72	21	5	2	0	0	14	78	11	55
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	61	16	13	8	2	0	22	90	5	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	45	26	23	6	0	0	24	72	13	60
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	6	0	6	0	0	10	97	2	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	26	0	3	0	0	10	77	10	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	64	0	0	83	9	3	3	2	0	9	83	11	90
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	64	0	0	80	11	8	0	2	0	13	78	14	91
	EDINBURGH	FLYGLOBESPAN	S	A	17	0	0	76	18	6	0	0	0	6	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	17	0	0	82	18	0	0	0	0	6	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	94	0	3	0	0	3	19	100	2	7
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	94	0	0	3	0	3	20	86	5	7
<b>TOTAL PRAGUE</b>					<b>1443</b>	<b>1</b>	<b>4</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>14</b>
PRESTWICK	STANSTED	RYANAIR	S	A	153	0	2	84	9	5	2	1	0	10	95	3	169
	STANSTED	RYANAIR	S	D	154	0	2	84	9	5	1	1	0	10	95	4	169
<b>TOTAL PRESTWICK</b>					<b>307</b>	<b>1</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>3</b>	<b>3</b>
PREVEZA	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	0	2
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	50	50	0	0	0	0	13	100	6	2
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	0	50	50	0	0	0	33	100	10	2
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	100	7	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	3	100	0	7
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	29	29	43	0	0	0	23	100	8	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	71	0	0	29	0	0	28	100	2	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	86	0	0	14	0	0	20	75	16	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	91	9	0	0	0	0	5	88	5	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	10	20	22	5

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 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
PREVEZA	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	2	1
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	16	100	6	5
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	22	100	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	0	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	5	4
<b>TOTAL PREVEZA</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>6</b>	<b>6</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	12	46	24	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	15	8	0	0	25	77	13	13
	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	C	A	4	0	0	100	0	0	0	0	0	3	100	0	3
<b>TOTAL PRISTINA</b>					<b>30</b>	<b>4</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>16</b>	<b>16</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	1	80	0	20	0	0	0	9	75	11	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	60	20	20	0	0	0	16	75	16	4
<b>TOTAL PROVIDENCIALES</b>					<b>10</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>13</b>
PUERTO PLATA	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	0	0	20	0	68	25	35	4
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	0	20	20	0	81	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	47	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	75	68	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	80	75	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	1	0	100	0	0	0	0	0	50	17	2	2
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	21	0	36	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	15	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	15	71	14	7
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	0	0	20	0	44	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	75	0	0	25	0	79	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	4	100	0	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	8	50	31	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	55	0	0	0
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	2	0	50	50	0	0	0	0	12	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PUERTO PLATA																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	3	0	50	0	0	50	0	0	81	75	40	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	0	20	0	50	50	47	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	0	20	163	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	58	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	58	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	0	25	97	100	1	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	5	4	
	GATWICK	THOMSONFLY LTD	C	A	14	1	0	57	14	7	7	14	0	49	89	10	9	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	11	33	33	22	0	0	42	90	8	10	
	MANCHESTER	THOMSONFLY LTD	C	A	9	2	0	89	0	0	11	0	0	9	88	6	8	
	MANCHESTER	THOMSONFLY LTD	C	D	10	0	0	80	10	10	0	0	0	7	88	6	8	
<b>TOTAL PUERTO PLATA</b>					<b>133</b>	<b>9</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>40</b>	<b>78</b>	<b>19</b>	<b>19</b>	
PULA																		
	GATWICK	CROATIA AIRLINES	S	A	3	0	0	33	0	0	67	0	0	65	50	12	2	
	GATWICK	CROATIA AIRLINES	S	D	2	0	0	50	0	0	50	0	0	55	50	29	2	
	MANCHESTER	CROATIA AIRLINES	S	A	3	0	0	33	0	0	67	0	0	53	100	9	2	
	MANCHESTER	CROATIA AIRLINES	S	D	2	0	0	50	0	50	0	0	0	24	100	3	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	15	100	0	3	
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	14	100	3	2	
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	52	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	50	0	0	50	0	0	74	0	0	0	
<b>TOTAL PULA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>7</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>89</b>	<b>6</b>	<b>6</b>	
PUNTA CANA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	33	33	0	0	33	0	85	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	9	0	104	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	9	50	33	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	27	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	75	12	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	1	0	50	0	0	0	50	0	99	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	1	0	50	0	0	50	0	0	38	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	4	0	0	50	25	0	25	0	0	43	100	2	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	51	100	1	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	75	33	4		
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	0	40	0	0	0	18	100	1	4	
<b>TOTAL PUNTA CANA</b>					<b>32</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>28</b>	<b>28</b>	



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

Origin / Destinations: Q

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
QUEBEC																		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	2	0	0	50	50	0	0	0	0	9	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	2	0	0	50	0	50	0	0	0	28	0	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	0	100	0	0	0	0	17	0	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	0
<b>TOTAL QUEBEC</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	94	6	0	0	0	0	3	68	15	31	
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	83	13	3	0	0	0	8	74	16	31	
<b>TOTAL RALEIGH</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>16</b>	<b>16</b>	
REIMS																		
<b>TOTAL REIMS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>28</b>	<b>28</b>	
REUS																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	0	25	0	0	18	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	3	1	0	67	0	0	33	0	0	22	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	0	13	0	0	0	7	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	50	0	50	0	0	0	19	100	0	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	11	89	4	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	12	75	13	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	3	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	88	0	0	13	0	0	11	78	4	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	0	17	0	0	16	100	2	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	1	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	A	2	0	0	50	50	0	0	0	0	19	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	83	11	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	4	80	9	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	3	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	10	0	0	100	0	0	0	0	0	0	86	4	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	4	83	20	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	0	0	91	0	9	0	0	0	6	69	56	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	70	20	0	0	0	10	53	70	16	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	1	0	100	0	0	0	0	0	0	100	0	6	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	0	100	4	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	24	67	12	3	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	LUTON	RYANAIR	S	A	36	0	0	94	3	0	3	0	0	5	0	0	0
	LUTON	RYANAIR	S	D	36	0	0	89	6	3	3	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	44	0	0	93	0	5	0	2	0	7	100	0	61
	STANSTED	RYANAIR	S	D	44	0	0	93	2	2	2	0	0	9	90	6	61
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	0	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	9	8
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	57	16	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	54	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	75	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	0	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	11	100	1	3
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	3	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	0	11	11	0	45	100	0	9
	GATWICK	THOMSONFLY LTD	C	D	7	0	0	86	0	0	14	0	0	21	100	4	7
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	22	80	34	5
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	27	75	50	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	11	100	0	4
	LUTON	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	7	3
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	1	100	0	8
	MANCHESTER	THOMSONFLY LTD	C	D	7	0	0	86	14	0	0	0	0	5	100	1	7
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	27	100	0	4
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	7	100	0	3
<b>TOTAL REUS</b>					<b>397</b>	<b>3</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>8</b>	<b>8</b>
RHODES	BIRMINGHAM	AIR MALTA	C	A	2	0	0	50	50	0	0	0	0	10	75	39	4
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	50	0	50	0	0	0	17	67	54	3
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	4	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	73	20	7	0	0	0	8	61	96	18
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	79	14	7	0	0	0	10	80	91	15
	GLASGOW	EXCEL AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	75	7	8

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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																			
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	0	8		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	8	56	23	9		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	2	88	8	8		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	0	4	78	7	9		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	4	100	2	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	1	0	88	13	0	0	0	0	3	100	4	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	14	0	0	0	0	3	33	12	3		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	17	33	56	3		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	100	0	0	0	36	67	35	3		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	1	0	75	13	0	13	0	0	15	75	9	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	0	14	0	0	0	10	100	5	3		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	12	4		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	4	4		
	MANCHESTER	FLYJET LTD	C	A	2	0	0	100	0	0	0	0	0	10	0	0	0		
	MANCHESTER	FLYJET LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	80	20	0	0	0	0	4	89	2	9		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	4	88	6	8		
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	80	13	0	7	0	0	11	71	22	14		
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	91	0	0	9	0	0	8	85	16	13		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	21	67	12	3		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	33	0	0	35	67	18	3		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	0	50	25	0	0	37	75	12	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	23	67	19	3		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	86	0	0	0	0	14	130	33	42	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	100	0	0	0	0	0	0	14	45	7		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	1	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	10	91	8	11		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	5	86	2	7		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	128	80	9	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	0	8		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
RHODES																			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	3		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	10	75	6	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	25	25	0	0	25	220	100	6	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	1	0	75	25	0	0	0	0	8	100	2	3		
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	11	89	25	9		
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	88	0	13	0	0	0	7	86	31	7		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	25	50	0	25	0	0	39	75	75	4		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	36	100	0	3		
	LUTON	THOMSONFLY LTD	C	A	6	0	0	83	0	0	17	0	0	21	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	78	11	0	11	0	0	10	100	0	9		
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	88	0	0	13	0	0	14	100	1	7		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	5	4		
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	4	3		
<b>TOTAL RHODES</b>					<b>312</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>81</b>	<b>20</b>	<b>20</b>		
RIGA																			
	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	26	0	0	65	19	4	12	0	0	18	48	21	25		
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	26	0	0	77	8	8	8	0	0	15	72	13	25		
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	13	0	0	100	0	0	0	0	0	2	38	21	13		
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	13	0	0	92	8	0	0	0	0	3	77	8	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	16	10	0	0	0	10	68	13	22		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	29	6	3	0	0	15	64	13	22		
	STANSTED	RYANAIR	S	A	49	0	0	86	10	2	0	2	0	8	100	4	1		
	STANSTED	RYANAIR	S	D	49	0	0	92	8	0	0	0	0	6	100	4	1		
<b>TOTAL RIGA</b>					<b>238</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>62</b>	<b>15</b>	<b>15</b>		
RIO DE JANEIRO (GALEAO)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	11	85	10	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	1	0	38	38	8	15	0	0	34	77	12	13		
	HEATHROW	VARIG	S	A	2	0	0	50	50	0	0	0	0	15	47	21	30		
	HEATHROW	VARIG	S	D	2	0	0	50	50	0	0	0	0	14	37	28	30		
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>20</b>	<b>20</b>		
RIYADH																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	11	0	1	91	9	0	0	0	0	2	0	0	0		

