

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**December 2005**

**Disclaimer**

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

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

Tel: 020-7453-6258  
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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 DECEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	BA CONNECT LTD	C	3	0	0	67	0	33	0	0	0	12	100	2	3
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	4	3
<b>TOTAL INNSBRUCK</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>3</b>	<b>6</b>
<b>SALZBURG</b>															
	BA CONNECT LTD	C	3	0	0	67	0	33	0	0	0	12	67	7	3
	FLYBE LTD	S	6	0	0	67	33	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	12	100	0	3
	THOMSONFLY LTD	C	3	0	0	67	0	0	33	0	0	52	100	5	3
<b>TOTAL SALZBURG</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>4</b>	<b>9</b>
<b>TOTAL AUSTRIA</b>			<b>21</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>5</b>	<b>67</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	11	0	0	55	0	18	18	9	0	45	46	27	13
<b>TOTAL BRIDGETOWN</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>46</b>	<b>27</b>	<b>13</b>
<b>TOTAL BARBADOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>46</b>	<b>27</b>	<b>13</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	205	0	3	92	3	3	2	0	0	5	91	5	216
<b>TOTAL BRUSSELS</b>			<b>205</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>216</b>
<b>TOTAL BELGIUM</b>			<b>205</b>	<b>0</b>	<b>3</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>5</b>	<b>216</b>
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	4	0	0	25	0	50	0	0	25	155	0	0	0
<b>TOTAL PLOVDIV</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>155</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOFIA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	33	106	3
<b>TOTAL SOFIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>106</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>33</b>	<b>106</b>	<b>3</b>
<b>CANADA</b>															
TORONTO	AIR INDIA	S	27	0	0	22	4	19	19	30	7	137	0	0	0
<b>TOTAL TORONTO</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>19</b>	<b>19</b>	<b>30</b>	<b>7</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>4</b>	<b>19</b>	<b>19</b>	<b>30</b>	<b>7</b>	<b>137</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	50	20	30	0	0	0	20	63	11	8
	HELIOS AIRWAYS LTD	S	10	0	0	20	0	40	30	0	10	150	50	19	4
<b>TOTAL LARNACA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>10</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>58</b>	<b>14</b>	<b>12</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	2	100	1	10
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	2	70	8	10
<b>TOTAL PAPHOS</b>			<b>17</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>85</b>	<b>4</b>	<b>20</b>
<b>TOTAL CYPRUS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>5</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>47</b>	<b>75</b>	<b>8</b>	<b>32</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	56	0	0	71	13	5	7	4	0	22	0	0	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PRAGUE	CSA	S	51	0	2	53	25	14	4	2	2	36	69	12	85
<b>TOTAL PRAGUE</b>			<b>107</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>70</b>	<b>11</b>	<b>87</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>107</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>70</b>	<b>11</b>	<b>87</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	14	0	2	29	50	21	0	0	0	23	0	0	0
<b>TOTAL BILLUND</b>			<b>14</b>	<b>0</b>	<b>2</b>	<b>29</b>	<b>50</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	SAS	S	96	0	0	75	11	10	2	1	0	14	94	4	131
<b>TOTAL COPENHAGEN</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>4</b>	<b>131</b>
<b>TOTAL DENMARK</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>4</b>	<b>131</b>
<b>EGYPT</b>															
HURGHADA	AIR MALTA	C	4	0	0	0	0	25	50	25	0	117	0	0	0
<b>TOTAL HURGHADA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>117</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUXOR	THOMSONFLY LTD	C	8	0	0	88	0	0	0	0	13	202	56	15	9
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>202</b>	<b>56</b>	<b>15</b>	<b>9</b>
SHARM EL SHEIKH (OPHIRA)	AIR MALTA	C	17	0	0	71	29	0	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	20	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	2	0	50	0	0	50	0	0	46	0	0	0
	THOMSONFLY LTD	C	9	1	0	44	11	33	0	11	0	41	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>44</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>56</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>56</b>	<b>56</b>	<b>15</b>	<b>9</b>
<b>FINLAND</b>															
ENONTEKIO	AIR MALTA	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL ENONTEKIO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>15</b>	<b>5</b>
HELSINKI	CITY AIRLINE	S	27	0	0	70	19	7	4	0	0	15	80	11	30
<b>TOTAL HELSINKI</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>11</b>	<b>30</b>
KITTILA	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	2	71	16	7
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	52	0	0	0
	FLYBE LTD	C	5	0	0	100	0	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	11	63	27	8
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	36	0	0	0
	THOMSONFLY LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL KITTILA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>19</b>	<b>17</b>
ROVANIEMI	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	32	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	100	5	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	50	50	0	0	0	25	0	0	0
	THOMSONFLY LTD	C	4	0	0	75	0	0	25	0	0	32	40	25	5
<b>TOTAL ROVANIEMI</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>17</b>	<b>15</b>
<b>TOTAL FINLAND</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>19</b>	<b>82</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>FRANCE</b>															
BERGERAC	FLYBE LTD	S	31	0	1	71	3	13	6	6	0	29	0	0	0
<b>TOTAL BERGERAC</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>3</b>	<b>13</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
BORDEAUX	BMIBABY LTD	S	26	1	2	58	12	12	12	8	0	41	0	0	0
<b>TOTAL BORDEAUX</b>			<b>26</b>	<b>1</b>	<b>2</b>	<b>58</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>0</b>	<b>0</b>	<b>0</b>
BREST	FLYBE LTD	S	18	0	0	67	11	6	17	0	0	29	0	0	0
<b>TOTAL BREST</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>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHAMBERY	AIR MALTA	C	5	0	0	0	0	40	60	0	0	81	0	0	0
	FLYBE LTD	S	17	0	2	47	12	29	12	0	0	33	0	0	0
	FLYBE LTD	C	5	1	0	20	60	20	0	0	0	22	0	154	3
<b>TOTAL CHAMBERY</b>			<b>27</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>19</b>	<b>30</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>68</b>	<b>10</b>
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	0	33	0	0	28	67	13	3
<b>TOTAL GRENOBLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>13</b>	<b>3</b>
LYON	BA CONNECT LTD	S	96	0	0	73	11	8	7	0	0	16	82	11	91
	BA CONNECT LTD	C	7	1	0	71	14	14	0	0	0	14	33	27	3
	EUROPEAN AIR CHARTER	C	5	0	0	20	0	20	60	0	0	74	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	67	0	0	0	30	100	8	3
<b>TOTAL LYON</b>			<b>111</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>11</b>	<b>97</b>
NICE	BMIBABY LTD	S	32	0	0	88	9	3	0	0	0	6	0	0	0
<b>TOTAL NICE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	237	0	0	86	8	5	1	0	0	7	80	12	226
	CITY JET	S	321	0	0	87	9	2	1	0	0	7	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>558</b>	<b>2</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>14</b>	<b>540</b>
PARIS (ORLY)	AIGLE AZUR	C	2	0	0	0	50	50	0	0	0	41	0	0	0
	BLUE LINE	C	2	0	0	50	0	0	50	0	0	53	0	0	0
<b>TOTAL PARIS (ORLY)</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>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	3	67	10	3
	FLYBE LTD	S	48	1	3	81	8	0	6	2	2	38	79	11	34
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>51</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>36</b>	<b>75</b>	<b>11</b>	<b>44</b>
<b>TOTAL FRANCE</b>			<b>861</b>	<b>7</b>	<b>8</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>694</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	50	0	0	86	4	4	6	0	0	10	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	BA CONNECT LTD	S	171	0	0	92	4	4	0	0	0	4	87	7	167
	EUROWINGS LUFTVERKEHRS	S	110	0	0	76	12	7	5	0	0	12	70	14	102
<b>TOTAL DUSSELDORF</b>			<b>281</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>269</b>
FRANKFURT MAIN	BA CONNECT LTD	S	217	2	0	82	6	8	4	0	0	10	89	6	201
	LUFTHANSA	S	225	0	0	83	7	6	4	0	0	10	78	12	172
<b>TOTAL FRANKFURT MAIN</b>			<b>442</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>373</b>
HAMBURG	BA CONNECT LTD	S	73	1	0	84	7	5	4	0	0	8	86	7	80

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 HAMBURG			73	1	0	84	7	5	4	0	0	8	86	7	80
HANOVER	BA CONNECT LTD	S	58	0	0	86	7	2	5	0	0	8	95	3	60
TOTAL HANOVER			58	0	0	86	7	2	5	0	0	8	95	3	60
MUNICH	LUFTHANSA CITY LINE	S	149	0	0	68	17	9	7	0	0	17	0	0	0
TOTAL MUNICH			149	0	0	68	17	9	7	0	0	17	82	8	136
MUNSTER-OSNABRUCK	EUROPEAN AIR CHARTER	C	9	1	0	78	11	0	11	0	0	14	100	0	6
TOTAL MUNSTER-OSNABRUCK			9	1	0	78	11	0	11	0	0	14	100	0	6
PADERBORN	EUROPEAN AIR CHARTER	C	6	0	0	100	0	0	0	0	0	6	67	14	6
TOTAL PADERBORN			6	0	0	100	0	0	0	0	0	6	67	14	6
STUTTGART	BA CONNECT LTD	S	117	0	0	85	8	4	3	0	0	7	87	6	122
TOTAL STUTTGART			117	0	0	85	8	4	3	0	0	7	87	6	122
TOTAL GERMANY			1185	5	0	82	8	6	4	0	0	10	84	8	1052
HUNGARY															
BUDAPEST	MALEV (HUNGARIAN AIRLINES)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL BUDAPEST			2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL HUNGARY			2	0	0	100	0	0	0	0	0	0	0	0	0
INDIA															
DELHI	AIR INDIA	S	19	0	0	26	16	26	11	21	0	82	0	0	0
TOTAL DELHI			19	0	0	26	16	26	11	21	0	82	0	0	0
GOA	THOMSONFLY LTD	C	8	0	0	25	25	25	25	0	0	43	0	0	0
TOTAL GOA			8	0	0	25	25	25	25	0	0	43	0	0	0
MUMBAI	AIR INDIA	S	8	0	0	0	0	0	25	50	25	265	0	0	0
TOTAL MUMBAI			8	0	0	0	0	0	25	50	25	265	0	0	0
TOTAL INDIA			35	0	0	20	14	20	17	23	6	115	44	133	9
IRAN															
TEHRAN	MAHAN AIR	S	18	0	2	22	6	11	39	11	11	114	0	132	18
TOTAL TEHRAN			18	0	2	22	6	11	39	11	11	114	0	132	18
TOTAL IRAN			18	0	2	22	6	11	39	11	11	114	0	132	18
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	56	0	0	57	14	21	4	4	0	25	0	0	0
TOTAL CONNAUGHT			56	0	0	57	14	21	4	4	0	25	63	25	46
CORK	AER ARRAN	S	106	0	2	91	1	1	5	2	1	17	93	9	108
	BMIBABY LTD	S	59	0	1	76	3	8	8	3	0	23	0	0	0
TOTAL CORK			165	0	3	85	2	4	6	2	1	19	93	9	108
DUBLIN	AER LINGUS	S	242	0	0	77	14	6	3	0	0	11	80	12	219
	RYANAIR	S	128	0	0	59	19	18	2	2	1	22	87	6	150
TOTAL DUBLIN			370	1	0	71	16	10	3	1	0	14	83	9	369