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RIYADH	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	67	17	17	0	0	0	13	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	12	0	0	67	25	8	0	0	0	11	77	16	13
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	11	0	0	73	18	0	9	0	0	15	46	12	13
<b>TOTAL RIYADH</b>					<b>46</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>18</b>	<b>18</b>
RIYAN MUKALLA																	
RODEZ	STANSTED	RYANAIR	S	A	28	0	0	64	21	11	4	0	0	14	97	2	31
	STANSTED	RYANAIR	S	D	28	0	1	57	25	11	7	0	0	19	97	5	31
<b>TOTAL RODEZ</b>					<b>56</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>97</b>	<b>3</b>	<b>3</b>
ROME (CIAMPINO)																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	1	6	75	11	7	7	0	0	15	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	68	19	10	3	0	0	16	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	80	10	3	7	0	0	15	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	90	3	3	3	0	0	12	0	0	0
	LUTON	RYANAIR	S	A	31	0	0	77	13	6	3	0	0	11	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	12	0	0	0
	STANSTED	RYANAIR	S	A	149	0	0	91	6	1	2	0	0	5	88	8	160
	STANSTED	RYANAIR	S	D	149	0	0	89	7	3	1	0	1	9	84	8	160
<b>TOTAL ROME (CIAMPINO)</b>					<b>543</b>	<b>3</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>8</b>	<b>8</b>
ROME (FIUMICINO)																	
	HEATHROW	ALITALIA	S	A	153	0	1	72	12	10	6	0	0	16	58	16	152
	HEATHROW	ALITALIA	S	D	152	0	1	61	15	13	11	0	0	22	51	23	152
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	27	0	0	70	4	15	11	0	0	17	74	10	31
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	28	0	0	71	18	4	7	0	0	14	84	10	31
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	23	0	0	57	30	13	0	0	0	15	96	7	25
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	66	17	7	7	3	0	27	77	11	31
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	29	0	0	62	31	7	0	0	0	12	77	11	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	47	25	8	18	0	2	50	50	20	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	60	25	8	7	0	0	18	67	19	30

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 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		
ROME (FIUMICINO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	54	19	17	10	1	0	24	34	35	151	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	54	21	15	9	1	0	23	57	19	150	
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	8	0	0	0	63	25	13	0	0	40	43	24	7	
	EDINBURGH	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	8	0	0	88	0	13	0	0	0	11	86	8	7	
<b>TOTAL ROME (FIUMICINO)</b>					<b>887</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>21</b>	<b>21</b>	
ROTTERDAM																		
	HEATHROW	KLM CITYHOPPER	S	A	74	0	0	92	3	3	3	0	0	6	72	12	99	
	HEATHROW	KLM CITYHOPPER	S	D	73	0	0	81	14	3	3	0	0	8	78	11	97	
	LONDON CITY	KLM CITYHOPPER	S	A	36	0	0	86	8	6	0	0	0	5	0	0	0	
	LONDON CITY	KLM CITYHOPPER	S	D	37	0	0	86	8	3	3	0	0	8	0	0	0	
	STANSTED	TRANSAVIA	S	A	60	0	2	92	2	2	3	2	0	7	97	1	60	
	STANSTED	TRANSAVIA	S	D	60	0	2	85	5	3	5	2	0	11	90	6	60	
	LONDON CITY	VLM (BELGIUM)	S	A	168	0	6	94	1	2	3	1	0	8	97	2	146	
	LONDON CITY	VLM (BELGIUM)	S	D	166	0	6	90	5	1	3	1	0	11	92	5	146	
<b>TOTAL ROTTERDAM</b>					<b>676</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>6</b>	<b>6</b>	
RZESZOW																		
	STANSTED	RYANAIR	S	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	D	2	0	0	50	50	0	0	0	0	13	0	0	0	
<b>TOTAL RZESZOW</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SALONIKA	GATWICK	BRITISH AIRWAYS PLC	S	A	19	0	0	58	16	11	16	0	0	25	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	19	0	0	63	16	16	5	0	0	20	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	176	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	44	1
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	0	1
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	0	1
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	0	0	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	37	100	1	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	1	100	0	0	2
	GATWICK	OLYMPIC AIRLINES	S	A	23	0	0	78	4	0	17	0	0	18	71	14	21
	GATWICK	OLYMPIC AIRLINES	S	D	23	0	0	74	9	0	17	0	0	23	52	22	21
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	17	0	0	0	0	5	25	43	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	33	17	0	0	0	18	50	12	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	100	5	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	0	2
	LUTON	THOMSONFLY LTD	C	A	2	0	0	50	0	0	0	50	0	115	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	4	100	0	2
<b>TOTAL SALONIKA</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>16</b>
SALZBURG	STANSTED	RYANAIR	S	A	58	0	1	86	7	3	3	0	0	7	89	7	61
	STANSTED	RYANAIR	S	D	59	0	0	86	7	3	3	0	0	9	82	9	62
<b>TOTAL SALZBURG</b>					<b>119</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>8</b>
SAMOS	GATWICK	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	9	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	0	1
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	50	22	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	12	100	5	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	50	17	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	0	1
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	4	2
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	5	100	10	2
<b>TOTAL SAMOS</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>11</b>



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	74	21	0	5	0	0	10	85	11	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	42	34	19	3	2	0	26	25	32	60	
	HEATHROW	UNITED AIRLINES		S A	62	0	0	87	8	3	2	0	0	6	79	10	61	
	HEATHROW	UNITED AIRLINES		S D	62	0	0	85	3	10	2	0	0	8	72	12	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	71	16	13	0	0	0	11	74	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	55	32	13	0	0	0	15	27	33	30	
<b>TOTAL SAN FRANCISCO</b>					<b>310</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>17</b>	<b>17</b>	
SAN JUAN (PUERTO RICO)																		
SANAA																		
	HEATHROW	YEMENIA		S A	9	0	0	89	11	0	0	0	0	2	44	18	9	
	HEATHROW	YEMENIA		S D	9	0	0	56	33	11	0	0	0	15	67	11	9	
<b>TOTAL SANAA</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>9</b>	<b>56</b>	<b>14</b>	<b>14</b>	
SANDEFJORD(TORP)																		
	NEWCASTLE	RYANAIR		S A	25	5	6	92	4	4	0	0	0	4	0	0	0	
	NEWCASTLE	RYANAIR		S D	26	5	5	88	4	0	8	0	0	11	0	0	0	
	STANSTED	RYANAIR		S A	78	0	1	86	8	3	3	1	0	10	86	5	81	
	STANSTED	RYANAIR		S D	79	0	0	85	5	8	3	0	0	10	78	11	81	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>208</b>	<b>10</b>	<b>12</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>8</b>	
SANFORD																		
	GATWICK	AIR ATLANTA EUROPE LTD		C A	30	1	0	53	10	13	17	3	3	81	52	103	29	
	GATWICK	AIR ATLANTA EUROPE LTD		C D	23	1	0	9	30	35	26	0	0	52	0	140	25	
	GLASGOW	AIR ATLANTA EUROPE LTD		C A	4	0	0	25	0	25	50	0	0	49	0	0	0	
	GLASGOW	AIR ATLANTA EUROPE LTD		C D	2	0	0	0	0	0	100	0	0	101	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD		C A	33	1	0	67	3	12	6	9	3	57	59	27	34	
	MANCHESTER	AIR ATLANTA EUROPE LTD		C D	25	2	0	16	32	28	16	8	0	59	21	59	28	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	4	0	0	0	0	25	25	25	25	198	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	3	0	0	33	0	33	0	33	0	101	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	6	1	0	67	17	17	0	0	0	10	75	15	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	7	0	0	29	43	0	14	14	0	71	29	25	7	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	0	0	20	0	0	14	20	17	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	100	0	0	0	0	0	2	50	10	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	10	1	0	80	10	0	10	0	0	10	0	45	5	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	D	11	0	0	73	9	0	18	0	0	20	50	19	4	
	NEWCASTLE	FIRST CHOICE AIRWAYS LTD	C	A	3	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	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	67	11	11	0	11	0	46	90	5	10	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	13	0	13	0	51	44	20	9	
	GLASGOW	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	50	0	0	0	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	0	50	50	0	0	0	29	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	A	5	0	0	0	40	20	40	0	0	52	80	15	5	
	NEWCASTLE	MONARCH AIRLINES	C	D	5	0	0	20	20	40	20	0	0	47	60	23	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	0	8	8	8	0	32	62	32	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	13	0	0	46	31	0	15	8	0	51	17	46	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	11	0	11	69	60	43	10	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	0	0	43	29	0	0	14	14	102	38	46	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	18	1	0	72	6	0	11	6	6	87	28	67	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	79	7	7	7	0	0	20	56	52	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	10	80	6	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	1	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	10	80	5	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	78	11	11	0	0	0	8	60	9	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	6	1	0	100	0	0	0	0	0	2	80	6	5	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	33	11	44	0	11	0	55	43	123	14	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	44	56	0	0	0	0	16	23	42	13	
	MANCHESTER	THOMSONFLY LTD	C	A	10	0	0	80	10	10	0	0	0	8	30	48	10	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	88	0	13	0	0	0	9	78	18	9	
<b>TOTAL SANFORD</b>					<b>350</b>	<b>9</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>47</b>	<b>48</b>	<b>47</b>	<b>47</b>	
SANTA CLARA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	55	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	35	0	0	0	
<b>TOTAL SANTA CLARA</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	29	0	0	93	3	0	0	3	0	10	97	5	31	
	STANSTED	RYANAIR	S	D	29	0	0	76	14	7	0	3	0	15	87	8	31	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL SANTANDER</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>7</b>	<b>7</b>
SANTIAGO DE COMPOSTELA																	
	HEATHROW	IBERIA	S	A	31	0	0	84	10	3	3	0	0	10	83	6	29
	HEATHROW	IBERIA	S	D	31	0	0	68	16	13	3	0	0	14	83	8	30
	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	7	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	70	20	7	3	0	0	16	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>7</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	VARIG	S	A	29	0	0	34	28	24	14	0	0	31	0	0	0
	HEATHROW	VARIG	S	D	27	2	2	41	26	30	0	0	4	63	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>56</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>27</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	16	3	0	0	0	8	90	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	45	29	26	0	0	0	20	53	19	30
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>11</b>
SEOUL (INCHEON)																	
	HEATHROW	ASIANA AIRLINES	S	A	13	0	0	23	8	38	31	0	0	42	8	69	12
	HEATHROW	ASIANA AIRLINES	S	D	13	0	0	85	15	0	0	0	0	6	69	12	13
	HEATHROW	KOREAN AIR	S	A	31	0	0	68	26	6	0	0	0	11	77	13	31
	HEATHROW	KOREAN AIR	S	D	31	0	0	71	19	10	0	0	0	13	61	13	31
<b>TOTAL SEOUL (INCHEON)</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>21</b>	<b>21</b>
SEVILLE																	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	68	13	6	10	3	0	29	80	16	30
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	58	19	10	10	3	0	29	87	14	30
	HEATHROW	IBERIA	S	A	31	0	0	65	29	0	6	0	0	18	77	11	30
	HEATHROW	IBERIA	S	D	31	0	0	77	6	6	10	0	0	19	70	12	30
	STANSTED	RYANAIR	S	A	58	0	0	93	2	3	0	2	0	6	0	0	0
	STANSTED	RYANAIR	S	D	58	0	0	88	5	3	2	2	0	10	0	0	0
<b>TOTAL SEVILLE</b>					<b>243</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>14</b>	<b>14</b>
SEYCHELLES																	
	HEATHROW	AIR SEYCHELLES	S	A	9	0	0	78	22	0	0	0	0	9	63	112	8
	HEATHROW	AIR SEYCHELLES	S	D	9	0	0	56	33	11	0	0	0	17	44	100	9

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SEYCHELLES																	
<b>TOTAL SEYCHELLES</b>																	
SFX																	
SHANGHAI (PU DONG)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	23	0	0	61	22	9	4	4	0	23	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	23	0	0	57	30	9	4	0	0	18	0	0	0
	HEATHROW	CHINA EASTERN AIRLINES	S	A	18	0	0	33	22	33	11	0	0	30	35	49	17
	HEATHROW	CHINA EASTERN AIRLINES	S	D	18	0	0	61	33	6	0	0	0	11	76	15	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	44	15	30	11	0	0	28	50	20	22
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	59	26	4	11	0	0	23	32	31	22
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>29</b>	<b>29</b>
SHANNON																	
	HEATHROW	AER LINGUS	S	A	117	0	0	79	9	7	5	0	0	12	58	18	118
	HEATHROW	AER LINGUS	S	D	118	0	0	74	15	8	3	0	0	11	59	17	119
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	44	0	2	48	20	25	7	0	0	23	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	44	0	2	52	25	11	11	0	0	24	0	0	0
	GATWICK	RYANAIR	S	A	31	0	1	97	3	0	0	0	0	2	0	0	0
	GATWICK	RYANAIR	S	D	31	0	0	81	10	10	0	0	0	8	0	0	0
	LUTON	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	4	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	87	10	0	3	0	0	7	0	0	0
	STANSTED	RYANAIR	S	A	88	0	0	91	7	1	0	0	1	8	94	15	63
	STANSTED	RYANAIR	S	D	88	0	0	88	9	3	0	0	0	6	92	5	61
<b>TOTAL SHANNON</b>					<b>625</b>	<b>2</b>	<b>5</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>13</b>	<b>13</b>
SHARM EL SHEIKH (OPHIRA)																	
	GATWICK	AIR ATLANTA EUROPE LTD	C	A	4	0	0	50	0	25	25	0	0	44	0	117	5
	GATWICK	AIR ATLANTA EUROPE LTD	C	D	4	0	0	25	25	25	25	0	0	51	20	98	5
	BIRMINGHAM	AIR MALTA	C	A	3	0	0	67	0	0	33	0	0	29	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	50	25	0	25	0	0	33	0	0	0
	GATWICK	ASTRAEUS LTD	S	A	11	0	0	73	18	0	0	9	0	29	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	10	0	0	80	10	0	0	10	0	38	0	0	0
	HEATHROW	EGYPT AIR	S	A	5	0	0	100	0	0	0	0	0	100	3	5	5
	HEATHROW	EGYPT AIR	S	D	5	0	0	100	0	0	0	0	0	3	100	1	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	16	1	0	63	13	13	6	6	0	43	68	75	19

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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)													
SHARM EL SHEIKH (OPHIRA)																			
	GATWICK	EXCEL AIRWAYS LTD	C	D	19	1	0	47	5	21	11	16	0	58	50	30	20		
	GLASGOW	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	29	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	14	0	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	0	13	25	0	0	30	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	13	13	0	0	27	0	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	12	0	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	10	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	11	22	22	0	11	89	50	23	10	10	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	0	0	33	0	11	80	60	10	10	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	8	88	75	8	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	9	8	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	11	0	0	64	9	18	9	0	0	22	75	8	8	8	
	GATWICK	THOMSONFLY LTD	C	D	12	0	0	67	25	0	8	0	0	18	44	18	9	9	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>193</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>60</b>	<b>39</b>	<b>39</b>		
SIMFEROPOL																			
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	0	20	60	0	20	0	89	50	15	4	4	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	50	0	0	0	0	14	100	2	4	4	
<b>TOTAL SIMFEROPOL</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>56</b>	<b>75</b>	<b>8</b>	<b>8</b>		
SINGAPORE																			
	HEATHROW	QANTAS	S	D	2	0	0	0	50	50	0	0	0	27	0	0	0	0	
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	74	14	9	3	0	0	13	40	25	91	91	
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	75	15	9	1	0	0	13	45	18	91	91	
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	84	10	6	0	0	0	9	61	16	31	31	
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	84	3	3	6	0	3	22	84	57	31	31	
<b>TOTAL SINGAPORE</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>25</b>	<b>25</b>		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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	
SKIATHOS																			
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	75	6	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	100	3	3			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	19	1			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	9	83	11	6			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	3	100	4	3			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	2	100	4	5			
<b>TOTAL SKIATHOS</b>					<b>29</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>74</b>	<b>11</b>	<b>11</b>			
SKOPJE																			
SOFIA																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	29	29	29	10	3	0	37	67	13	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	13	19	13	0	0	27	57	17	30		
	GATWICK	BULGARIA AIR	S	A	38	0	0	87	3	5	3	3	0	14	97	3	31		
	GATWICK	BULGARIA AIR	S	D	36	0	0	69	19	6	3	3	0	20	63	24	30		
	MANCHESTER	BULGARIA AIR	S	A	8	1	1	63	13	13	13	0	0	20	0	0	0		
	MANCHESTER	BULGARIA AIR	S	D	8	1	1	75	13	0	13	0	0	14	0	0	0		
<b>TOTAL SOFIA</b>					<b>153</b>	<b>2</b>	<b>2</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>14</b>	<b>14</b>		
SOUTHAMPTON																			
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	102	1	0	87	6	6	1	0	0	7	74	12	120		
	EDINBURGH	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	84	8	7	1	0	0	9	76	12	119		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	103	0	0	86	11	2	1	0	0	6	79	11	113		
	GLASGOW	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	103	0	0	91	5	3	1	0	0	4	83	8	112		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	113	0	0	76	11	8	4	1	0	14	87	8	114		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	115	0	0	80	6	4	8	2	0	16	86	7	114		
	NEWCASTLE	EASTERN AIRWAYS	S	A	66	1	2	82	12	3	3	0	0	10	88	6	67		
	NEWCASTLE	EASTERN AIRWAYS	S	D	68	0	0	88	4	3	4	0	0	10	88	5	67		
	EDINBURGH	FLYBE LTD	S	A	128	0	2	84	7	5	4	0	0	10	61	15	75		
	EDINBURGH	FLYBE LTD	S	D	125	0	5	74	13	8	4	1	0	16	57	18	75		
	GLASGOW	FLYBE LTD	S	A	99	0	6	85	9	3	3	0	0	7	69	18	106		
	GLASGOW	FLYBE LTD	S	D	102	0	3	74	18	5	4	0	0	11	86	10	107		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)												
SOUTHAMPTON																		
	MANCHESTER	FLYBE LTD		S A	75	0	0	81	5	11	0	3	0	13	100	6	1	
	MANCHESTER	FLYBE LTD		S D	75	0	0	84	4	8	3	1	0	13	100	0	1	
	NEWCASTLE	FLYBE LTD		S A	57	0	0	77	12	2	9	0	0	12	0	25	1	
	NEWCASTLE	FLYBE LTD		S D	57	0	0	68	18	5	9	0	0	15	0	27	1	
<b>TOTAL SOUTHAMPTON</b>					<b>1491</b>	<b>4</b>	<b>18</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>11</b>	
SPLIT																		
	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	67	25	0	8	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	50	33	8	8	0	0	22	0	0	0	
	GATWICK	CROATIA AIRLINES		S A	11	0	0	36	18	18	27	0	0	33	36	39	11	
	GATWICK	CROATIA AIRLINES		S D	10	0	0	40	30	10	20	0	0	32	50	41	10	
	HEATHROW	CROATIA AIRLINES		S A	5	0	0	100	0	0	0	0	0	6	25	64	4	
	HEATHROW	CROATIA AIRLINES		S D	5	0	0	80	0	20	0	0	0	14	50	71	4	
	MANCHESTER	CROATIA AIRLINES		S A	5	0	0	80	0	0	20	0	0	14	40	17	5	
	MANCHESTER	CROATIA AIRLINES		S D	4	0	0	75	0	0	25	0	0	23	50	37	4	
	GATWICK	EXCEL AIRWAYS LTD		C A	4	1	0	75	25	0	0	0	0	9	50	10	2	
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	40	0	40	20	0	0	37	50	16	2	
	BIRMINGHAM	FLYBE LTD		C A	3	0	0	67	0	0	33	0	0	31	100	0	3	
	BIRMINGHAM	FLYBE LTD		C D	2	0	0	50	0	50	0	0	0	25	100	10	3	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	0	75	25	0	0	0	34	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	3	0	0	0	67	33	0	0	0	27	0	0	0	
<b>TOTAL SPLIT</b>					<b>95</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>29</b>	<b>29</b>	
ST ETIENNE																		
	STANSTED	RYANAIR		S A	26	0	1	96	4	0	0	0	0	3	97	3	30	
	STANSTED	RYANAIR		S D	26	0	1	69	31	0	0	0	0	11	87	6	30	
<b>TOTAL ST ETIENNE</b>					<b>52</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>7</b>	<b>92</b>	<b>4</b>	<b>4</b>	
ST KITTS																		
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	20	80	0	0	0	0	20	20	306	5	
<b>TOTAL ST KITTS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>17</b>	<b>270</b>	<b>270</b>	
ST LUCIA (HEWANORRA)																		
	MANCHESTER	BMI BRITISH MIDLAND		S A	6	0	0	83	0	17	0	0	0	7	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ST LUCIA (HEWANORRA)																		
	MANCHESTER	BMI BRITISH MIDLAND		S D	6	0	0	83	0	0	17	0	0	20	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	89	0	11	0	0	9	88	5	8		
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	56	44	0	0	0	10	75	20	8		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	14	0	0	93	7	0	0	0	2	69	15	13		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	62	15	15	8	0	20	31	43	13		
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>23</b>	<b>23</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	71	16	6	3	3	0	23	63	22	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	68	19	10	3	0	14	53	18	30		
	GATWICK	PULKOVO AVIATION ENTERPRISE		S A	8	0	0	50	38	13	0	0	16	50	16	8		
	GATWICK	PULKOVO AVIATION ENTERPRISE		S D	8	0	0	38	38	25	0	0	25	25	31	8		
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S A	5	0	0	40	60	0	0	0	12	25	25	4		
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S D	5	0	0	40	60	0	0	0	14	50	23	4		
<b>TOTAL ST PETERSBURG</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>26</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>22</b>	<b>22</b>	
STANSTED																		
	MANCHESTER	EASTERN AIRWAYS		S A	63	0	0	83	10	6	0	2	0	10	87	7	63	
	MANCHESTER	EASTERN AIRWAYS		S D	63	0	0	90	5	3	2	0	5	95	3	63		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	167	0	0	81	10	7	2	1	0	10	81	9	162	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	167	0	0	73	14	7	5	1	0	14	69	14	163	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	139	0	0	85	6	6	3	0	8	88	8	132		
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	139	0	0	82	5	7	5	1	0	14	92	6	132	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	119	0	0	76	13	8	3	0	11	84	8	112		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	119	0	0	75	13	9	3	1	0	14	77	23	112	
	EDINBURGH	FLYGLOBESPAN		S A	51	0	0	71	20	6	4	0	13	0	0	0		
	EDINBURGH	FLYGLOBESPAN		S D	52	0	0	79	13	6	2	0	12	0	0	0		
	GLASGOW	FLYGLOBESPAN		S A	52	0	0	83	12	4	0	2	10	0	0	0		
	GLASGOW	FLYGLOBESPAN		S D	52	0	0	88	6	4	0	2	12	0	0	0		
<b>TOTAL STANSTED</b>					<b>1183</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>10</b>	<b>10</b>	
STAVANGER																		
	HEATHROW	SAS		S A	51	0	0	75	12	6	8	0	13	62	13	52		