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL IRISH REPUBLIC			591	1	3	74	12	9	4	1	0	17	82	13	601
ITALY															
BERGAMO	BA CONNECT LTD	C	3	0	0	33	33	33	0	0	0	18	100	3	3
TOTAL BERGAMO			3	0	0	33	33	33	0	0	0	18	100	3	3
MILAN (MALPENSA)	AIR MALTA	C	2	0	0	50	50	0	0	0	0	19	0	0	0
	BA CONNECT LTD	S	93	0	0	85	11	2	1	1	0	7	92	4	131
TOTAL MILAN (MALPENSA)			95	0	0	84	12	2	1	1	0	8	92	5	248
TURIN	BA CONNECT LTD	C	3	0	0	0	33	0	67	0	0	75	17	46	6
	FLYBE LTD	C	3	1	0	100	0	0	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	3	0	0	33	33	0	33	0	0	36	33	58	3
TOTAL TURIN			9	1	0	44	22	0	33	0	0	39	22	50	9
TOTAL ITALY			107	1	0	79	13	3	4	1	0	11	88	7	295
MALTA															
MALTA	AIR MALTA	S	22	0	0	77	9	9	5	0	0	11	67	17	18
	HELLO	C	4	0	0	75	0	0	0	25	0	77	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	1	0	100	0	0	0	0	0	0	100	2	2
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	35	100	2	8
TOTAL MALTA			38	1	0	79	5	5	8	3	0	22	79	12	28
TOTAL MALTA			38	1	0	79	5	5	8	3	0	22	79	12	28
MEXICO															
CANCUN	THOMSONFLY LTD	C	9	0	0	22	11	22	22	22	0	94	0	0	0
TOTAL CANCUN			9	0	0	22	11	22	22	22	0	94	0	0	0
TOTAL MEXICO			10	0	0	30	10	20	20	20	0	86	0	240	1
MOROCCO															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL AGADIR			3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MOROCCO			3	0	0	100	0	0	0	0	0	0	0	0	0
NETHERLANDS															
AMSTERDAM	BMIBABY LTD	S	106	0	0	70	11	5	9	5	0	27	0	0	0
	KLM	S	172	0	12	83	9	6	1	0	0	9	0	0	0
	KLM CITYHOPPER	S	142	0	0	58	20	15	4	2	0	22	74	15	364
TOTAL AMSTERDAM			420	0	12	71	14	9	4	2	0	18	74	15	364
TOTAL NETHERLANDS			420	0	12	71	14	9	4	2	0	18	74	15	364
NORWAY															
FAGERNES/LEIRIN	SN BRUSSELS AIRLINES	C	2	0	0	100	0	0	0	0	0	8	0	0	0
TOTAL FAGERNES/LEIRIN			3	0	0	100	0	0	0	0	0	5	100	4	3
TOTAL NORWAY			3	0	0	100	0	0	0	0	0	5	100	4	3

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	44	0	0	73	9	9	2	5	2	52	88	12	26
TOTAL ISLAMABAD			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>52</b>	<b>88</b>	<b>12</b>	<b>26</b>
TOTAL PAKISTAN			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>52</b>	<b>91</b>	<b>10</b>	<b>32</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	100	0	3
	FLYBE LTD	S	26	0	0	85	0	4	12	0	0	13	0	0	0
	THOMSONFLY LTD	C	10	0	0	70	20	10	0	0	0	12	0	0	0
TOTAL FARO			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>28</b>	<b>29</b>
TOTAL PORTUGAL(EXCLUDING MADEIRA)			<b>40</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>28</b>	<b>29</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	75	19	8
TOTAL FUNCHAL			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>19</b>	<b>8</b>
TOTAL PORTUGAL(MADEIRA)			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>19</b>	<b>8</b>
<b>SAUDI ARABIA</b>															
MEDINA	SAUDI ARABIAN AIRLINES	C	3	0	0	33	0	0	67	0	0	68	0	0	0
TOTAL MEDINA			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL SAUDI ARABIA			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>132</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AIR SLOVAKIA BWJ	S	10	0	0	60	10	10	20	0	0	26	0	137	12
TOTAL BRATISLAVA			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>137</b>	<b>12</b>
TOTAL SLOVAK REPUBLIC			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>10</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>137</b>	<b>12</b>
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	56	0	1	77	14	7	2	0	0	10	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	100	1	8
	FLYBE LTD	S	26	1	0	62	12	8	8	12	0	44	0	0	0
	MONARCH AIRLINES	S	38	0	0	87	11	3	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	18	0	0	94	6	0	0	0	0	4	84	14	19
TOTAL ALICANTE			<b>145</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>11</b>	<b>74</b>
BARCELONA	BA CONNECT LTD	S	30	0	0	87	3	3	7	0	0	9	94	5	36
TOTAL BARCELONA			<b>30</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>31</b>	<b>68</b>
GERONA	BA CONNECT LTD	C	3	0	0	33	33	0	33	0	0	29	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	6	100	6	2
TOTAL GERONA			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>6</b>	<b>2</b>
MADRID	BA CONNECT LTD	S	55	0	0	84	7	9	0	0	0	8	80	8	60
TOTAL MADRID			<b>55</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>60</b>
MALAGA	BMIBABY LTD	S	60	0	0	67	13	15	5	0	0	16	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	50	59	4

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	FLYBE LTD	S	23	0	1	57	13	17	0	9	4	49	0	0	0
	MONARCH AIRLINES	S	52	0	1	88	10	2	0	0	0	4	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	94	2	18
<b>TOTAL MALAGA</b>			<b>151</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>15</b>	<b>84</b>	<b>12</b>	<b>76</b>
MURCIA SAN JAVIER	FLYBE LTD	S	24	0	0	58	17	4	13	8	0	39	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>4</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>73</b>	<b>23</b>	<b>44</b>
PALMA DE MALLORCA	BMIBABY LTD	S	28	0	0	89	7	4	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	12	0	0	33	42	25	0	0	0	21	92	12	12
<b>TOTAL PALMA DE MALLORCA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>28</b>	<b>47</b>
<b>TOTAL SPAIN</b>			<b>450</b>	<b>3</b>	<b>3</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>18</b>	<b>395</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR MALTA	C	4	0	0	50	25	25	0	0	0	16	0	0	0
	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	4	92	18	12
	MY TRAVEL AIRWAYS UK	C	6	1	0	100	0	0	0	0	0	1	55	16	11
	THOMAS COOK AIRLINES LTD	C	13	0	0	85	0	15	0	0	0	8	92	15	12
	THOMSONFLY LTD	C	16	0	0	44	6	19	19	6	6	70	67	18	18
	VOLAR AIRLINES	C	10	0	0	70	10	0	20	0	0	18	0	0	0
	<b>TOTAL ARRECIFE</b>			<b>59</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>5</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>76</b>	<b>16</b>
FUERTEVENTURA	AIR MALTA	C	4	0	0	25	25	0	50	0	0	44	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	90	8	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	100	0	0	0	0	0	2	94	2	18
	THOMSONFLY LTD	C	8	0	0	75	0	0	25	0	0	31	63	14	8
<b>TOTAL FUERTEVENTURA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>6</b>	<b>36</b>	
LAS PALMAS	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	1	0	100	0	0	0	0	0	0	75	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	92	3	13
	THOMSONFLY LTD	C	18	0	0	83	6	0	11	0	0	16	83	12	18
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>41</b>	
TENERIFE (SURREINA SOFIA)	AIR MALTA	C	3	0	0	100	0	0	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	0	0	11	0	0	11	80	5	20
	MONARCH AIRLINES	C	16	0	0	94	6	0	0	0	0	4	82	7	22
	MONARCH AIRLINES	S	60	0	0	93	3	3	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	6	6	0	0	7	28	50	18
	THOMAS COOK AIRLINES LTD	C	20	0	0	100	0	0	0	0	0	1	100	3	18
	THOMSONFLY LTD	C	18	0	0	33	22	39	6	0	0	25	77	12	26
	VOLAR AIRLINES	C	14	0	0	93	7	0	0	0	0	5	67	15	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>167</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>122</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>306</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>265</b>	
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	55	0	0	76	13	9	2	0	0	11	66	14	50
<b>TOTAL GOTEBORG</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>14</b>	<b>50</b>
STOCKHOLM (ARLANDA)	SAS	S	16	0	0	81	6	13	0	0	0	10	0	0	0



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 STOCKHOLM (ARLANDA)			16	0	0	81	6	13	0	0	0	10	90	5	80
TOTAL SWEDEN			71	0	0	77	11	10	1	0	0	11	81	9	130
SWITZERLAND															
BERNE	FLYBE LTD	C	3	0	0	67	33	0	0	0	0	11	0	0	0
	FLYBE LTD	S	9	0	2	56	22	0	22	0	0	27	0	0	0
TOTAL BERNE			12	0	2	58	25	0	17	0	0	23	0	0	0
GENEVA															
	BA CONNECT LTD	S	13	0	0	62	15	23	0	0	0	16	0	0	0
	BMIBABY LTD	S	26	0	0	88	0	12	0	0	0	8	0	0	0
	FLYBE LTD	S	6	0	1	83	17	0	0	0	0	6	0	0	0
	FLYBE LTD	C	5	0	0	40	20	0	40	0	0	53	50	19	4
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	5	67	12	3
	THOMSONFLY LTD	C	5	0	0	20	40	20	20	0	0	35	100	7	3
TOTAL GENEVA			59	0	1	73	10	12	5	0	0	16	70	13	10
ZURICH	SWISS AIRLINES	S	168	0	10	81	14	3	2	0	0	10	65	16	165
TOTAL ZURICH			168	0	10	81	14	3	2	0	0	10	65	16	165
TOTAL SWITZERLAND			239	0	13	78	13	5	4	0	0	12	72	13	247
TUNISIA															
MONASTIR	MY TRAVEL AIRWAYS UK	C	5	0	0	100	0	0	0	0	0	0	50	25	4
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	1	25	16	4
	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	14	80	9	10
TOTAL MONASTIR			17	0	0	88	0	12	0	0	0	7	52	16	21
TOTAL TUNISIA			17	0	0	88	0	12	0	0	0	7	52	16	21
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL ANTALYA			4	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL TURKEY			4	0	0	100	0	0	0	0	0	2	0	0	0
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	36	1	16	56	6	6	11	6	17	124	53	56	36
TOTAL ASHKHABAD			36	1	16	56	6	6	11	6	17	124	53	56	36
TOTAL TURKMENISTAN			36	1	16	56	6	6	11	6	17	124	53	56	36
UKRAINE															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	16	0	0	75	13	6	6	0	0	14	0	0	0
TOTAL KIEV (BORISPOL)			16	0	0	75	13	6	6	0	0	14	0	0	0
TOTAL UKRAINE			16	0	0	75	13	6	6	0	0	14	0	0	0
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	124	0	0	57	23	16	2	1	0	18	77	17	62
TOTAL DUBAI			124	0	0	57	23	16	2	1	0	18	77	17	62
TOTAL UNITED ARAB EMIRATES			124	0	0	57	23	16	2	1	0	18	77	17	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>UNITED KINGDOM</b>															
ABERDEEN	BA CONNECT LTD	S	148	0	0	77	9	5	9	0	0	13	91	5	144
<b>TOTAL ABERDEEN</b>			<b>148</b>	<b>3</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>5</b>	<b>144</b>
BELFAST CITY	FLYBE LTD	S	331	1	3	82	5	6	7	0	0	14	85	9	343
<b>TOTAL BELFAST CITY</b>			<b>331</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>5</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>9</b>	<b>343</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	138	0	4	83	7	8	1	1	0	10	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>140</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BA CONNECT LTD	S	276	1	0	88	6	3	3	0	0	7	92	5	285
	BMIBABY LTD	S	103	0	3	83	5	9	2	2	0	12	0	0	0
	FLYBE LTD	S	274	1	7	77	9	7	6	0	0	13	81	10	281
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL EDINBURGH</b>			<b>657</b>	<b>2</b>	<b>10</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>568</b>
GLASGOW	BA CONNECT LTD	S	269	1	0	87	5	4	3	0	0	8	92	5	259
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	FLYBE LTD	S	253	1	7	83	8	4	4	1	0	12	76	12	280
	THOMSONFLY LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL GLASGOW</b>			<b>526</b>	<b>2</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>9</b>	<b>541</b>
GUERNSEY	FLYBE LTD	S	48	0	3	77	15	6	2	0	0	10	62	25	53
<b>TOTAL GUERNSEY</b>			<b>48</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>62</b>	<b>25</b>	<b>53</b>
INVERNESS	EASTERN AIRWAYS	S	92	0	4	87	5	2	5	0	0	10	89	10	96
<b>TOTAL INVERNESS</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>10</b>	<b>96</b>
ISLE OF MAN	EASTERN AIRWAYS	S	101	0	3	88	8	2	1	1	0	8	93	9	101
	FLYBE LTD	S	50	0	0	78	12	6	4	0	0	13	77	9	60
<b>TOTAL ISLE OF MAN</b>			<b>151</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>9</b>	<b>161</b>
JERSEY	FLYBE LTD	S	51	1	1	57	29	8	6	0	0	20	73	19	63
<b>TOTAL JERSEY</b>			<b>51</b>	<b>2</b>	<b>1</b>	<b>57</b>	<b>29</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>19</b>	<b>63</b>
MANCHESTER	THOMSONFLY LTD	C	3	1	0	100	0	0	0	0	0	0	71	12	7
<b>TOTAL MANCHESTER</b>			<b>3</b>	<b>4</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>
NEWCASTLE	EASTERN AIRWAYS	S	113	0	3	91	3	2	4	0	0	7	92	5	118
<b>TOTAL NEWCASTLE</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>118</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2261</b>	<b>20</b>	<b>39</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>9</b>	<b>2161</b>
<b>USA</b>															
FORT LAUDERDALE	THOMSONFLY LTD	C	2	0	0	50	0	50	0	0	0	36	0	0	0
<b>TOTAL FORT LAUDERDALE</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>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	68	11	10	10	2	0	23	81	10	94
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>10</b>	<b>94</b>
<b>TOTAL USA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>10</b>	<b>94</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	23	0	13	43	9	0	39	9	0	56	50	41	36
TOTAL TASHKENT			23	0	13	43	9	0	39	9	0	56	50	41	36
TOTAL UZBEKISTAN			23	0	13	43	9	0	39	9	0	56	50	41	36
TOTAL BIRMINGHAM			7638	47	116	78	9	7	4	1	0	15	81	12	7233