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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STAVANGER	HEATHROW	SAS		S D	51	0	0	71	8	16	6	0	0	15	63	15	52
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	24	0	2	67	17	4	13	0	0	20	66	12	44
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	24	0	2	58	25	4	13	0	0	22	70	12	44
<b>TOTAL STAVANGER</b>					<b>150</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>13</b>	<b>13</b>
STOCKHOLM (ARLANDA)	HEATHROW	BRITISH AIRWAYS PLC		S A	173	0	0	71	9	15	5	1	0	16	52	21	173
	HEATHROW	BRITISH AIRWAYS PLC		S D	174	0	0	60	20	15	5	1	0	19	64	16	173
	BIRMINGHAM	SAS		S A	13	0	0	77	8	15	0	0	0	11	0	0	0
	BIRMINGHAM	SAS		S D	13	0	0	69	8	23	0	0	0	12	0	0	0
	EDINBURGH	SAS		S A	8	0	0	100	0	0	0	0	0	5	85	4	26
	EDINBURGH	SAS		S D	8	0	0	50	38	13	0	0	0	16	88	8	26
	HEATHROW	SAS		S A	170	0	0	58	26	13	3	0	0	17	49	20	174
	HEATHROW	SAS		S D	169	0	0	66	22	11	1	0	0	13	65	17	173
	MANCHESTER	SAS		S A	46	1	1	78	20	2	0	0	0	10	67	13	46
	MANCHESTER	SAS		S D	46	0	0	98	0	2	0	0	0	3	87	5	45
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>820</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>16</b>	<b>16</b>
STOCKHOLM (BROMMA)	EDINBURGH	CITY AIRLINE		C D	2	0	0	0	0	0	100	0	0	74	0	0	0
<b>TOTAL STOCKHOLM (BROMMA)</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>74</b>	<b>0</b>	<b>0</b>	<b>0</b>
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR		S A	80	0	1	90	8	1	1	0	0	5	91	7	86
	STANSTED	RYANAIR		S D	80	0	1	91	6	1	1	0	0	6	95	6	86
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>160</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>7</b>	<b>7</b>
STORD																	
STORNOWAY	EDINBURGH	BMI REGIONAL		S A	26	0	0	96	0	0	4	0	0	6	100	1	31
	EDINBURGH	BMI REGIONAL		S D	26	0	0	100	0	0	0	0	0	1	100	2	31
	EDINBURGH	LOGANAIR		S A	16	0	0	75	25	0	0	0	0	8	87	28	15
	EDINBURGH	LOGANAIR		S D	48	4	0	67	19	8	6	0	0	18	50	16	52
	GLASGOW	LOGANAIR		S A	100	0	0	81	11	4	4	0	0	8	82	9	49
	GLASGOW	LOGANAIR		S D	100	0	0	67	22	8	3	0	0	16	65	22	52
<b>TOTAL STORNOWAY</b>					<b>316</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
STRASBOURG																		
	GATWICK	BRIT AIR		S A	68	0	0	78	9	7	6	0	0	15	85	11	71	
	GATWICK	BRIT AIR		S D	68	0	0	65	15	15	6	0	0	18	80	14	71	
<b>TOTAL STRASBOURG</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>12</b>	<b>12</b>	
STUTTGART																		
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S A	71	0	0	86	7	4	3	0	0	8	44	24	71	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD		S D	73	0	0	88	7	3	3	0	0	6	72	14	72	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S A	24	0	0	92	4	4	0	0	0	4	80	15	45	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD		S D	24	0	0	92	4	4	0	0	0	4	93	9	45	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	74	15	8	3	0	0	13	45	22	91	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	59	24	14	3	0	0	17	72	12	90	
	STANSTED	EUROWINGS LUFTVERKEHRS		S A	62	0	0	95	3	0	2	0	0	3	0	0	0	
	STANSTED	EUROWINGS LUFTVERKEHRS		S D	61	0	1	82	10	7	2	0	0	9	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS		S A	17	0	0	71	12	6	12	0	0	17	83	8	18	
	MANCHESTER	HAPAG LLOYD EXPRESS		S D	17	0	0	71	6	12	12	0	0	18	78	14	18	
	HEATHROW	LUFTHANSA CITY LINE		S A	61	0	0	90	7	2	2	0	0	6	67	13	61	
	HEATHROW	LUFTHANSA CITY LINE		S D	61	0	0	82	10	5	3	0	0	9	75	11	61	
<b>TOTAL STUTTGART</b>					<b>657</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>15</b>	<b>15</b>	
SUMBURGH																		
	EDINBURGH	LOGANAIR		S A	51	1	0	78	12	8	2	0	0	10	81	10	31	
	EDINBURGH	LOGANAIR		S D	52	0	0	56	29	12	4	0	0	17	84	11	31	
	GLASGOW	LOGANAIR		S A	57	0	0	72	16	7	4	2	0	15	63	26	56	
	GLASGOW	LOGANAIR		S D	57	0	0	74	14	7	5	0	0	15	84	9	57	
<b>TOTAL SUMBURGH</b>					<b>217</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>15</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	85	6	3	5	0	0	11	64	12	61	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	1	0	44	31	23	3	0	0	23	65	18	60	
	HEATHROW	QANTAS		S A	75	0	0	75	12	7	7	0	0	15	58	26	71	
	HEATHROW	QANTAS		S D	75	1	0	37	36	21	5	0	0	24	34	24	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	58	6	26	10	0	0	21	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	68	23	6	3	0	0	17	0	0	0	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004				
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
SYDNEY																	
<b>TOTAL SYDNEY</b>					336	2	0	60	20	14	5	0	0	18	55	21	21
SZCZECIN (GOLENOW)																	
<b>TOTAL SZCZECIN (GOLENOW)</b>					2	0	0	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	85	8	0	8	0	0	10	75	27	16			
	GATWICK	ASTRAEUS LTD	C	D	14	0	0	79	7	7	7	0	0	14	60	31	15			
	MANCHESTER	ASTRAEUS LTD	C	A	10	0	0	60	30	10	0	0	0	14	83	8	6			
	MANCHESTER	ASTRAEUS LTD	C	D	10	0	0	70	20	10	0	0	0	11	86	8	7			
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	60	0	0	0	0	14	75	21	8			
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	16	44	24	9			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	17	0	0	0			
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	0	0	0			
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0			
<b>TOTAL TABA</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>23</b>	<b>23</b>			
TAIPEI																				
	HEATHROW	EVA AIR	S	A	22	0	0	27	41	27	5	0	0	26	33	33	21			
	HEATHROW	EVA AIR	S	D	22	0	0	45	32	23	0	0	0	22	38	26	21			
<b>TOTAL TAIPEI</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>36</b>	<b>30</b>	<b>30</b>			
TALLIN																				
	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	84	10	6	0	0	0	8	0	0	0			
	GATWICK	ESTONIAN AIR	S	A	40	0	0	73	13	5	10	0	0	17	43	17	35			
	GATWICK	ESTONIAN AIR	S	D	40	0	0	60	23	8	10	0	0	21	66	13	35			
	MANCHESTER	ESTONIAN AIR	S	A	9	0	0	89	11	0	0	0	0	4	0	0	0			
	MANCHESTER	ESTONIAN AIR	S	D	9	0	0	100	0	0	0	0	0	1	0	0	0			
<b>TOTAL TALLIN</b>					<b>162</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>15</b>	<b>15</b>			
TAMPA																				
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	1	0	83	0	4	9	0	4	86	83	12	23			
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	68	27	5	0	0	0	13	77	14	22			
<b>TOTAL TAMPA</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>80</b>	<b>13</b>	<b>13</b>			
TAMPERE																				
	STANSTED	RYANAIR	S	A	43	0	0	93	7	0	0	0	0	2	73	12	30			
	STANSTED	RYANAIR	S	D	43	0	0	88	9	2	0	0	0	6	80	7	30			
<b>TOTAL TAMPERE</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>9</b>	<b>9</b>			
TANGIERS (IBN BATUTA)																				

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC		S A	8	0	0	63	13	0	25	0	0	22	0	0	0	
	HEATHROW	ROYAL AIR MAROC		S D	8	0	0	75	0	13	13	0	0	16	0	0	0	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TARBES-LOURDES INTERNA																		
	EDINBURGH	AIR MEDITERRANEE		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	AIR MEDITERRANEE		C D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	STANSTED	AIR MEDITERRANEE		C A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	STANSTED	AIR MEDITERRANEE		C D	3	0	0	67	33	0	0	0	0	10	0	0	0	
	STANSTED	CHANNEL EXPRESS LTD ALSO T/A JET2.COM		C A	2	0	0	100	0	0	0	0	0	25	68	4		
	MANCHESTER	EUROPEAN AIR CHARTER		C A	4	0	0	25	25	25	0	0	25	117	50	23	2	
	MANCHESTER	EUROPEAN AIR CHARTER		C D	5	0	0	80	0	0	0	20	0	73	0	16	1	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>23</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>39</b>	<b>56</b>	<b>32</b>	<b>32</b>	
TASHKENT																		
	HEATHROW	BMED		S A	12	1	0	67	8	17	8	0	0	15	15	168	13	
	HEATHROW	BMED		S D	13	0	0	69	31	0	0	0	0	12	46	30	13	
	BIRMINGHAM	UZBEKISTAN AIRLINES		S A	13	0	5	100	0	0	0	0	0	2	69	22	16	
	BIRMINGHAM	UZBEKISTAN AIRLINES		S D	13	0	5	46	31	23	0	0	0	19	25	52	16	
	HEATHROW	UZBEKISTAN AIRLINES		S A	17	1	1	82	12	6	0	0	0	5	72	13	18	
	HEATHROW	UZBEKISTAN AIRLINES		S D	18	0	0	50	33	17	0	0	0	20	50	27	18	
<b>TOTAL TASHKENT</b>					<b>86</b>	<b>2</b>	<b>11</b>	<b>69</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>48</b>	<b>48</b>	
TBILISI																		
	HEATHROW	BMED		S A	13	0	0	92	0	8	0	0	0	4	0	0	0	
	HEATHROW	BMED		S D	12	0	0	75	8	0	17	0	0	18	0	0	0	
<b>TOTAL TBILISI</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TEHRAN																		
	HEATHROW	BMED		S A	30	0	0	80	7	10	0	3	0	15	76	21	21	
	HEATHROW	BMED		S D	30	1	0	90	7	0	3	0	0	7	57	24	21	
	HEATHROW	IRAN AIR		S A	13	0	0	31	0	62	8	0	0	33	17	37	12	
	HEATHROW	IRAN AIR		S D	13	0	1	38	23	31	8	0	0	27	50	18	12	
	BIRMINGHAM	MAHAN AIR		S A	9	0	4	56	11	11	22	0	0	21	40	21	10	
	BIRMINGHAM	MAHAN AIR		S D	9	0	4	56	11	11	22	0	0	24	60	11	10	
<b>TOTAL TEHRAN</b>					<b>104</b>	<b>1</b>	<b>9</b>	<b>67</b>	<b>9</b>	<b>16</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>22</b>	<b>22</b>	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 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
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	81	8	8	2	0	0	9	78	10	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	54	25	17	3	0	0	20	68	16	60
	HEATHROW	EL AL	S	A	36	0	1	83	11	6	0	0	0	7	71	10	42
	HEATHROW	EL AL	S	D	37	0	1	59	22	14	5	0	0	21	50	22	42
	STANSTED	EL AL	S	A	22	1	2	77	5	18	0	0	0	9	63	13	16
	STANSTED	EL AL	S	D	22	1	0	36	18	45	0	0	0	25	44	27	16
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	62	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	33	1
	LUTON	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	54	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	23	0	0	0
	STANSTED	ISRAIR LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	0	1
	STANSTED	ISRAIR LTD	C	D	10	0	0	60	20	10	10	0	0	27	0	0	0
<b>TOTAL TEL AVIV</b>					<b>275</b>	<b>7</b>	<b>4</b>	<b>64</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>15</b>	<b>15</b>
TENERIFE (NORTE LOS ROD)	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	50	25	13	13	0	0	22	100	0	2
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	0	75	13	13	0	0	33	100	5	2
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	20	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	67	0	0	33	0	0	32	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	0	67	33	0	0	0	30	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>36</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>100</b>	<b>2</b>	<b>2</b>
TENERIFE (SURREINA SOFIA)	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0
	NEWCASTLE	AIR ATLANTA EUROPE LTD	C	D	3	0	0	67	33	0	0	0	0	13	0	0	0
	BIRMINGHAM	AIR EUROPA	C	A	4	0	0	50	25	0	25	0	0	37	0	0	0
	BIRMINGHAM	AIR EUROPA	C	D	4	0	0	50	25	0	25	0	0	39	0	0	0
	GATWICK	AIR EUROPA	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	AIR EUROPA	C	D	2	1	0	50	50	0	0	0	0	12	100	13	1
	GLASGOW	AIR EUROPA	C	A	7	0	0	100	0	0	0	0	0	1	100	1	1
	GLASGOW	AIR EUROPA	C	D	5	0	0	80	0	20	0	0	0	6	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	7	0	0	57	14	0	29	0	0	37	83	6	6
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	60	20	0	20	0	0	33	83	4	6
	EDINBURGH	ASTRAEUS LTD	C	A	2	0	0	50	0	0	50	0	0	34	50	17	2

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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
TENERIFE (SURREINA SOFIA)	EDINBURGH	ASTRAEUS LTD	C	D	2	0	0	0	100	0	0	0	0	22	0	25	2
	GATWICK	ASTRAEUS LTD	C	A	8	1	0	38	13	38	13	0	0	33	50	24	6
	GATWICK	ASTRAEUS LTD	C	D	8	0	0	63	0	0	38	0	0	33	71	11	7
	MANCHESTER	ASTRAEUS LTD	C	A	6	0	0	50	33	17	0	0	0	14	86	5	7
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	40	40	20	0	0	0	16	100	0	7
	GATWICK	EXCEL AIRWAYS LTD	C	A	22	0	0	45	5	18	32	0	0	46	39	79	36
	GATWICK	EXCEL AIRWAYS LTD	C	D	22	0	0	45	18	18	18	0	0	27	47	54	36
	GLASGOW	EXCEL AIRWAYS LTD	C	A	7	0	0	43	43	14	0	0	0	19	38	27	8
	GLASGOW	EXCEL AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	11	88	6	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	19	0	0	37	21	26	16	0	0	35	28	51	36
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	16	0	0	50	31	6	13	0	0	22	55	36	40
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	71	16	7
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	13	88	9	8
	STANSTED	EXCEL AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	53	0	36	1
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	39	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	40	30	20	10	0	0	31	92	7	12
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	0	11	11	0	0	21	92	4	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	33	0	0	58	12	18	12	0	0	22	83	7	30
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	31	1	0	58	13	19	10	0	0	22	77	12	31
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	50	0	0	0	0	15	100	1	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	100	2	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	18	60	26	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	4	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	50	0	0	52	24	16	6	2	0	25	68	18	37
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	47	1	0	62	23	11	2	2	0	21	84	13	37
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	1	5
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	94	0	3	3	0	0	4	100	4	9
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	87	10	0	3	0	0	10	67	7	9
	GATWICK	FLYJET LTD	C	A	4	0	0	50	25	0	25	0	0	38	29	30	7
	GATWICK	FLYJET LTD	C	D	4	0	0	50	0	25	25	0	0	40	71	19	7
	MANCHESTER	FLYJET LTD	C	A	5	0	0	0	40	20	40	0	0	51	50	18	2
	MANCHESTER	FLYJET LTD	C	D	5	0	0	40	0	20	40	0	0	50	100	13	1