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	3	67	10	3
<b>TOTAL INNSBRUCK</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>3</b>	<b>67</b>	<b>10</b>	<b>3</b>
<b>TOTAL AUSTRIA</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>3</b>	<b>67</b>	<b>10</b>	<b>3</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	112	0	0	91	4	3	2	0	0	6	90	6	107
<b>TOTAL BRUSSELS</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>107</b>
<b>TOTAL BELGIUM</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>6</b>	<b>107</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	109	0	2	66	21	8	4	1	0	16	57	34	51
<b>TOTAL PRAGUE</b>			<b>109</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>34</b>	<b>51</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>109</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>21</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>34</b>	<b>51</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	80	0	0	91	8	0	0	1	0	7	91	4	90
<b>TOTAL COPENHAGEN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>90</b>
<b>TOTAL DENMARK</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>90</b>
<b>FINLAND</b>															
KITTLA	EUROPEAN AIR CHARTER	C	4	0	0	50	50	0	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	THOMAS COOK BELGIUM	C	4	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL KITTLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>26</b>	<b>2</b>
<b>TOTAL FINLAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>23</b>	<b>6</b>
<b>FRANCE</b>															
CHAMBERY	FLYBE LTD	C	3	0	0	33	0	0	67	0	0	71	0	117	1
<b>TOTAL CHAMBERY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>117</b>	<b>1</b>
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	152	0	0	74	13	7	5	1	0	14	67	31	147
	CITY JET	S	117	0	1	74	12	6	8	0	0	15	75	18	120
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>269</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>25</b>	<b>267</b>
TOULOUSE (BLAGNAC)	CITY AIRLINE	C	2	0	0	50	0	0	50	0	0	40	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>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>274</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>25</b>	<b>268</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	24	0	0	54	33	13	0	0	0	17	50	19	28
<b>TOTAL COLOGNE (BONN)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>19</b>	<b>28</b>
FRANKFURT MAIN	LUFTHANSA	S	177	0	0	77	15	4	4	0	0	11	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>177</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>175</b>
HAMBURG	HAPAG LLOYD EXPRESS	S	22	0	2	95	0	5	0	0	0	4	91	4	22

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 HAMBURG			22	0	2	95	0	5	0	0	0	4	91	4	22
TOTAL GERMANY			223	0	2	77	15	5	3	0	0	11	67	15	227
IRISH REPUBLIC															
CORK	AER ARRAN	S	84	0	0	87	6	0	2	2	2	41	76	12	54
TOTAL CORK			84	0	0	87	6	0	2	2	2	41	76	12	54
DUBLIN	AER LINGUS	S	62	0	0	73	18	8	2	0	0	11	59	20	117
	RYANAIR	S	148	0	0	74	13	6	7	0	0	14	90	6	168
TOTAL DUBLIN			210	0	0	73	14	7	6	0	0	13	78	12	285
GALWAY	AER ARRAN	S	50	0	0	86	6	4	4	0	0	8	89	5	36
TOTAL GALWAY			50	0	0	86	6	4	4	0	0	8	89	5	36
TOTAL IRISH REPUBLIC			344	0	0	78	11	5	5	1	1	19	78	11	375
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	25	10	8	0	0	20	70	18	60
	KLM CITYHOPPER	S	257	0	0	74	10	9	7	0	0	16	67	18	258
TOTAL AMSTERDAM			317	0	0	71	13	9	8	0	0	17	68	18	318
TOTAL NETHERLANDS			317	0	0	71	13	9	8	0	0	17	68	18	318
POLAND															
WARSAW	LOT-POLISH AIRLINES	S	26	0	0	65	8	12	0	15	0	43	0	0	0
TOTAL WARSAW			26	0	0	65	8	12	0	15	0	43	0	0	0
TOTAL POLAND			26	0	0	65	8	12	0	15	0	43	0	0	0
SPAIN															
ALICANTE	FLYGLOBESPAN	S	18	0	0	72	17	11	0	0	0	11	0	0	0
TOTAL ALICANTE			18	0	0	72	17	11	0	0	0	11	70	22	20
BARCELONA	FLYGLOBESPAN	S	42	0	0	98	2	0	0	0	0	1	0	0	0
TOTAL BARCELONA			42	0	0	98	2	0	0	0	0	1	0	22	1
MADRID	BA CONNECT LTD	S	37	0	0	81	14	5	0	0	0	7	89	5	38
TOTAL MADRID			37	0	0	81	14	5	0	0	0	7	89	5	38
MALAGA	FLYGLOBESPAN	S	18	0	0	67	28	6	0	0	0	9	0	0	0
TOTAL MALAGA			18	0	0	67	28	6	0	0	0	9	62	49	34
TOTAL SPAIN			115	0	0	83	12	4	0	0	0	6	74	25	93
SPAIN(CANARY ISLANDS)															
TENERIFE (SURREINA SOFIA)	IBERWORLD	C	10	0	0	60	30	10	0	0	0	12	70	8	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	0	20	10	10	0	46	0	0	0
TOTAL TENERIFE (SURREINA SOFIA)			20	0	0	60	15	15	5	5	0	29	60	19	20
TOTAL SPAIN(CANARY ISLANDS)			20	0	0	60	15	15	5	5	0	29	60	19	20
SWITZERLAND															
GENEVA	BMI BRITISH MIDLAND	C	3	0	0	33	0	33	33	0	0	37	60	13	5

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GENEVA	EASYJET SWITZERLAND	S	28	0	4	32	14	21	32	0	0	43	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	19	33	35	3
	FLYGLOBESPAN	S	18	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL GENEVA</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>9</b>	<b>15</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>33</b>	<b>15</b>
ZURICH	FARNAIR TRANSPORT	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL ZURICH</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>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>11</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>33</b>	<b>15</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE LTD	S	202	0	4	70	14	8	6	1	0	17	76	15	186
<b>TOTAL BELFAST CITY</b>			<b>202</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>15</b>	<b>186</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	212	0	0	76	13	7	5	0	0	13	73	14	232
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>14</b>	<b>232</b>
BIRMINGHAM	BA CONNECT LTD	S	239	0	0	83	9	4	3	0	0	8	88	6	203
	BMIBABY LTD	S	103	0	1	80	10	6	4	1	0	13	0	0	0
	FLYBE LTD	S	275	1	3	77	9	8	5	0	0	13	80	11	283
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>621</b>	<b>1</b>	<b>4</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>9</b>	<b>488</b>
BRISTOL	BA CONNECT LTD	S	221	0	0	78	11	6	4	0	0	12	72	17	204
	EASYJET AIRLINE COMPANY LTD	S	160	0	0	62	21	12	6	0	0	17	80	8	164
<b>TOTAL BRISTOL</b>			<b>381</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>369</b>
CARDIFF WALES	BMIBABY LTD	S	120	0	2	83	15	1	1	0	0	7	85	9	122
<b>TOTAL CARDIFF WALES</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>122</b>
EXETER	FLYBE LTD	S	105	0	5	67	13	7	13	0	0	20	88	13	60
<b>TOTAL EXETER</b>			<b>105</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>13</b>	<b>60</b>
GATWICK	BRITISH AIRWAYS PLC	S	289	0	0	70	17	9	4	0	0	15	77	12	380
	EASYJET AIRLINE COMPANY LTD	S	217	0	1	66	15	12	6	1	0	18	58	21	222
<b>TOTAL GATWICK</b>			<b>506</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>15</b>	<b>602</b>
HEATHROW	BMI BRITISH MIDLAND	S	441	0	6	84	9	4	3	0	0	9	67	18	448
	BRITISH AIRWAYS PLC	S	687	0	2	58	18	13	9	1	0	24	67	16	700
<b>TOTAL HEATHROW</b>			<b>1128</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>17</b>	<b>1148</b>
INVERNESS	LOGANAIR	S	49	0	0	82	10	4	4	0	0	10	76	16	67
<b>TOTAL INVERNESS</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>16</b>	<b>67</b>
KIRKWALL	LOGANAIR	S	75	0	0	75	17	4	4	0	0	12	53	17	57
<b>TOTAL KIRKWALL</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>17</b>	<b>57</b>
LEEDS BRADFORD	BMI REGIONAL	S	116	0	0	96	3	1	0	0	0	3	75	11	91
<b>TOTAL LEEDS BRADFORD</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>91</b>
LONDON CITY	BA CONNECT LTD	S	189	0	0	73	17	7	3	0	0	12	84	9	121
	SCOT AIRWAYS	S	284	3	45	74	17	6	4	0	0	14	78	9	315
<b>TOTAL LONDON CITY</b>			<b>473</b>	<b>3</b>	<b>45</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>436</b>