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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	FUTURA AIRLINES	C	A	2	0	0	0	0	0	100	0	0	113	0	29	3	
	GATWICK	FUTURA AIRLINES	C	D	2	0	0	50	0	0	50	0	0	39	67	14	6	
	GLASGOW	FUTURA AIRLINES	C	A	6	0	0	67	17	17	0	0	0	15	71	6	7	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	83	7	6	
	MANCHESTER	FUTURA AIRLINES	C	A	7	0	0	71	0	14	14	0	0	21	0	43	1	
	MANCHESTER	FUTURA AIRLINES	C	D	7	0	0	57	14	14	14	0	0	37	100	0	1	
	NEWCASTLE	FUTURA AIRLINES	C	A	3	0	0	0	67	0	33	0	0	56	100	6	5	
	NEWCASTLE	FUTURA AIRLINES	C	D	2	0	0	0	50	50	0	0	0	28	80	6	5	
	STANSTED	FUTURA AIRLINES	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	34	0	1	56	18	12	15	0	0	25	71	14	17	
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	54	14	17	14	0	0	32	59	19	17	
	MANCHESTER	GB AIRWAYS LTD	S	A	10	0	0	60	10	10	20	0	0	34	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	10	0	0	70	20	0	10	0	0	15	0	0	0	
	EDINBURGH	IBERWORLD	C	A	4	0	0	75	0	0	25	0	0	20	80	3	5	
	EDINBURGH	IBERWORLD	C	D	4	0	0	50	25	0	25	0	0	36	80	6	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	44	75	15	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	1	77	13	3	7	0	0	14	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	34	75	22	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	61	19	13	6	0	0	20	0	0	0	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	60	16	5	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	13	60	11	5	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	25	15	40	10	5	5	85	58	23	12	
	GATWICK	MONARCH AIRLINES	C	D	19	0	0	68	11	11	5	5	0	31	58	13	12	
	LUTON	MONARCH AIRLINES	S	A	24	0	0	25	29	38	4	4	0	40	53	28	17	
	LUTON	MONARCH AIRLINES	S	D	24	0	0	38	29	29	4	0	0	27	47	32	19	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	10	20	30	30	10	0	75	69	75	13	
	MANCHESTER	MONARCH AIRLINES	S	A	32	0	0	41	22	19	16	3	0	41	70	12	30	
	MANCHESTER	MONARCH AIRLINES	S	D	33	0	0	45	21	15	18	0	0	35	90	8	31	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	50	20	10	10	10	0	54	64	91	14	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	11	0	0	10	42	25	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	21	42	33	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	44	11	33	11	0	0	27	64	26	11	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	63	13	13	13	0	0	24	80	23	10	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	3	57	13	14	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	11	79	11	14	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	27	0	0	63	11	11	11	4	0	26	61	44	23	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	26	0	0	69	15	8	8	0	0	17	63	50	24	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	3	100	0	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	8	100	3	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	13	0	0	77	15	8	0	0	0	8	100	3	12	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	14	0	0	79	21	0	0	0	0	6	92	4	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	11	17	0	0	6	46	79	21	29	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	0	0	74	16	11	0	0	0	10	61	41	28	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	19	0	0	47	37	11	5	0	0	18	59	90	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	18	0	0	72	11	17	0	0	0	13	56	41	18	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	26	0	0	62	15	19	4	0	0	16	78	14	37	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	24	3	0	63	25	13	0	0	0	11	83	15	40	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	0	9	18	0	0	21	86	17	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	12	0	0	75	17	8	0	0	0	9	100	0	14	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	29	43	14	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	71	11	7	
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	67	0	11	11	0	11	171	92	7	12	
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	63	0	0	38	0	0	37	100	2	12	
	GATWICK	THOMSONFLY LTD	C	A	22	1	0	73	14	0	9	5	0	24	83	4	18	
	GATWICK	THOMSONFLY LTD	C	D	23	0	0	78	9	4	9	0	0	16	89	8	19	
	GLASGOW	THOMSONFLY LTD	C	A	7	0	0	71	0	14	14	0	0	36	89	7	9	
	GLASGOW	THOMSONFLY LTD	C	D	7	0	0	86	0	0	14	0	0	28	78	8	9	
	LUTON	THOMSONFLY LTD	C	A	9	0	0	67	11	22	0	0	0	16	89	4	9	
	LUTON	THOMSONFLY LTD	C	D	8	0	0	38	25	38	0	0	0	26	100	5	9	
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	50	14	21	14	0	0	32	77	17	13	
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	57	14	7	21	0	0	29	80	17	15	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	13	100	0	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	30	100	2	4	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	37	80	9	5	
	BIRMINGHAM	VOLAR AIRLINES	C	A	9	0	0	78	22	0	0	0	0	7	88	120	8	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	VOLAR AIRLINES	C	D	10	0	0	40	30	20	10	0	0	23	57	52	7	
	GLASGOW	VOLAR AIRLINES	C	A	11	0	0	100	0	0	0	0	0	2	67	19	9	
	GLASGOW	VOLAR AIRLINES	C	D	11	0	0	82	18	0	0	0	0	4	63	23	8	
	MANCHESTER	VOLAR AIRLINES	C	A	7	0	0	57	29	14	0	0	0	15	40	134	5	
	MANCHESTER	VOLAR AIRLINES	C	D	5	0	0	80	20	0	0	0	0	3	57	42	7	
	NEWCASTLE	VOLAR AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0	
	NEWCASTLE	VOLAR AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1334</b>	<b>9</b>	<b>2</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>24</b>	<b>24</b>	
THIRA (SANTORINI)																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	0	50	0	0	0	18	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	50	0	50	0	0	0	18	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	67	17	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	8	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	100	1	2		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	20	100	2	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	23	100	8	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	50	0	108	100	0	2	
<b>TOTAL THIRA (SANTORINI)</b>					<b>24</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>90</b>	<b>4</b>	<b>4</b>	
TIREE																		
	GLASGOW	LOGANAIR	S	A	26	0	0	88	12	0	0	0	0	3	84	19	25	
	GLASGOW	LOGANAIR	S	D	25	0	0	92	4	4	0	0	0	7	77	21	26	
<b>TOTAL TIREE</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>20</b>	<b>20</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	5	90	3	10	
	GATWICK	BRITISH AIRWAYS PLC	S	D	10	0	0	80	10	10	0	0	0	12	67	13	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	33	33	11	11	11	0	44	38	41	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	25	25	0	0	46	0	51	4	
<b>TOTAL TOBAGO</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>20</b>	<b>20</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	55	23	16	3	3	0	28	50	16	30	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	77	13	6	0	3	0	15	83	9	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	44	31	20	5	0	0	21	67	15	61	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TOKYO (NARITA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	45	37	12	7	0	0	22	57	22	60	
	HEATHROW	JAPAN AIRLINES	S	A	62	0	0	44	31	23	3	0	0	21	45	21	60	
	HEATHROW	JAPAN AIRLINES	S	D	62	0	0	73	18	8	2	0	0	13	62	15	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	84	13	3	0	0	0	6	70	18	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	42	32	23	3	0	0	22	17	34	30	
<b>TOTAL TOKYO (NARITA)</b>					<b>369</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>26</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>18</b>	<b>18</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	149	0	0	79	8	7	6	0	1	15	49	22	153	
	HEATHROW	AIR CANADA	S	D	150	1	1	61	23	13	3	0	0	17	40	30	151	
	MANCHESTER	AIR CANADA	S	A	7	0	0	86	14	0	0	0	0	3	0	0	0	
	MANCHESTER	AIR CANADA	S	D	7	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	AIR INDIA	S	A	14	0	0	86	14	0	0	0	0	5	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	13	0	0	54	15	15	15	0	0	26	0	0	0	
	BIRMINGHAM	AIR TRANSAT	S	A	9	0	0	100	0	0	0	0	0	0	38	31	8	
	BIRMINGHAM	AIR TRANSAT	S	D	9	0	0	100	0	0	0	0	0	0	13	49	8	
	EDINBURGH	AIR TRANSAT	S	A	2	0	0	100	0	0	0	0	0	5	0	66	1	
	EDINBURGH	AIR TRANSAT	S	D	2	0	0	100	0	0	0	0	0	1	0	453	1	
	GATWICK	AIR TRANSAT	S	A	30	0	0	73	10	10	0	7	0	25	67	14	27	
	GATWICK	AIR TRANSAT	S	D	30	0	0	60	27	3	3	7	0	29	52	30	27	
	GLASGOW	AIR TRANSAT	S	A	12	0	0	75	25	0	0	0	0	6	75	9	12	
	GLASGOW	AIR TRANSAT	S	D	12	0	0	92	0	8	0	0	0	5	67	14	12	
	MANCHESTER	AIR TRANSAT	S	A	17	0	0	82	12	0	0	6	0	18	82	15	11	
	MANCHESTER	AIR TRANSAT	S	D	17	0	0	88	6	0	0	6	0	16	73	20	11	
	NEWCASTLE	AIR TRANSAT	S	A	2	0	0	50	0	50	0	0	0	18	0	0	0	
	NEWCASTLE	AIR TRANSAT	S	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	0	75	12	5	7	1	0	18	60	14	63	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	0	48	33	12	5	1	0	25	40	21	60	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	15	0	0	80	7	7	0	0	7	29	38	75	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	14	0	0	29	36	21	0	7	7	69	36	47	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	78	0	22	0	0	0	12	78	9	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	88	13	0	0	0	0	5	56	19	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	0	0	20	0	0	21	30	35	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	6	0	0	83	17	0	0	0	0	7	90	129	10	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)												
TORONTO																		
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	A	2	0	0	100	0	0	0	0	0	0	40	26	5	
	EDINBURGH	THOMAS COOK AIRLINES LTD	S	D	2	0	0	100	0	0	0	0	0	0	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	7	3	1	86	0	0	14	0	0	12	62	15	13	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	3	0	0	100	0	0	0	0	0	2	60	39	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	18	0	0	72	6	11	11	0	0	23	47	86	19	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	17	0	0	76	6	0	18	0	0	21	84	17	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	18	0	1	89	0	0	6	0	6	58	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	17	0	2	100	0	0	0	0	0	1	0	0	0	
	GATWICK	ZOOM AIRLINES	S	A	13	0	2	77	15	8	0	0	0	6	100	2	9	
	GATWICK	ZOOM AIRLINES	S	D	9	0	0	89	0	11	0	0	0	10	56	125	9	
	GLASGOW	ZOOM AIRLINES	S	A	9	0	0	67	33	0	0	0	0	7	67	33	9	
	GLASGOW	ZOOM AIRLINES	S	D	9	0	0	56	11	11	11	11	0	51	100	3	9	
	MANCHESTER	ZOOM AIRLINES	S	A	9	0	0	89	0	0	0	11	0	29	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	D	8	1	0	75	0	0	13	13	0	40	0	0	0	
	STANSTED	ZOOM AIRLINES	S	D	4	0	0	25	50	0	0	25	0	81	0	0	0	
<b>TOTAL TORONTO</b>					<b>840</b>	<b>6</b>	<b>7</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>28</b>	<b>28</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
<b>TOTAL TOULON / HYERES</b>					<b>2</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>16</b>	<b>16</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL	S	A	29	0	0	83	10	0	7	0	0	10	71	9	31	
	MANCHESTER	BMI REGIONAL	S	D	29	0	0	86	7	0	7	0	0	8	90	5	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	77	11	4	8	0	0	14	74	12	85	
	GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	0	67	15	13	4	0	0	16	79	11	85	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	67	10	16	7	0	0	18	83	12	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	57	28	10	5	0	0	19	70	19	60	
	BIRMINGHAM	FLYBE LTD	S	A	25	0	1	52	16	20	12	0	0	23	39	22	31	
	BIRMINGHAM	FLYBE LTD	S	D	26	0	0	81	8	4	8	0	0	13	84	11	31	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>415</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>13</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	2	100	0	30	
	STANSTED	RYANAIR	S	D	30	0	0	83	17	0	0	0	0	8	83	6	30	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TOURS																	
<b>TOTAL TOURS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>3</b>	<b>3</b>
TREVISO																	
	LUTON	RYANAIR	S	A	30	1	1	83	17	0	0	0	0	7	0	0	0
	LUTON	RYANAIR	S	D	31	0	0	71	26	3	0	0	0	9	0	0	0
	STANSTED	RYANAIR	S	A	87	0	1	93	6	0	0	1	0	5	89	11	90
	STANSTED	RYANAIR	S	D	89	0	0	84	12	2	1	0	0	8	80	9	92
<b>TOTAL TREVISO</b>					<b>237</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>10</b>	<b>10</b>
TRIESTE (RONCHI DEI LEGIO)																	
	STANSTED	RYANAIR	S	A	31	0	0	90	3	6	0	0	0	6	90	8	31
	STANSTED	RYANAIR	S	D	31	0	0	74	16	6	3	0	0	10	80	9	30
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>9</b>
TRIPOLI																	
	GATWICK	AFRIQIYAH AIRWAYS	S	A	19	0	0	37	11	21	26	5	0	54	25	30	8
	GATWICK	AFRIQIYAH AIRWAYS	S	D	19	0	0	11	32	26	26	5	0	61	100	4	8
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	6	0	0	0	8	59	22	22
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	10	10	6	0	0	14	64	20	22
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	9	0	0	67	11	0	11	11	0	42	44	40	9
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	9	0	0	56	11	11	11	11	0	49	67	33	9
<b>TOTAL TRIPOLI</b>					<b>118</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>14</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>60</b>	<b>24</b>	<b>24</b>
TRONDHEIM (VAERNES)																	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	22	0	0	95	0	0	5	0	0	8	0	0	0
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	22	0	0	73	18	5	5	0	0	15	0	0	0
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNIS																	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	17	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	17	0	1	65	6	24	6	0	0	22	94	7	18
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	22	61	6	11	0	0	28	39	18	18
	HEATHROW	TUNISAIR	S	A	18	0	0	50	17	11	22	0	0	28	33	32	18
	HEATHROW	TUNISAIR	S	D	18	0	0	33	17	28	22	0	0	38	39	36	18
<b>TOTAL TUNIS</b>					<b>79</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>24</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>51</b>	<b>23</b>	<b>23</b>
TURIN																	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)											
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	65	6	23	6	0	0	20	86	7	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	6	19	10	0	0	22	87	9	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	23	3	10	3	0	23	33	30	18
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	23	3	3	3	0	20	33	23	18
	STANSTED	RYANAIR	S	A	30	0	0	87	10	0	3	0	0	6	90	13	31
	STANSTED	RYANAIR	S	D	30	0	0	80	10	7	3	0	0	13	90	11	31
<b>TOTAL TURIN</b>					<b>184</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>14</b>