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				Actual (7)	Plan (8)										
LUTON	EASYJET AIRLINE COMPANY LTD	S	307	0	1	77	12	7	4	0	0	11	71	12	328
<b>TOTAL LUTON</b>			<b>307</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>12</b>	<b>328</b>
MANCHESTER	BA CONNECT LTD	S	255	0	0	74	13	9	4	0	0	13	81	14	261
	BMI REGIONAL	S	188	0	0	87	9	1	4	0	0	7	89	7	202
	JET2.COM LTD	S	96	2	12	88	4	5	3	0	0	10	0	0	0
<b>TOTAL MANCHESTER</b>			<b>539</b>	<b>2</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>11</b>	<b>463</b>
NORWICH	EASTERN AIRWAYS	S	85	0	3	82	15	0	2	0	0	8	69	13	97
	FLYBE LTD	S	57	0	3	79	16	4	2	0	0	9	0	0	0
<b>TOTAL NORWICH</b>			<b>142</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>13</b>	<b>97</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	139	0	1	79	9	5	6	1	0	13	81	11	152
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>139</b>	<b>1</b>	<b>1</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>266</b>
SOUTHAMPTON	BA CONNECT LTD	S	175	0	0	83	10	6	1	0	0	9	72	14	201
	FLYBE LTD	S	234	1	2	80	12	5	4	0	0	10	72	12	155
<b>TOTAL SOUTHAMPTON</b>			<b>409</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>13</b>	<b>356</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	320	0	0	75	14	6	5	0	0	12	69	13	352
	FLYGLOBESPAN	S	104	0	0	90	5	3	2	0	0	6	0	0	0
<b>TOTAL STANSTED</b>			<b>424</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>13</b>	<b>352</b>
STORNOWAY	BMI REGIONAL	S	48	0	0	94	6	0	0	0	0	2	86	9	51
	LOGANAIR	S	70	1	0	76	13	6	4	1	0	16	65	16	75
<b>TOTAL STORNOWAY</b>			<b>118</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>126</b>
SUMBURGH	LOGANAIR	S	91	0	0	68	13	10	9	0	0	19	71	14	97
<b>TOTAL SUMBURGH</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>97</b>
<b>TOTAL UNITED KINGDOM</b>			<b>6157</b>	<b>12</b>	<b>91</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>13</b>	<b>6082</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	56	23	18	3	0	0	18	80	8	44
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>8</b>	<b>44</b>
<b>TOTAL USA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>8</b>	<b>44</b>
<b>TOTAL EDINBURGH</b>			<b>7911</b>	<b>13</b>	<b>100</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>7761</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	32	0	0	47	31	16	6	0	0	20	53	28	32
<b>TOTAL ALGIERS</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>31</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>28</b>	<b>32</b>
HASSI MESSAOUD	AIR ALGERIE	C	18	0	0	28	39	17	17	0	0	37	31	34	16
	ASTRAEUS LTD	C	24	0	0	50	17	17	17	0	0	30	61	17	28
	BRITISH AIRWAYS PLC	S	18	0	0	89	11	0	0	0	0	5	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>23</b>	<b>44</b>
<b>TOTAL ALGERIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>25</b>	<b>76</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	0	50	20	0	0	44	40	35	5
	VIRGIN ATLANTIC AIRWAYS LTD	S	28	0	0	50	14	21	14	0	0	29	67	17	27
<b>TOTAL ANTIGUA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>11</b>	<b>29</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>26</b>	<b>42</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>11</b>	<b>29</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>26</b>	<b>42</b>
<b>AUSTRALIA</b>															
PERTH (AUSTRALIA)	THOMSONFLY LTD	C	9	0	0	44	0	22	11	22	0	85	0	0	0
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	<b>0</b>
SYDNEY	THOMSONFLY LTD	C	9	0	0	22	22	33	0	11	11	121	0	0	0
<b>TOTAL SYDNEY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRALIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>28</b>	<b>6</b>	<b>17</b>	<b>6</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>AUSTRIA</b>															
INNSBRUCK	ASTRAEUS LTD	C	5	0	0	40	0	40	0	20	0	93	0	0	0
	BRITISH AIRWAYS PLC	S	22	0	0	55	23	14	9	0	0	21	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	0	83	0	0	17	0	71	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	85	8	13
	LAUDA-AIR	C	5	0	0	60	0	0	40	0	0	37	33	27	3
	LAUDA-AIR	S	22	0	0	82	18	0	0	0	0	6	86	22	22
	MONARCH AIRLINES	C	15	0	0	53	13	13	7	7	7	63	67	50	12
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	12	100	4	7
<b>TOTAL INNSBRUCK</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>70</b>	<b>24</b>	<b>70</b>
SALZBURG	BRITISH AIRWAYS PLC	C	3	0	0	0	33	33	33	0	0	42	50	11	2
	EXCEL AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	0	20	0	0	0	11	50	15	6
	MONARCH AIRLINES	C	4	0	0	0	0	25	75	0	0	97	43	25	7
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	0	33	0	0	32	67	16	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	3	100	2	3
	THOMSONFLY LTD	C	10	0	0	60	20	20	0	0	0	13	100	2	10
<b>TOTAL SALZBURG</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>11</b>	<b>34</b>
VIENNA	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL VIENNA</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 AUSTRIA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>71</b>	<b>20</b>	<b>104</b>
<b>AZERBAIJAN</b>															



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BAKU ( HEYDER ALIYEV INT'L )	AZERBAIJAN AIRLINES ( AZAL )	S	26	0	0	19	27	35	19	0	0	42	79	9	28
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>30</b>	<b>33</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>79</b>	<b>9</b>	<b>28</b>
<b>TOTAL AZERBAIJAN</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>30</b>	<b>33</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>79</b>	<b>9</b>	<b>28</b>
<b>BAHAMAS</b>															
NASSAU	VIRGIN ATLANTIC AIRWAYS LTD	S	7	0	1	100	0	0	0	0	0	6	0	0	0
<b>TOTAL NASSAU</b>			<b>7</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BAHAMAS</b>			<b>7</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>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	81	0	0	65	15	12	7	0	0	17	68	16	78
	EXCEL AIRWAYS LTD	C	10	0	0	20	10	20	50	0	0	59	33	82	9
	MONARCH AIRLINES	C	8	0	0	0	13	25	50	13	0	93	25	24	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	22	17	28	28	6	0	55	12	46	17
	THOMSONFLY LTD	C	6	0	0	33	33	17	17	0	0	29	50	19	6
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	42	29	18	11	0	0	27	69	15	61
<b>TOTAL BRIDGETOWN</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>17</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>23</b>	<b>183</b>
<b>TOTAL BARBADOS</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>17</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>23</b>	<b>183</b>
<b>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	14	0	0	93	0	7	0	0	0	5	86	13	14
<b>TOTAL MINSK</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>13</b>	<b>14</b>
<b>TOTAL BELARUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>13</b>	<b>14</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	88	0	0	74	14	5	8	0	0	15	68	16	90
<b>TOTAL BRUSSELS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>16</b>	<b>90</b>
<b>TOTAL BELGIUM</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>16</b>	<b>90</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	35	0	0	83	9	3	3	3	0	17	73	13	33
<b>TOTAL BERMUDA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>33</b>
<b>TOTAL BERMUDA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>33</b>
<b>BRAZIL</b>															
MANAUS-EDUARDO GOMES	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL MANAUS-EDUARDO GOMES</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
NATAL	THOMSONFLY LTD	C	8	0	0	38	25	38	0	0	0	25	0	0	0
<b>TOTAL NATAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>53</b>	<b>2</b>
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	6	0	0	33	17	17	33	0	0	61	100	0	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	1	50	20	2
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	6	33	101	3

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL PLOVDIV</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>63</b>	<b>43</b>	<b>8</b>
<b>SOFIA</b>	BH AIR	C	4	0	0	50	0	25	25	0	0	30	100	3	3
	BULGARIA AIR	S	68	0	2	54	12	19	7	0	7	55	55	31	58
	MONARCH AIRLINES	C	3	0	0	0	0	0	100	0	0	76	0	223	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	1	33	50	3
	THOMSONFLY LTD	C	3	0	0	33	0	67	0	0	0	34	40	42	5
<b>TOTAL SOFIA</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>10</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>53</b>	<b>39</b>	<b>72</b>
<b>VARNA</b>	BULGARIA AIR	S	22	0	0	50	5	5	32	9	0	62	0	0	0
<b>TOTAL VARNA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>5</b>	<b>5</b>	<b>32</b>	<b>9</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>9</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>4</b>	<b>52</b>	<b>54</b>	<b>40</b>	<b>80</b>
<b>CAMEROON</b>															
<b>DOUALA</b>	ASTRAEUS LTD	C	4	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL DOUALA</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAMEROON</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CANADA</b>															
<b>CALGARY</b>	MONARCH AIRLINES	C	7	0	0	14	14	43	29	0	0	43	40	38	5
	ZOOM AIRLINES	S	6	0	0	33	0	17	50	0	0	69	0	0	0
<b>TOTAL CALGARY</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>8</b>	<b>31</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>40</b>	<b>38</b>	<b>5</b>
<b>DEER LAKE (NEWFOUNDLAND)</b>	ASTRAEUS LTD	C	5	0	0	20	0	60	20	0	0	47	0	0	0
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TORONTO</b>	AIR TRANSAT	S	20	0	2	55	25	5	15	0	0	21	54	25	26
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	22	0	226	2
	THOMAS COOK AIRLINES LTD	S	2	0	0	0	0	100	0	0	0	42	0	0	0
	ZOOM AIRLINES	S	19	0	0	47	11	16	16	5	5	96	58	22	12
<b>TOTAL TORONTO</b>			<b>43</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>16</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>53</b>	<b>34</b>	<b>40</b>
<b>VANCOUVER</b>	MY TRAVEL AIRWAYS UK	C	3	0	0	0	33	33	33	0	0	49	0	0	0
	ZOOM AIRLINES	S	17	0	0	12	24	24	29	0	12	229	64	26	14
<b>TOTAL VANCOUVER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>25</b>	<b>25</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>202</b>	<b>55</b>	<b>26</b>	<b>20</b>
<b>TOTAL CANADA</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>16</b>	<b>23</b>	<b>22</b>	<b>1</b>	<b>4</b>	<b>91</b>	<b>51</b>	<b>32</b>	<b>72</b>
<b>CHILE</b>															
<b>PUNTA ARENAS</b>	THOMSONFLY LTD	C	4	0	0	50	0	0	50	0	0	66	0	0	0
<b>TOTAL PUNTA ARENAS</b>			<b>4</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>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHILE</b>			<b>4</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>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
<b>DUBROVNIK</b>	BRITISH AIRWAYS PLC	S	24	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CUBA</b>															
<b>CUNAGUA ( CAYO COCO)</b>	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	0	20	30	0	90	70	16	10

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CUNAGUA ( CAYO COCO)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>0</b>	<b>90</b>	<b>70</b>	<b>16</b>	10
HAVANA	CUBANA	S	18	0	0	11	28	33	28	0	0	45	50	41	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	56	11	33	0	0	0	19	0	0	0
<b>TOTAL HAVANA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>41</b>	18
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	7	30	78	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	0	20	30	20	0	81	40	16	5
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>7</b>	<b>13</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>57</b>	15
VARADERO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	22	0	22	0	0	26	0	0	0
	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	10	40	31	10
<b>TOTAL VARADERO</b>			<b>23</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>29</b>	<b>32</b>	17
<b>TOTAL CUBA</b>			<b>84</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>40</b>	<b>43</b>	<b>38</b>	60
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	4	0	0	0	0	75	25	0	0	53	0	0	0
	HELIOS AIRWAYS LTD	S	6	0	0	50	0	0	17	17	17	145	33	92	3
<b>TOTAL LARNACA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>108</b>	<b>33</b>	<b>92</b>	3
PAPHOS	EUROCYPRIA AIRLINES LTD	C	4	0	0	0	0	0	100	0	0	108	50	24	14
	FIRST CHOICE AIRWAYS LTD	S	14	0	0	86	14	0	0	0	0	6	86	6	21
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	1
	GB AIRWAYS LTD	S	34	0	1	50	18	18	15	0	0	28	50	28	28
	HELIOS AIRWAYS LTD	S	5	0	1	80	0	0	20	0	0	17	33	76	3
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	3	100	1	8
	THOMSONFLY LTD	C	17	0	0	59	35	6	0	0	0	12	50	17	18
<b>TOTAL PAPHOS</b>			<b>85</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>19</b>	97
<b>TOTAL CYPRUS</b>			<b>95</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>16</b>	<b>11</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>63</b>	<b>21</b>	100
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	58	0	0	55	16	16	10	2	2	45	78	11	32
	EASYJET AIRLINE COMPANY LTD	S	113	0	3	53	24	13	10	0	0	22	47	25	118
<b>TOTAL PRAGUE</b>			<b>171</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>21</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>64</b>	<b>20</b>	308
<b>TOTAL CZECH REPUBLIC</b>			<b>171</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>21</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>64</b>	<b>20</b>	308
<b>DENMARK</b>															
BILLUND	MAERSK AIR	S	156	0	0	66	17	10	5	2	0	19	75	12	152
<b>TOTAL BILLUND</b>			<b>156</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	152
COPENHAGEN	MAERSK AIR	S	168	0	0	72	11	10	6	2	0	18	72	14	158
<b>TOTAL COPENHAGEN</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>14</b>	158
<b>TOTAL DENMARK</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>13</b>	310
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	9	0	0	22	11	44	22	0	0	47	20	53	10
<b>TOTAL DJIBOUTI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>53</b>	10
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>53</b>	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DOMINICAN REPUBLIC</b>															
LA ROMANA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	88	3	8
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>3</b>	<b>8</b>
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	38	42	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	6	30	168	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	14	25	48	8
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	9	67	18	9
<b>TOTAL PUERTO PLATA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>70</b>	<b>37</b>
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	9	0	0	0
	THOMSONFLY LTD	C	10	0	0	40	50	10	0	0	0	19	82	8	11
<b>TOTAL PUNTA CANA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>38</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	<b>11</b>
<b>TOTAL DOMINICAN REPUBLIC</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>10</b>	<b>55</b>	<b>48</b>	<b>56</b>
<b>EGYPT</b>															
ASWAN	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	0	11	38	124	8
<b>TOTAL ASWAN</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>11</b>	<b>38</b>	<b>124</b>	<b>8</b>
HURGHADA	ASTRAEUS LTD	C	10	0	0	0	10	60	30	0	0	53	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	10	30	60	0	0	0	37	50	52	4
	GB AIRWAYS LTD	S	20	0	0	80	20	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	10	50	0	0	0	24	25	24	4
	THOMAS COOK AIRLINES LTD	C	11	0	0	45	18	18	18	0	0	47	0	0	0
	THOMSONFLY LTD	C	8	0	0	38	38	25	0	0	0	20	50	16	10
<b>TOTAL HURGHADA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>30</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>32</b>	<b>61</b>	<b>25</b>
LUXOR	ASTRAEUS LTD	C	8	0	0	50	50	0	0	0	0	11	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	10	0	0	40	40	20	0	0	0	20	46	31	24
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	32	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	5	60	19	10
<b>TOTAL LUXOR</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>27</b>	<b>34</b>
MARSA ALAM	THOMSONFLY LTD	C	10	0	0	10	20	40	30	0	0	46	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>20</b>	<b>40</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	ASTRAEUS LTD	S	20	0	0	45	5	10	40	0	0	42	0	0	0
	EXCEL AIRWAYS LTD	C	20	0	0	60	20	15	5	0	0	23	28	54	18
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	8	50	17	10
	FLYJET LTD	C	3	0	0	0	0	33	67	0	0	88	0	39	3
	GB AIRWAYS LTD	S	26	0	0	96	4	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	20	0	0	65	5	10	20	0	0	26	58	37	19
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	15	10	10	0	0	17	56	21	18
	THOMSONFLY LTD	C	26	0	0	73	12	8	8	0	0	16	69	127	16
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>49</b>	<b>54</b>	<b>94</b>
TABA	ASTRAEUS LTD	C	23	0	0	52	22	4	22	0	0	27	73	35	11
	EXCEL AIRWAYS LTD	C	6	0	0	83	0	0	17	0	0	15	80	7	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	50	0	0	0	0	12	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TABA	MONARCH AIRLINES	C	11	0	0	64	36	0	0	0	0	8	63	21	16
	THOMSONFLY LTD	C	10	0	0	20	20	40	20	0	0	41	0	0	0
<b>TOTAL TABA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>26</b>	<b>39</b>
<b>TOTAL EGYPT</b>			<b>340</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>48</b>	<b>200</b>
<b>EQUATORIAL GUINEA</b>															
MALABO	ASTRAEUS LTD	S	9	0	0	89	0	0	11	0	0	9	67	24	9
<b>TOTAL MALABO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>24</b>	<b>9</b>
<b>TOTAL EQUATORIAL GUINEA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>24</b>	<b>9</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	72	0	0	83	11	1	4	0	0	10	59	32	66
<b>TOTAL TALLIN</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>32</b>	<b>66</b>
<b>TOTAL ESTONIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>32</b>	<b>66</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	26	0	0	54	23	12	4	8	0	32	0	0	0
<b>TOTAL ADDIS ABABA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ETHIOPIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
NIS	THOMSONFLY LTD	C	3	0	0	33	0	33	33	0	0	69	0	0	0
<b>TOTAL NIS</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRISTINA	BRITISH AIRWAYS PLC	S	26	0	0	50	19	12	15	4	0	32	68	11	28
<b>TOTAL PRISTINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>11</b>	<b>28</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>68</b>	<b>11</b>	<b>28</b>
<b>FINLAND</b>															
ENONTEKIO	ASTRAEUS LTD	C	2	0	0	0	0	50	50	0	0	61	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	8	100	7	3
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	8	60	24	5
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	1	100	1	3
	THOMSONFLY LTD	C	4	0	0	100	0	0	0	0	0	3	63	10	8
<b>TOTAL ENONTEKIO</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>19</b>	<b>24</b>
IVALO	EXCEL AIRWAYS LTD	C	29	0	0	72	14	7	0	7	0	28	63	22	16
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	20	20	20	0	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	100	0	0	0	41	75	10	4
<b>TOTAL IVALO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>27</b>	<b>42</b>
KITTLA	ADRIA AIRWAYS	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	ASTRAEUS LTD	C	7	0	0	29	57	14	0	0	0	21	100	7	2
	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	32	100	0	2
	FIRST CHOICE AIRWAYS LTD	C	26	1	0	54	8	23	15	0	0	35	47	24	15
	FLYJET LTD	C	2	0	0	0	0	0	50	50	0	180	67	8	3
	MONARCH AIRLINES	C	35	0	0	66	9	17	9	0	0	22	54	17	37
	THOMSONFLY LTD	C	7	0	0	29	14	43	14	0	0	45	17	117	6

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KITTILA</b>			<b>83</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>55</b>	<b>24</b>	<b>76</b>
<b>KUUSAMO</b>	BRITISH AIRWAYS PLC	C	7	0	0	57	0	43	0	0	0	24	0	0	0
	THOMSONFLY LTD	C	7	0	0	71	14	0	14	0	0	25	0	0	0
<b>TOTAL KUUSAMO</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>31</b>	<b>119</b>	<b>13</b>
<b>ROVANIEMI</b>	ASTRAEUS LTD	C	8	0	0	75	0	25	0	0	0	16	100	7	4
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	56	28	4	12	0	0	21	39	70	31
	FLYJET LTD	C	2	0	0	50	0	0	50	0	0	35	0	28	2
	THOMAS COOK AIRLINES LTD	C	14	1	0	86	7	7	0	0	0	9	58	16	12
	THOMSONFLY LTD	C	25	0	0	52	12	20	12	4	0	33	50	43	34
<b>TOTAL ROVANIEMI</b>			<b>74</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>49</b>	<b>42</b>	<b>110</b>
<b>TOTAL FINLAND</b>			<b>227</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>36</b>	<b>267</b>
<b>FRANCE</b>															
<b>BORDEAUX</b>	BRITISH AIRWAYS PLC	S	108	0	0	64	23	8	5	0	0	16	79	10	114
<b>TOTAL BORDEAUX</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>10</b>	<b>114</b>
<b>CHAMBERY</b>	ASTRAEUS LTD	C	45	0	0	33	13	16	27	11	0	71	26	58	23
	EXCEL AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	8	25	76	16
<b>TOTAL CHAMBERY</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>14</b>	<b>14</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>63</b>	<b>42</b>
<b>GRENOBLE</b>	ASTRAEUS LTD	C	2	0	0	0	0	0	50	50	0	165	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	62	8	19	12	0	0	23	0	0	0
	BRITISH AIRWAYS PLC	C	4	0	0	75	25	0	0	0	0	10	75	7	4
	EASYJET AIRLINE COMPANY LTD	S	30	0	0	53	17	20	10	0	0	26	0	0	0
	EXCEL AIRWAYS LTD	C	5	0	0	60	20	0	20	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	2	0	44	22	22	11	0	0	25	38	49	21
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	50	24	6
	MY TRAVEL AIRWAYS UK	C	3	1	0	67	33	0	0	0	0	7	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	23	0	0	0
<b>TOTAL GRENOBLE</b>			<b>94</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>37</b>	<b>32</b>
<b>LYON</b>	BRITISH AIRWAYS PLC	C	10	0	0	50	20	10	10	0	10	52	60	16	5
	EXCEL AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	12	0	0	33	17	0	50	0	0	52	44	60	9
	THOMAS COOK AIRLINES LTD	C	15	0	0	60	13	7	20	0	0	24	40	32	15
	THOMSONFLY LTD	C	15	0	0	67	13	20	0	0	0	12	43	28	14
<b>TOTAL LYON</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>10</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>44</b>	<b>35</b>	<b>43</b>
<b>MARSEILLE</b>	BRITISH AIRWAYS PLC	S	173	0	0	78	10	7	5	0	0	12	79	9	175
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	67	15	7	12	0	0	18	67	21	60
<b>TOTAL MARSEILLE</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>235</b>
<b>NANTES</b>	GB AIRWAYS LTD	S	42	0	0	67	14	5	14	0	0	22	73	13	52
	REGIONAL COMPAGNIE AERIENN	S	138	0	0	90	8	2	0	0	0	5	75	10	136
<b>TOTAL NANTES</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>188</b>
<b>NICE</b>	BRITISH AIRWAYS PLC	S	71	0	0	77	11	1	10	0	0	16	78	9	60
	EASYJET AIRLINE COMPANY LTD	S	59	0	0	54	19	20	7	0	0	21	52	18	60
<b>TOTAL NICE</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>13</b>	<b>120</b>
<b>STRASBOURG</b>	BRIT AIR	S	114	0	2	82	9	5	4	0	0	11	76	10	118

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL STRASBOURG</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	118
<b>TOULOUSE (BLAGNAC)</b>	BRITISH AIRWAYS PLC	S	159	0	0	68	16	11	4	0	0	16	74	13	165
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	72	14	8	6	0	0	15	58	21	118
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	6	0	25	3
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	2	63	17	8
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	8	67	14	3
	THOMSONFLY LTD	C	5	0	0	80	20	0	0	0	0	6	0	42	5
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>17</b>	302
<b>TOTAL FRANCE</b>			<b>1256</b>	<b>4</b>	<b>2</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>16</b>	1207
<b>GAMBIA</b>															
<b>BANJUL</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	9	60	16	10
	MONARCH AIRLINES	C	19	0	0	11	42	26	21	0	0	40	11	46	18
	THOMAS COOK AIRLINES LTD	C	11	0	0	27	9	27	18	18	0	78	40	23	10
<b>TOTAL BANJUL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>30</b>	<b>34</b>	50
<b>TOTAL GAMBIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>25</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>43</b>	<b>30</b>	<b>34</b>	50
<b>GERMANY</b>															
<b>BERLIN (SCHONEFELD)</b>	EASYJET AIRLINE COMPANY LTD	S	104	0	0	57	30	10	1	3	0	21	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>30</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	0
<b>COLOGNE (BONN)</b>	EASYJET AIRLINE COMPANY LTD	S	58	0	2	64	9	17	10	0	0	19	63	19	112
<b>TOTAL COLOGNE (BONN)</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>9</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>20</b>	226
<b>FRIEDRICHSHAFEN</b>	ASTRAEUS LTD	C	5	0	0	80	20	0	0	0	0	9	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</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>9</b>	<b>29</b>	<b>57</b>	7
<b>HAMBURG</b>	EUROWINGS LUFTVERKEHRS	S	122	0	2	54	19	19	7	2	0	25	0	0	0
<b>TOTAL HAMBURG</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	0
<b>HANOVER</b>	BRITISH AIRWAYS PLC	S	141	0	0	76	6	11	7	0	1	18	80	8	147
<b>TOTAL HANOVER</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>80</b>	<b>8</b>	147
<b>MUNICH</b>	BRITISH AIRWAYS PLC	S	161	0	0	61	16	14	9	0	1	22	53	21	171
<b>TOTAL MUNICH</b>			<b>161</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>53</b>	<b>21</b>	171
<b>TOTAL GERMANY</b>			<b>591</b>	<b>1</b>	<b>4</b>	<b>63</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>17</b>	631
<b>GHANA</b>															
<b>ACCRA</b>	ASTRAEUS LTD	S	25	0	1	12	16	36	28	0	8	83	0	0	0
	GHANA INTERNATIONAL AIRLINES	S	60	0	0	35	23	18	23	0	0	35	0	0	0
<b>TOTAL ACCRA</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>21</b>	<b>24</b>	<b>25</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>27</b>	<b>98</b>	60
<b>TOTAL GHANA</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>21</b>	<b>24</b>	<b>25</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>27</b>	<b>98</b>	60
<b>GIBRALTAR</b>															
<b>GIBRALTAR</b>	GB AIRWAYS LTD	S	60	0	1	72	17	3	7	2	0	21	57	18	104
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>18</b>	104
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>18</b>	104