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					OCT 2004				
					30	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual (7)	Plan (8)										
VALENCIA	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	30	0	0	40	20	30	7	3	0	34	0	0	0
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	30	0	0	87	0	10	3	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	23	3	0	3	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	20	7	0	3	0	19	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	6	3	3	0	0	8	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	16	6	3	0	0	12	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	29	0	0	55	14	17	7	7	0	40	65	28	31
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	60	20	7	10	3	0	26	77	22	31
	HEATHROW	IBERIA	S	A	31	0	0	74	13	3	6	3	0	22	80	16	30
	HEATHROW	IBERIA	S	D	31	0	0	77	6	10	6	0	0	19	80	16	30
	STANSTED	RYANAIR	S	A	60	0	0	70	20	7	3	0	0	13	0	0	0
	STANSTED	RYANAIR	S	D	60	0	0	60	28	10	2	0	0	15	0	0	0
<b>TOTAL VALENCIA</b>					<b>423</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>20</b>	<b>20</b>
VALLEDOLID	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	3	0	0	5	97	1	31
	STANSTED	RYANAIR	S	D	30	0	0	90	7	0	3	0	0	9	81	10	31
<b>TOTAL VALLADOLID</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>6</b>
VANCOUVER	HEATHROW	AIR CANADA	S	A	57	0	0	82	11	5	2	0	0	7	75	10	63
	HEATHROW	AIR CANADA	S	D	56	0	1	77	11	7	5	0	0	13	60	22	62
	GATWICK	AIR TRANSAT	S	A	9	0	0	78	22	0	0	0	0	10	60	27	5
	GATWICK	AIR TRANSAT	S	D	9	0	0	56	11	33	0	0	0	19	40	36	5
	GLASGOW	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	75	15	4	4
	GLASGOW	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	2	50	46	4
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	75	0	25	0	0	0	13	100	4	5
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	75	25	0	0	0	0	15	80	5	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	59	23	14	5	0	0	18	87	4	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	48	27	16	9	0	0	24	47	19	30
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	0	0	50	50	0	0	55	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	8	0	0	63	13	25	0	0	0	10	90	4	10
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	10	0	0	50	20	10	20	0	0	36	44	29	9

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
VANCOUVER																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	5	0	0	80	0	0	20	0	0	24	60	42	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	25	0	0	0	5	60	43	5		
	GATWICK	ZOOM AIRLINES	S	A	5	0	2	80	0	0	20	0	31	25	278	4		
	GATWICK	ZOOM AIRLINES	S	D	13	0	4	62	23	8	8	0	16	50	20	4		
	GLASGOW	ZOOM AIRLINES	S	A	10	0	0	90	0	0	10	0	14	86	4	7		
	GLASGOW	ZOOM AIRLINES	S	D	9	2	0	100	0	0	0	0	3	86	6	7		
	MANCHESTER	ZOOM AIRLINES	S	A	8	1	0	75	0	0	13	13	53	0	0	0		
	MANCHESTER	ZOOM AIRLINES	S	D	9	0	0	67	11	0	22	0	38	0	0	0		
	STANSTED	ZOOM AIRLINES	S	A	4	0	0	75	0	0	0	25	77	100	0	2		
<b>TOTAL VANCOUVER</b>					<b>327</b>	<b>3</b>	<b>7</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>20</b>	<b>20</b>	
VARADERO																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	33	33	0	39	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	68	0	0	0		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	100	4	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	11	100	3	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0		
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	3	0	0	0		
<b>TOTAL VARADERO</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>28</b>	<b>28</b>	
VARNA																		
	BIRMINGHAM	BH AIR	C	A	2	0	0	100	0	0	0	0	0	100	14	1		
	GATWICK	BH AIR	C	A	2	0	0	100	0	0	0	0	6	100	5	3		
	GATWICK	BH AIR	C	D	2	0	0	100	0	0	0	0	0	100	8	2		
	GLASGOW	BH AIR	C	A	3	1	0	100	0	0	0	0	1	67	11	3		
	GLASGOW	BH AIR	C	D	3	0	0	67	33	0	0	0	14	33	28	3		
	MANCHESTER	BH AIR	C	A	5	0	0	20	20	40	20	0	42	25	23	4		
	MANCHESTER	BH AIR	C	D	3	0	0	33	0	33	33	0	42	0	32	3		
	GATWICK	BULGARIA AIR	S	A	13	0	0	69	0	23	8	0	18	0	0	0		
	GATWICK	BULGARIA AIR	S	D	15	0	0	67	0	20	13	0	25	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	9	100	0	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	8	100	3	2		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	18	100	0	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	49	100	0	2		



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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VARNA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	0
<b>TOTAL VARNA</b>					<b>67</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>6</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>12</b>	<b>12</b>	
VASTERAS																		
	LUTON	RYANAIR	S	A	56	0	1	91	5	4	0	0	0	4	0	0	0	0
	LUTON	RYANAIR	S	D	57	0	0	91	5	4	0	0	0	5	0	0	0	0
<b>TOTAL VASTERAS</b>					<b>113</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>12</b>	<b>12</b>		
VENICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	45	23	23	10	0	0	25	10	42	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	58	23	10	10	0	0	20	20	32	30	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	29	0	0	83	10	0	7	0	0	12	48	24	31	
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	29	0	0	79	10	3	7	0	0	11	74	17	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	91	0	0	59	18	13	10	0	0	20	69	15	95	
	GATWICK	BRITISH AIRWAYS PLC	S	D	91	0	0	55	27	9	9	0	0	21	62	18	95	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	A	30	0	0	80	3	3	7	3	3	40	0	0	0	
	MANCHESTER	CHANNEL EXPRESS LTD ALSO T/A JET2.COM	S	D	30	0	0	80	7	3	7	3	0	23	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	66	8	11	11	2	2	31	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	55	15	18	13	0	0	25	0	0	0	
<b>TOTAL VENICE</b>					<b>492</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>19</b>	<b>19</b>	
VERONA VILLAFRANCA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	83	10	2	5	0	0	8	77	15	57	
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	64	22	8	5	0	0	16	71	15	58	
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	50	50	0	0	0	0	9	0	18	1	
<b>TOTAL VERONA VILLAFRANCA</b>					<b>130</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>15</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	151	0	0	81	16	3	0	0	0	7	53	20	145	
	HEATHROW	AUSTRIAN AIRLINES	S	D	151	0	0	65	20	13	2	0	0	15	47	24	146	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	24	0	0	96	0	4	0	0	0	4	88	6	26	
	BIRMINGHAM	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	24	0	0	92	4	4	0	0	0	4	81	7	26	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
VIENNA																			
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	A	31	0	0	61	23	13	3	0	0	16	47	28	30		
	MANCHESTER	BRITISH AIRWAYS CITIEXPRESS LTD	S	D	31	0	0	74	13	10	3	0	0	15	68	23	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	64	19	11	6	0	0	16	59	20	122		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	57	19	18	6	0	0	21	65	16	120		
	STANSTED	NIKI	S	A	32	0	0	69	22	6	3	0	0	13	0	0	0		
	STANSTED	NIKI	S	D	32	0	0	47	41	9	3	0	0	16	0	0	0		
<b>TOTAL VIENNA</b>					<b>730</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>20</b>	<b>20</b>		
VILNIUS																			
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	31	0	0	94	6	0	0	0	0	3	0	0	0		
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	31	0	0	94	3	3	0	0	0	3	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	23	0	0	74	22	0	4	0	0	12	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	23	0	0	57	30	9	4	0	0	17	0	0	0		
	GATWICK	LITHUANIAN AIRLINES	S	A	45	0	5	87	11	0	2	0	0	7	67	14	51		
	GATWICK	LITHUANIAN AIRLINES	S	D	45	0	5	87	7	2	4	0	0	9	88	8	52		
<b>TOTAL VILNIUS</b>					<b>198</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>11</b>		
VOLOS																			
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0		
<b>TOTAL VOLOS</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>10</b>	<b>10</b>		