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	72	18	10	0	0	0	11	92	4	60
	OLYMPIC AIRLINES	S	32	0	4	44	13	31	9	3	0	33	39	28	18
<b>TOTAL ATHENS</b>			<b>92</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>16</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>10</b>	<b>90</b>
CORFU	ASTRAEUS LTD	C	5	0	0	60	0	20	20	0	0	31	100	1	4
<b>TOTAL CORFU</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>31</b>	<b>100</b>	<b>1</b>	<b>4</b>
SALONIKA	BRITISH AIRWAYS PLC	S	39	0	1	69	8	10	13	0	0	24	0	0	0
	OLYMPIC AIRLINES	S	40	0	2	73	8	5	15	0	0	20	76	11	42
<b>TOTAL SALONIKA</b>			<b>79</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>12</b>	<b>46</b>
<b>TOTAL GREECE</b>			<b>176</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>12</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>10</b>	<b>140</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	39	17	11	33	0	0	53	50	22	18
	EXCEL AIRWAYS LTD	C	5	0	0	80	0	20	0	0	0	7	25	181	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	20	10	20	40	10	0	77	50	31	8
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>12</b>	<b>15</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>44</b>	<b>61</b>	<b>34</b>
<b>TOTAL GRENADA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>12</b>	<b>15</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>44</b>	<b>61</b>	<b>34</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	34	0	0	68	21	9	3	0	0	14	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	63	17	10	10	0	0	20	45	33	60
	LAUDA-AIR	C	2	0	0	0	0	100	0	0	0	37	0	0	0
<b>TOTAL BUDAPEST</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>33</b>	<b>60</b>
<b>TOTAL HUNGARY</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>45</b>	<b>33</b>	<b>60</b>
<b>INDIA</b>															
AGRA (KHERIA)	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL AGRA (KHERIA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
GOA	FIRST CHOICE AIRWAYS LTD	C	15	0	0	53	13	7	27	0	0	31	61	21	18
	MONARCH AIRLINES	C	45	0	0	49	18	27	7	0	0	22	51	47	37
	MY TRAVEL AIRWAYS UK	C	19	0	0	84	5	5	5	0	0	9	25	46	8
	THOMSONFLY LTD	C	10	0	0	50	10	40	0	0	0	17	50	28	6
<b>TOTAL GOA</b>			<b>89</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>37</b>	<b>96</b>
TRIVANDRUM	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	25	25	50	0	0	57	0	0	0
<b>TOTAL TRIVANDRUM</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>38</b>	<b>46</b>	<b>8</b>
<b>TOTAL INDIA</b>			<b>101</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>13</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>37</b>	<b>120</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	EASYJET AIRLINE COMPANY LTD	S	59	0	1	61	20	10	8	0	0	20	0	0	0
	RYANAIR	S	55	0	2	76	4	13	7	0	0	15	0	0	0
<b>TOTAL CONNAUGHT</b>			<b>114</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
CORK	EASYJET AIRLINE COMPANY LTD	S	155	0	0	76	8	11	4	1	0	16	0	0	0
	RYANAIR	S	114	0	2	93	3	4	0	0	0	4	0	0	0



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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL CORK</b>			<b>269</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>22</b>	60
<b>DUBLIN</b>	BRITISH AIRWAYS PLC	S	225	0	0	76	12	9	4	0	0	12	72	13	226
	RYANAIR	S	285	1	0	73	12	8	6	1	0	17	89	6	354
<b>TOTAL DUBLIN</b>			<b>512</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>9</b>	582
<b>SHANNON</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	7	15	5	0	0	14	0	0	0
	RYANAIR	S	59	0	1	86	10	2	2	0	0	5	0	0	0
<b>TOTAL SHANNON</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL IRISH REPUBLIC</b>			<b>1014</b>	<b>1</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	642
<b>ISRAEL</b>															
<b>TEL AVIV</b>	EXCEL AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	106	0	0	0
<b>TOTAL TEL AVIV</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>106</b>	<b>58</b>	<b>22</b>	19
<b>TOTAL ISRAEL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>58</b>	<b>22</b>	19
<b>ITALY</b>															
<b>BERGAMO</b>	BRITISH AIRWAYS PLC	C	6	0	0	67	17	0	17	0	0	20	80	6	5
<b>TOTAL BERGAMO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>9</b>	6
<b>BOLOGNA</b>	BRITISH AIRWAYS PLC	S	153	0	0	71	11	14	4	0	0	15	77	15	156
<b>TOTAL BOLOGNA</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	156
<b>CATANIA (FONTANAROSSA)</b>	BRITISH AIRWAYS PLC	S	27	0	0	74	22	4	0	0	0	10	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>8</b>	2
<b>FLORENCE</b>	MERIDIANA AIR	S	122	0	18	48	17	15	16	3	0	35	79	11	53
<b>TOTAL FLORENCE</b>			<b>122</b>	<b>0</b>	<b>18</b>	<b>48</b>	<b>17</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>79</b>	<b>11</b>	53
<b>GENOA</b>	THOMSONFLY LTD	C	4	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL GENOA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>19</b>	66
<b>MILAN (LINATE)</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	10	12	17	0	0	27	62	18	60
<b>TOTAL MILAN (LINATE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>12</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>18</b>	60
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	100	2	0	52	21	14	12	1	0	26	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>100</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>NAPLES</b>	BRITISH AIRWAYS PLC	S	118	0	0	66	20	7	7	0	0	17	77	11	120
<b>TOTAL NAPLES</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	120
<b>OLBIA</b>	EASYJET AIRLINE COMPANY LTD	S	32	0	0	75	16	9	0	0	0	9	0	0	0
<b>TOTAL OLBIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
<b>PISA</b>	BRITISH AIRWAYS PLC	S	120	0	0	79	7	7	8	0	0	15	79	9	120
<b>TOTAL PISA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>9</b>	120
<b>ROME (CIAMPINO)</b>	EASYJET AIRLINE COMPANY LTD	S	116	0	0	63	15	12	9	2	0	22	83	10	118
<b>TOTAL ROME (CIAMPINO)</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>10</b>	118
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	60	0	0	62	25	8	3	2	0	18	68	12	120
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>13</b>	121
<b>TURIN</b>	BRITISH AIRWAYS PLC	S	57	0	0	65	16	11	9	0	0	19	75	15	60

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TURIN	FIRST CHOICE AIRWAYS LTD	C	7	0	0	29	0	29	43	0	0	68	25	30	8
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	9	50	10	4
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	0	33	0	0	43	67	16	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	33	0	0	0	13	0	82	3
	THOMSONFLY LTD	C	8	0	0	38	13	0	50	0	0	70	29	25	7
<b>TOTAL TURIN</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>19</b>	<b>89</b>
VENICE	BRITISH AIRWAYS PLC	S	118	0	0	86	8	3	3	0	0	9	82	6	120
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	72	17	4	7	0	0	15	69	19	114
<b>TOTAL VENICE</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>12</b>	<b>234</b>
VERONA VILLAFRANCA	BRITISH AIRWAYS PLC	S	60	0	0	72	13	8	7	0	0	14	75	17	60
	FIRST CHOICE AIRWAYS LTD	C	3	1	0	67	0	33	0	0	0	11	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	2	33	19	3
	THOMSONFLY LTD	C	5	0	0	20	60	20	0	0	0	25	60	14	5
<b>TOTAL VERONA VILLAFRANCA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>17</b>	<b>68</b>
<b>TOTAL ITALY</b>			<b>1307</b>	<b>4</b>	<b>18</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>13</b>	<b>1256</b>
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	27	0	0	41	7	22	22	0	7	73	41	33	27
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>7</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>41</b>	<b>33</b>	<b>27</b>
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	50	0	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	11	0	0	55	27	0	18	0	0	23	0	148	8
	THOMSONFLY LTD	C	8	0	0	38	25	38	0	0	0	20	56	19	9
<b>TOTAL MONTEGO BAY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>26</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>29</b>	<b>80</b>	<b>17</b>
<b>TOTAL JAMAICA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>16</b>	<b>22</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>36</b>	<b>51</b>	<b>44</b>
<b>JORDAN</b>															
AQABA	ASTRAEUS LTD	C	8	0	0	63	25	13	0	0	0	14	50	19	8
<b>TOTAL AQABA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>19</b>	<b>8</b>
<b>TOTAL JORDAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>19</b>	<b>8</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	12	0	0	75	8	17	0	0	0	11	50	18	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	25	0	0	0
	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	16	0	0	0
	THOMSONFLY LTD	C	8	0	0	50	13	38	0	0	0	19	63	37	8
<b>TOTAL MOMBASA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>41</b>	<b>26</b>
<b>TOTAL KENYA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>41</b>	<b>26</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	44	0	0	7	5	11	66	11	0	106	50	19	30
<b>TOTAL TRIPOLI</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>66</b>	<b>11</b>	<b>0</b>	<b>106</b>	<b>50</b>	<b>19</b>	<b>30</b>
<b>TOTAL LIBYA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>11</b>	<b>66</b>	<b>11</b>	<b>0</b>	<b>106</b>	<b>50</b>	<b>19</b>	<b>30</b>
<b>LITHUANIA</b>															
PALANGA	LITHUANIAN AIRLINES	S	14	0	0	86	14	0	0	0	0	4	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL PALANGA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	0	
<b>VILNIUS</b>	AIR BALTIC CORPORATION SIA	S	60	0	0	78	12	0	10	0	14	92	4	60	
	BRITISH AIRWAYS PLC	S	42	0	0	64	14	7	10	5	31	0	0	0	
	LITHUANIAN AIRLINES	S	72	0	0	92	3	1	4	0	7	82	7	112	
<b>TOTAL VILNIUS</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>85</b>	<b>6</b>	172	
<b>TOTAL LITHUANIA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>14</b>	<b>85</b>	<b>6</b>	172	
<b>LUXEMBOURG</b>															
<b>LUXEMBOURG</b>	BRITISH AIRWAYS PLC	S	84	0	0	85	10	4	2	0	10	80	10	88	
<b>TOTAL LUXEMBOURG</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	88	
<b>TOTAL LUXEMBOURG</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	88	
<b>MALDIVE ISLANDS</b>															
<b>MALE INTERNATIONAL</b>	FIRST CHOICE AIRWAYS LTD	C	7	1	0	71	0	29	0	0	15	38	158	8	
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	21	40	62	15	
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	38	0	0	13	63	63	79	8	
	THOMSONFLY LTD	C	8	0	0	38	38	25	0	0	22	0	0	0	
<b>TOTAL MALE INTERNATIONAL</b>			<b>31</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>91</b>	31	
<b>TOTAL MALDIVE ISLANDS</b>			<b>31</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>45</b>	<b>91</b>	31	
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	S	74	0	0	70	16	4	7	0	24	71	13	75	
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	7	50	26	22	
	GB AIRWAYS LTD	S	60	0	0	75	13	7	5	0	15	63	15	60	
	HELLO	C	40	0	0	45	28	10	3	15	54	0	0	0	
	THOMSONFLY LTD	C	8	0	0	63	13	25	0	0	13	100	2	8	
<b>TOTAL MALTA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>26</b>	<b>67</b>	<b>15</b>	165	
<b>TOTAL MALTA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>26</b>	<b>67</b>	<b>15</b>	165	
<b>MEXICO</b>															
<b>ACAPULCO</b>	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	37	0	19	1	
<b>TOTAL ACAPULCO</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>37</b>	<b>0</b>	<b>29</b>	2	
<b>CANCUN</b>	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	33	0	0	0	13	56	53	9	
	MY TRAVEL AIRWAYS UK	C	3	0	0	33	0	0	67	0	67	75	12	8	
	THOMSONFLY LTD	C	8	0	0	50	13	38	0	0	20	67	10	9	
<b>TOTAL CANCUN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>25</b>	34	
<b>TOTAL MEXICO</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>16</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>25</b>	36	
<b>MOROCCO</b>															
<b>AGADIR</b>	GB AIRWAYS LTD	S	23	0	0	61	9	17	13	0	32	75	11	8	
	MY TRAVEL AIRWAYS UK	C	5	0	0	100	0	0	0	0	4	67	17	3	
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	10	10	0	20	50	30	14	
	THOMSONFLY LTD	C	8	0	0	50	38	13	0	0	17	0	0	0	
<b>TOTAL AGADIR</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>22</b>	25	
<b>FEZ</b>	GB AIRWAYS LTD	S	12	0	0	67	17	0	17	0	15	75	10	4	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FEZ			12	0	0	67	17	0	17	0	0	15	75	10	4
MARRAKESH	ATLAS BLUE	S	44	0	0	66	18	11	5	0	0	18	0	0	0
	GB AIRWAYS LTD	S	39	1	0	72	18	3	8	0	0	13	81	11	21
TOTAL MARRAKESH			83	1	0	69	18	7	6	0	0	16	75	11	53
TOTAL MOROCCO			141	1	0	67	17	9	8	0	0	18	71	15	82
NAMIBIA															
WINDHOEK	AIR NAMIBIA	S	26	0	0	73	19	8	0	0	0	11	0	0	0
TOTAL WINDHOEK			26	0	0	73	19	8	0	0	0	11	0	0	0
TOTAL NAMIBIA			26	0	0	73	19	8	0	0	0	11	0	0	0
NETHERLANDS															
AMSTERDAM	BRITISH AIRWAYS PLC	S	314	0	2	82	9	6	3	0	0	10	81	9	318
	EASYJET AIRLINE COMPANY LTD	S	220	0	2	70	14	9	6	1	0	18	73	11	232
TOTAL AMSTERDAM			534	0	4	77	11	7	4	1	0	13	78	10	551
ROTTERDAM	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL ROTTERDAM			2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL NETHERLANDS			536	0	4	77	11	7	4	1	0	13	78	10	551
NIGERIA															
PORT HARCOURT	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	53	24	18	6	0	0	20	47	88	19
TOTAL PORT HARCOURT			17	0	0	53	24	18	6	0	0	20	47	88	19
TOTAL NIGERIA			17	0	0	53	24	18	6	0	0	20	46	74	26
NORWAY															
BERGEN	BRAATHENS ASA	S	56	0	0	71	9	13	7	0	0	15	73	11	56
TOTAL BERGEN			56	0	0	71	9	13	7	0	0	15	73	11	56
FAGERNES/LEIRIN	ASTRAEUS LTD	C	7	0	0	71	14	14	0	0	0	12	67	14	3
TOTAL FAGERNES/LEIRIN			7	0	0	71	14	14	0	0	0	12	67	14	3
TOTAL NORWAY			63	0	0	71	10	13	6	0	0	15	75	11	81
POLAND															
KRAKOW	BRITISH AIRWAYS PLC	S	42	0	0	52	14	14	19	0	0	30	85	8	26
	LOT-POLISH AIRLINES	S	62	0	0	61	15	10	13	2	0	27	70	20	60
TOTAL KRAKOW			104	0	0	58	14	12	15	1	0	28	74	16	86
WARSAW	LOT-POLISH AIRLINES	S	107	3	2	70	8	7	13	1	0	20	0	0	0
TOTAL WARSAW			107	3	2	70	8	7	13	1	0	20	0	0	0
TOTAL POLAND			211	3	2	64	11	9	14	1	0	24	74	16	86
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	56	0	0	86	7	0	7	0	0	10	76	12	58
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	19	100	2	12
	GB AIRWAYS LTD	S	60	0	0	68	15	10	7	0	0	18	65	14	60
	MONARCH AIRLINES	S	48	0	0	79	2	8	10	0	0	16	77	11	39

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
FARO	THOMAS COOK AIRLINES LTD	C	5	0	0	80	0	20	0	0	0	8	63	8	8
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	1	90	4	10
<b>TOTAL FARO</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>11</b>	<b>192</b>
LISBON	AIR PORTUGAL	S	132	0	0	53	23	14	11	0	0	23	46	30	133
	MONARCH AIRLINES	S	58	0	0	76	12	9	3	0	0	14	0	0	0
<b>TOTAL LISBON</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>30</b>	<b>134</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	32	0	0	34	31	13	22	0	0	30	36	25	33
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>13</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>49</b>	<b>19</b>	<b>87</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>397</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>19</b>	<b>413</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	44	0	0	52	20	20	2	5	0	27	46	26	26
	EXCEL AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	33	50	35	10
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	12	38	21	8
	GB AIRWAYS LTD	S	56	0	0	80	11	7	2	0	0	10	55	24	53
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	2	90	6	10
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	8	75	20	8
<b>TOTAL FUNCHAL</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>24</b>	<b>115</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>24</b>	<b>115</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	77	19	2	2	0	0	9	76	9	62
<b>TOTAL DOHA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>9</b>	<b>62</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	NATIONWIDE AIR	S	30	0	2	53	13	23	7	3	0	30	75	9	24
<b>TOTAL JOHANNESBURG</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>13</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>9</b>	<b>24</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>30</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>13</b>	<b>23</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>71</b>	<b>12</b>	<b>28</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	54	0	6	61	11	13	13	2	0	26	69	34	54
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>11</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>34</b>	<b>54</b>
MOSCOW (VNUKOVO)	RUSSIA STATE TRANSPORT COM	C	2	0	0	0	0	0	100	0	0	124	0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</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>124</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	4	0	0	100	0	0	0	0	0	4	50	17	6
<b>TOTAL ST PETERSBURG</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>17</b>	<b>6</b>
<b>TOTAL RUSSIA</b>			<b>60</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>10</b>	<b>12</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>32</b>	<b>60</b>
<b>SAINT KITTS AND NEVIS</b>															
ST KITTS	EXCEL AIRWAYS LTD	C	5	0	0	20	0	0	80	0	0	64	13	249	8
<b>TOTAL ST KITTS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>249</b>	<b>8</b>
<b>TOTAL SAINT KITTS AND NEVIS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>249</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>SIERRA LEONE</b>															
FREETOWN	ASTRAEUS LTD	S	34	2	3	44	26	21	3	0	6	45	10	70	20
<b>TOTAL FREETOWN</b>			<b>34</b>	<b>2</b>	<b>3</b>	<b>44</b>	<b>26</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>12</b>	<b>75</b>	<b>25</b>
<b>TOTAL SIERRA LEONE</b>			<b>34</b>	<b>2</b>	<b>3</b>	<b>44</b>	<b>26</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>12</b>	<b>75</b>	<b>25</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	50	0	0	64	16	14	6	0	0	19	69	17	48
<b>TOTAL LJUBLJANA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>17</b>	<b>48</b>
<b>TOTAL SLOVENIA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>17</b>	<b>48</b>
<b>SPAIN</b>															
<b>ALICANTE</b>															
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	78	6	6	9	0	0	17	78	15	122
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	86	11	21
	GB AIRWAYS LTD	S	49	0	0	69	16	4	10	0	0	16	72	12	60
	MONARCH AIRLINES	S	90	0	0	80	9	7	4	0	0	11	78	9	96
	THOMSONFLY LTD	C	18	0	0	78	11	11	0	0	0	10	94	35	16
<b>TOTAL ALICANTE</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>320</b>
<b>ALMERIA</b>															
	EASYJET AIRLINE COMPANY LTD	S	42	0	0	62	26	12	0	0	0	13	0	0	0
<b>TOTAL ALMERIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>26</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>23</b>	<b>30</b>
<b>BARCELONA</b>															
	BRITISH AIRWAYS PLC	S	152	0	0	69	12	10	7	2	0	21	75	12	178
	EASYJET AIRLINE COMPANY LTD	S	176	0	0	74	13	9	5	0	0	14	64	17	178
	MONARCH AIRLINES	C	3	0	0	67	0	33	0	0	0	12	75	15	8
<b>TOTAL BARCELONA</b>			<b>331</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>14</b>	<b>368</b>
<b>BILBAO</b>															
	MONARCH AIRLINES	C	3	0	0	67	0	0	33	0	0	61	25	48	4
<b>TOTAL BILBAO</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>46</b>	<b>33</b>	<b>46</b>	<b>6</b>
<b>GERONA</b>															
	MONARCH AIRLINES	C	4	0	0	25	0	0	75	0	0	106	0	0	0
<b>TOTAL GERONA</b>			<b>5</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>45</b>	<b>2</b>
<b>GRANADA</b>															
	MONARCH AIRLINES	S	48	0	0	85	2	6	6	0	0	11	0	0	0
<b>TOTAL GRANADA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>2</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>															
	AEROLINEAS ARGENTINAS	S	62	0	0	53	18	19	10	0	0	23	45	45	31
	BRITISH AIRWAYS PLC	S	178	0	0	60	19	15	7	0	0	19	69	12	178
	EASYJET AIRLINE COMPANY LTD	S	160	0	0	74	9	11	6	0	0	14	68	12	60
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	29	0	30	1
<b>TOTAL MADRID</b>			<b>404</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>18</b>	<b>283</b>
<b>MAHON</b>															
	AIR NOSTRUM	S	24	0	0	75	13	13	0	0	0	11	0	0	0
<b>TOTAL MAHON</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>20</b>	<b>18</b>
<b>MALAGA</b>															
	EASYJET AIRLINE COMPANY LTD	S	116	0	0	73	16	5	6	0	0	14	82	8	118
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	9	75	8	16
	GB AIRWAYS LTD	S	60	0	0	63	28	7	2	0	0	14	71	10	65
	MONARCH AIRLINES	S	90	0	0	67	14	13	1	4	0	22	61	23	97
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	63	10	8
	THOMSONFLY LTD	C	18	0	0	72	17	0	11	0	0	20	72	26	18
<b>TOTAL MALAGA</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>16</b>	<b>346</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	8	8	0	0	0	8	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>16</b>	<b>20</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	22	17	3	0	0	17	63	18	60
	THOMSONFLY LTD	C	10	0	0	50	30	0	20	0	0	26	70	16	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>20</b>	<b>93</b>
SEVILLE	GB AIRWAYS LTD	S	30	0	1	50	37	10	3	0	0	21	31	31	42
<b>TOTAL SEVILLE</b>			<b>30</b>	<b>2</b>	<b>1</b>	<b>50</b>	<b>37</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>33</b>	<b>46</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	68	14	9	9	0	0	22	0	0	0
	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	29	0	0	0
	GB AIRWAYS LTD	S	25	0	0	96	4	0	0	0	0	3	70	19	54
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	57	100	1	2
<b>TOTAL VALENCIA</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>18</b>	<b>57</b>
ZARAGOZA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ZARAGOZA</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>100</b>	<b>5</b>	<b>2</b>
<b>TOTAL SPAIN</b>			<b>1675</b>	<b>8</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>16</b>	<b>1625</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	9	0	0	78	0	22	0	0	0	12	50	37	4
	EXCEL AIRWAYS LTD	C	21	0	0	43	19	24	14	0	0	29	58	32	24
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	79	13	8	0	0	0	9	83	9	41
	GB AIRWAYS LTD	S	61	1	1	72	16	5	7	0	0	14	61	23	38
	MONARCH AIRLINES	C	14	0	0	71	7	7	14	0	0	22	75	27	28
	MY TRAVEL AIRWAYS UK	C	11	0	0	82	9	0	9	0	0	18	50	31	22
	THOMAS COOK AIRLINES LTD	C	23	0	0	52	30	4	13	0	0	20	79	21	29
	THOMSONFLY LTD	C	26	0	0	81	0	4	8	8	0	35	96	4	28
<b>TOTAL ARRECIFE</b>			<b>190</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>20</b>	<b>216</b>
FUERTEVENTURA	AIR EUROPA	C	4	0	0	75	0	0	25	0	0	22	0	0	0
	EXCEL AIRWAYS LTD	C	9	0	0	33	44	22	0	0	0	21	86	10	7
	FIRST CHOICE AIRWAYS LTD	C	26	2	0	96	4	0	0	0	0	3	63	21	40
	THOMAS COOK AIRLINES LTD	C	19	1	0	74	11	5	11	0	0	17	69	13	26
	THOMSONFLY LTD	C	18	0	0	61	6	17	17	0	0	27	94	5	18
<b>TOTAL FUERTEVENTURA</b>			<b>76</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>17</b>	<b>98</b>
LAS PALMAS	AIR EUROPA	C	6	0	0	67	0	0	33	0	0	34	67	30	3
	EXCEL AIRWAYS LTD	C	7	0	0	57	14	14	14	0	0	24	100	3	9
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	85	15	0	0	0	0	4	62	20	26
	GB AIRWAYS LTD	S	63	0	1	62	22	11	5	0	0	16	50	28	36
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	38	103	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	0	11	0	21	0	79	6
	THOMAS COOK AIRLINES LTD	C	19	0	0	95	5	0	0	0	0	3	52	29	29
	THOMSONFLY LTD	C	30	0	0	80	17	3	0	0	0	9	69	21	26
<b>TOTAL LAS PALMAS</b>			<b>155</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>13</b>	<b>54</b>	<b>31</b>	<b>153</b>
TENERIFE (NORTE LOS RODEOS)	GB AIRWAYS LTD	S	18	0	0	67	17	17	0	0	0	16	55	19	20
	THOMSONFLY LTD	C	10	0	0	20	20	30	30	0	0	46	100	3	3
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>17</b>	<b>23</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	AIR EUROPA	C	5	0	0	100	0	0	0	0	0	3	60	27	5
	ASTRAEUS LTD	C	4	0	0	25	25	50	0	0	0	31	81	7	16
	EXCEL AIRWAYS LTD	C	24	0	0	13	42	33	13	0	0	35	53	24	30
	FIRST CHOICE AIRWAYS LTD	C	37	0	0	59	19	14	8	0	0	21	63	14	52
	FUTURA AIRLINES	C	8	0	0	0	38	25	38	0	0	48	32	25	19
	GB AIRWAYS LTD	S	120	0	1	59	21	18	3	0	0	16	58	32	73
	MONARCH AIRLINES	C	28	0	0	39	25	11	14	4	7	69	55	23	38
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	11	0	0	0	5	50	39	12
	THOMAS COOK AIRLINES LTD	C	30	0	0	73	7	10	10	0	0	23	59	13	34
	THOMSONFLY LTD	C	36	0	0	61	17	6	17	0	0	21	82	17	44
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>311</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>59</b>	<b>23</b>	<b>335</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>760</b>	<b>4</b>	<b>3</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>23</b>	<b>835</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	17	0	0	71	18	12	0	0	0	12	67	22	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	46	15	27	12	0	0	31	65	22	26
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>22</b>	<b>44</b>
<b>TOTAL ST LUCIA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>16</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>22</b>	<b>44</b>
<b>SWEDEN</b>															
OSTERSUND / FROSON	ASTRAEUS LTD	C	4	0	0	25	50	25	0	0	0	26	0	0	0
<b>TOTAL OSTERSUND / FROSON</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>26</b>	<b>50</b>	<b>14</b>	<b>4</b>
<b>TOTAL SWEDEN</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>26</b>	<b>50</b>	<b>14</b>	<b>4</b>
<b>SWITZERLAND</b>															
BERNE	FLYBE LTD	C	3	0	0	33	0	0	67	0	0	62	0	0	0
<b>TOTAL BERNE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	ASTRAEUS LTD	C	4	0	0	0	0	50	0	50	0	170	100	6	6
	BRITISH AIRWAYS PLC	C	36	0	0	72	17	8	3	0	0	15	44	26	25
	BRITISH AIRWAYS PLC	S	182	0	1	82	9	5	4	0	0	11	68	14	185
	EASYJET AIRLINE COMPANY LTD	S	48	0	10	52	23	15	10	0	0	21	75	10	16
	EASYJET SWITZERLAND	S	210	0	4	63	17	9	11	0	0	21	70	12	220
	EXCEL AIRWAYS LTD	C	22	0	0	32	27	32	9	0	0	31	23	42	13
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	50	0	33	17	0	0	29	29	25	7
	MONARCH AIRLINES	C	8	0	0	50	0	38	13	0	0	24	63	74	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	25	50	0	25	0	0	31	55	19	11
THOMSONFLY LTD	C	18	0	0	56	17	11	17	0	0	27	38	34	13	
<b>TOTAL GENEVA</b>			<b>538</b>	<b>4</b>	<b>15</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>16</b>	<b>504</b>
SION	FLYBE LTD	C	3	0	0	67	0	0	33	0	0	39	0	0	0
<b>TOTAL SION</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZURICH	BRITISH AIRWAYS PLC	S	120	0	0	73	12	8	8	0	0	15	81	11	118
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>180</b>
<b>TOTAL SWITZERLAND</b>			<b>664</b>	<b>4</b>	<b>15</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>14</b>	<b>684</b>
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	27	0	0	56	22	0	22	0	0	27	65	17	26