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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	92	0	0	71	14	13	2	0	0	12	50	20	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	51	30	13	5	1	0	22	57	15	91
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	83	10	6	2	0	0	8	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	62	17	13	8	0	0	21	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	A	28	0	0	68	21	4	7	0	0	15	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	28	0	0	57	18	18	7	0	0	25	0	0	0
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	65	20	12	3	0	0	16	47	22	93
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	77	16	3	3	0	0	12	70	15	93
	MANCHESTER	LOT-POLISH AIRLINES	S	A	27	0	0	81	15	4	0	0	0	7	64	19	25
	MANCHESTER	LOT-POLISH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	40	0	0	0
	MANCHESTER	LOT-POLISH AIRLINES	S	D	24	0	1	96	0	4	0	0	0	4	85	7	26
	MANCHESTER	LOT-POLISH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	19	0	0	0
	STANSTED	SKY EUROPE	S	A	26	0	0	85	4	0	8	4	0	21	57	42	37
	STANSTED	SKY EUROPE	S	D	26	0	0	73	19	0	0	8	0	24	38	37	37
	LUTON	WIZZ AIR	S	A	43	0	0	88	7	0	2	2	0	13	80	11	61
	LUTON	WIZZ AIR	S	D	42	1	0	71	21	2	2	2	0	20	32	32	59
<b>TOTAL WARSAW</b>					<b>736</b>	<b>6</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>21</b>	<b>21</b>
WASHINGTON (DULLES)	MANCHESTER	BMI BRITISH MIDLAND	S	A	26	0	0	100	0	0	0	0	0	1	50	26	26
	MANCHESTER	BMI BRITISH MIDLAND	S	D	25	0	0	88	12	0	0	0	0	3	65	21	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	1	91	6	2	0	1	0	5	86	19	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	65	22	12	1	0	0	15	64	18	88
	HEATHROW	UNITED AIRLINES	S	A	122	0	0	95	2	2	0	2	0	8	58	22	123
	HEATHROW	UNITED AIRLINES	S	D	122	0	0	81	16	2	1	0	0	8	78	10	120
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	81	16	0	3	0	0	10	48	20	33
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	26	3	3	0	0	17	19	28	32
<b>TOTAL WASHINGTON (DULLES)</b>					<b>538</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>19</b>
WATERFORD	LUTON	AER ARRAN	S	A	62	0	0	76	3	6	13	2	0	22	74	18	47
	LUTON	AER ARRAN	S	D	61	0	1	75	3	8	11	2	0	28	70	18	47
	MANCHESTER	AER ARRAN	S	A	14	0	0	71	14	0	14	0	0	22	75	12	12
	MANCHESTER	AER ARRAN	S	D	14	0	0	79	7	7	7	0	0	19	83	6	12
<b>TOTAL WATERFORD</b>					<b>151</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>5</b>	<b>7</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>16</b>	<b>16</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004				
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	31	0	23	31	15	0	71	0	0	0	0
	GATWICK	AIR NAMIBIA	S	D	13	0	0	85	8	0	0	8	0	21	0	0	0	0
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>4</b>	<b>12</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WROCLAW																		
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	4	0	0	0	0
<b>TOTAL WROCLAW</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							OCT 2004						
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records				
					Actual (7)	Plan (8)														
YEREVAN																				

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						OCT 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)											
ZADAR	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL ZADAR</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>0</b>	<b>0</b>
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	34	0	0	85	12	3	0	0	0	7	53	42	34
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	71	23	6	0	0	0	10	50	41	34
<b>TOTAL ZAGREB</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>51</b>	<b>42</b>	<b>42</b>	
ZAKINTHOS	BIRMINGHAM	AIR MALTA	C	A	2	0	0	50	0	0	50	0	0	80	50	62	2
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	50	0	0	50	0	0	49	50	62	2
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	0	1
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	2	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	3	0	0	67	0	33	0	0	18	100	5	1	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	7	0	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	A	3	0	0	0	0	33	67	0	0	96	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	19	0	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	3	0	0	100	0	0	0	0	8	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	20	50	12	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	44	100	11	1	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	15	100	0	1	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	2	100	0	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	8	67	7	3	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	1	100	0	3	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	26	50	9	2	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	5	100	3	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	12	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	4	100	0	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	1	0	100	0	0	0	0	1	91	5	11	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	100	0	0	0	0	4	75	9	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	6	100	0	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	4	100	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	4	67	8	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	2	100	0	7	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 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																		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	30	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	19	67	10	3	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	15	100	0	1	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	23	100	2	4	
	EDINBURGH	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	17	100	0	3	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	11	22	22	11	0	56	100	2	6	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	11	33	11	0	0	31	67	8	6	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	45	52	11		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	33	55	9		
	STANSTED	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	28	0	0	0	
	STANSTED	MONARCH AIRLINES	C	D	3	0	0	33	0	67	0	0	0	25	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	26	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	100	3	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	44	56	25	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	61	57	39	7	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	16	1	0	88	0	0	0	13	0	35	81	86	16	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	1	0	77	0	0	8	15	0	55	69	33	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	1	0	67	0	0	0	0	33	125	100	2	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	3	0	0	67	0	0	0	0	33	148	100	1	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	2	0	80	7	7	7	0	0	9	92	14	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	15	0	0	0	11	80	25	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	0	25	0	13	0	46	57	52	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	14	14	0	0	19	20	24	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	88	6	0	6	0	0	8	92	8	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	0	8	0	0	10	78	13	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	17	75	6	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	19	100	10	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	9	80	3	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	18	75	7	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	1	75	4	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	11	89	3	9	
	GATWICK	THOMSONFLY LTD	C	D	4	1	0	50	25	25	0	0	0	14	100	5	7	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							OCT 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	LUTON	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	7	88	8	8	
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	5	86	8	7	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	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	1	100	0	3	
<b>TOTAL ZAKINTHOS</b>					<b>341</b>	<b>7</b>	<b>0</b>	<b>77</b>	<b>6</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>19</b>	<b>19</b>	
ZARAGOZA	STANSTED	RYANAIR	S	A	27	0	1	81	11	4	4	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	D	28	0	0	89	7	0	4	0	0	8	0	0	0	
<b>TOTAL ZARAGOZA</b>					<b>55</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZARZAITINE					<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>90</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZURICH	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	65	13	13	10	0	0	19	100	0	1	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	68	21	5	6	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	84	7	6	2	1	0	10	54	19	168	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	64	19	14	3	0	0	17	60	16	169	
	LUTON	HELVETIC AIRWAYS	S	A	49	0	0	82	12	4	2	0	0	9	0	0	0	
	LUTON	HELVETIC AIRWAYS	S	D	49	0	0	55	31	8	6	0	0	18	0	0	0	
	BIRMINGHAM	SWISS AIRLINES	S	A	84	0	0	87	11	2	0	0	0	6	85	8	79	
	BIRMINGHAM	SWISS AIRLINES	S	D	84	0	0	77	15	7	0	0	0	11	52	21	79	
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	83	8	7	2	0	0	9	58	16	207	
	HEATHROW	SWISS AIRLINES	S	D	186	0	0	60	25	13	3	0	0	16	56	20	209	
	LONDON CITY	SWISS AIRLINES	S	A	135	0	7	90	7	1	1	1	0	6	72	12	101	
	LONDON CITY	SWISS AIRLINES	S	D	135	0	6	79	14	6	1	1	0	13	43	22	102	
	MANCHESTER	SWISS AIRLINES	S	A	89	0	0	83	13	2	1	0	0	7	57	18	60	
	MANCHESTER	SWISS AIRLINES	S	D	89	0	0	78	11	9	2	0	0	11	87	8	60	
<b>TOTAL ZURICH</b>					<b>1566</b>	<b>3</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>17</b>	<b>17</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1365	17	0	75	11	7	6	1	1	18	80	18	1509
SCHEDULED FLIGHTS(ALL ROUTES)	8713	53	122	80	9	6	4	0	0	12	79	12	7815
AIRPORT TOTAL	10078	70	122	80	9	6	4	0	0	13	79	13	9324

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	204	12	0	70	15	6	8	1	0	17	67	20	246
SCHEDULED FLIGHTS(ALL ROUTES)	9324	30	91	78	12	7	3	0	0	12	74	13	8513
AIRPORT TOTAL	9528	42	91	78	12	7	4	0	0	13	74	13	8759

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4267	102	0	66	13	10	8	2	1	26	68	27	4457
SCHEDULED FLIGHTS(ALL ROUTES)	17604	30	126	67	16	10	6	1	0	19	75	13	16404
AIRPORT TOTAL	21871	132	126	67	16	10	7	1	0	20	74	16	20861

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1223	20	0	71	11	9	7	1	0	19	71	23	1290
SCHEDULED FLIGHTS(ALL ROUTES)	7408	31	38	80	10	6	3	0	0	13	77	14	6919
AIRPORT TOTAL	8631	51	38	79	10	6	4	1	0	14	76	15	8209

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	46	10	0	46	20	30	4	0	0	22	49	26	74
SCHEDULED FLIGHTS(ALL ROUTES)	40251	35	95	67	17	11	5	0	0	17	59	19	38974
AIRPORT TOTAL	40297	45	95	67	17	11	5	0	0	17	59	19	39048

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	5074	9	123	78	13	6	3	0	0	12	80	10	4462
AIRPORT TOTAL	5074	14	123	78	13	6	3	0	0	12	80	10	4462

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	403	92	0	77	10	8	3	1	1	17	75	22	406
SCHEDULED FLIGHTS(ALL ROUTES)	5950	33	113	72	14	7	5	1	0	17	76	13	5081
AIRPORT TOTAL	6353	125	113	73	14	7	5	1	0	17	76	13	5487

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4217	139	0	71	10	9	7	2	1	24	69	24	4245
SCHEDULED FLIGHTS(ALL ROUTES)	14961	44	57	78	11	7	4	0	0	13	78	13	13928
AIRPORT TOTAL	19178	183	57	76	11	7	5	1	0	16	76	15	18173



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	918	24	0	75	9	9	5	2	0	19	82	15	938
SCHEDULED FLIGHTS(ALL ROUTES)	4028	20	38	77	10	6	4	2	0	15	83	9	3328
AIRPORT TOTAL	4946	44	38	77	10	7	4	2	0	16	83	10	4266

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2005

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						OCT 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	503	23	0	78	9	8	5	0	0	16	81	11	582
SCHEDULED FLIGHTS(ALL ROUTES)	13836	37	148	81	11	5	3	1	0	11	83	10	13697
AIRPORT TOTAL	14339	60	148	81	10	5	3	1	0	11	83	10	14279