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOBAGO	EXCEL AIRWAYS LTD	C	12	1	0	67	17	17	0	0	0	13	36	55	14
<b>TOTAL TOBAGO</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>30</b>	<b>40</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>30</b>	<b>40</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	5	40	24	5
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	6	67	6	3
	THOMAS COOK AIRLINES LTD	C	12	0	0	75	0	17	8	0	0	16	33	59	12
	THOMSONFLY LTD	C	16	0	0	75	0	6	19	0	0	21	61	21	18
<b>TOTAL MONASTIR</b>			<b>41</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>47</b>	<b>38</b>	<b>53</b>
TUNIS	GB AIRWAYS LTD	S	43	0	1	67	14	9	9	0	0	16	68	13	34
<b>TOTAL TUNIS</b>			<b>43</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>13</b>	<b>34</b>
<b>TOTAL TUNISIA</b>			<b>84</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>7</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>28</b>	<b>87</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	14	0	0	86	14	0	0	0	0	6	55	18	11
<b>TOTAL ANTALYA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>19</b>	<b>13</b>
DALAMAN	ONUR AIR	C	6	0	0	17	0	17	67	0	0	66	0	0	0
<b>TOTAL DALAMAN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>5</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>19</b>	<b>13</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	72	18	2	8	0	0	17	80	10	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>60</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>10</b>	<b>60</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	51	0	0	71	18	6	4	2	0	16	79	12	61
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>12</b>	<b>61</b>
DUBAI	EMIRATES	S	186	0	0	70	17	11	1	1	0	15	77	10	186
<b>TOTAL DUBAI</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>10</b>	<b>186</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>237</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	<b>247</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	212	0	0	59	16	16	9	0	0	22	72	13	225
<b>TOTAL ABERDEEN</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>13</b>	<b>225</b>
BELFAST CITY	FLYBE LTD	S	212	0	0	78	8	7	7	0	0	15	83	9	214
<b>TOTAL BELFAST CITY</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>9</b>	<b>214</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	226	0	0	63	22	9	5	0	0	18	65	16	230
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>16</b>	<b>230</b>
BIRMINGHAM	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BIRMINGHAM</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>
DURHAM TEES VALLEY	BMIBABY LTD	S	46	0	4	87	0	7	2	4	0	16	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DURHAM TEES VALLEY			46	0	4	87	0	7	2	4	0	16	0	0	0
EDINBURGH	BRITISH AIRWAYS PLC	S	289	0	0	70	15	11	5	0	0	16	75	12	380
	EASYJET AIRLINE COMPANY LTD	S	217	0	1	70	13	12	4	1	0	17	59	19	222
TOTAL EDINBURGH			506	0	1	70	14	11	5	1	0	16	69	15	602
GLASGOW	BRITISH AIRWAYS PLC	S	310	0	0	64	18	11	5	2	0	20	78	11	316
TOTAL GLASGOW			311	0	0	64	18	11	5	2	0	20	78	11	316
GUERNSEY	AURIGNY AIR SERVICES	S	232	0	1	76	11	4	5	4	0	20	79	14	238
	FLYBE LTD	S	260	1	1	85	3	6	6	0	0	11	90	6	259
TOTAL GUERNSEY			492	1	2	81	7	5	5	2	0	16	85	10	497
HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	2	0	0	50	0	50	0	0	0	25	0	0	0
TOTAL HEATHROW			2	0	0	50	0	50	0	0	0	25	0	0	0
INVERNESS	BA CONNECT LTD	S	157	0	0	71	11	12	6	0	0	14	78	13	162
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	67	18	10	5	0	0	13	38	29	60
TOTAL INVERNESS			217	0	0	70	13	12	6	0	0	14	67	17	222
ISLE OF MAN	BA CONNECT LTD	S	154	0	0	73	17	7	3	0	0	11	80	12	162
TOTAL ISLE OF MAN			154	0	0	73	17	7	3	0	0	11	80	12	162
JERSEY	BRITISH AIRWAYS PLC	S	296	0	1	75	13	8	4	0	0	14	70	19	287
	FLYBE LTD	S	228	0	0	79	13	4	4	0	0	13	79	10	253
TOTAL JERSEY			524	0	1	76	13	6	4	0	0	13	74	15	540
LIVERPOOL	AIR MALTA	C	2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL LIVERPOOL			2	0	0	50	0	50	0	0	0	24	0	0	0
MANCHESTER	BRITISH AIRWAYS PLC	S	362	0	0	69	17	9	5	0	0	15	74	12	378
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	9	83	8	6
	JET2.COM LTD	S	134	0	0	82	10	7	1	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	13	0	71	0	14	14	0	0	20	23	121	13
	THOMSONFLY LTD	C	11	1	0	73	9	18	0	0	0	11	0	31	1
TOTAL MANCHESTER			523	21	0	73	15	8	4	0	0	13	72	16	401
NEWCASTLE	BRITISH AIRWAYS PLC	S	213	0	0	68	16	9	7	0	0	16	77	13	226
TOTAL NEWCASTLE			214	0	0	68	16	9	7	0	0	16	77	13	226
NEWQUAY	AIR SOUTHWEST	S	78	0	0	78	15	1	3	3	0	13	89	8	79
TOTAL NEWQUAY			78	0	0	78	15	1	3	3	0	13	89	8	79
PLYMOUTH	AIR SOUTHWEST	S	142	0	0	72	20	6	2	0	0	12	84	8	139
TOTAL PLYMOUTH			142	0	0	72	20	6	2	0	0	12	84	8	139
TOTAL UNITED KINGDOM			3863	24	8	72	14	9	5	1	0	15	75	13	3853
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	58	0	0	52	19	21	7	2	0	25	77	10	57
	DELTA AIRLINES	S	150	0	0	65	18	13	3	0	0	14	74	15	186
TOTAL ATLANTA			208	0	0	62	18	15	4	0	0	17	74	14	243
CHARLOTTE	US AIRWAYS	S	60	0	2	75	15	3	3	3	0	19	74	14	62
TOTAL CHARLOTTE			60	0	2	75	15	3	3	3	0	19	74	14	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CINCINNATI	DELTA AIRLINES	S	60	0	2	77	12	5	3	3	0	21	76	22	62
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>22</b>	<b>62</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	126	0	0	69	13	11	7	0	0	17	73	14	146
	BRITISH AIRWAYS PLC	S	60	0	0	63	18	8	10	0	0	19	78	15	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>15</b>	<b>206</b>
DENVER INTERNATIONAL	THOMSONFLY LTD	C	5	0	0	60	40	0	0	0	0	13	0	0	0
<b>TOTAL DENVER INTERNATIONAL</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>0</b>	<b>0</b>	<b>0</b>
DETROIT	NORTHWEST AIRLINES	S	62	0	0	79	13	6	2	0	0	10	90	8	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>8</b>	<b>62</b>
HOUSTON	BRITISH AIRWAYS PLC	S	93	0	0	67	17	8	9	0	0	16	73	12	82
	CONTINENTAL AIRLINES	S	113	0	0	67	19	4	9	1	0	19	76	11	116
<b>TOTAL HOUSTON</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>198</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	53	0	0	53	13	17	13	4	0	35	81	9	37
<b>TOTAL LAS VEGAS</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>17</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>81</b>	<b>9</b>	<b>37</b>
MIAMI INTERNATIONAL	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	65	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	17	33	17	33	0	0	46	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	132	0	0	62	14	14	8	2	0	24	84	9	118
<b>TOTAL NEW YORK (NEWARK)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>9</b>	<b>118</b>
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	67	13	13	7	0	0	18	77	12	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	121	0	1	38	17	20	21	3	0	43	55	26	115
<b>TOTAL ORLANDO</b>			<b>181</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>16</b>	<b>18</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>62</b>	<b>21</b>	<b>175</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	65	19	10	5	2	0	18	47	27	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>47</b>	<b>27</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	58	0	0	81	10	9	0	0	0	9	78	13	58
<b>TOTAL RALEIGH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>58</b>
SANFORD	EXCEL AIRWAYS LTD	C	17	0	0	35	29	12	24	0	0	35	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	7	25	34	8
	MY TRAVEL AIRWAYS UK	C	12	0	0	42	17	8	25	8	0	65	33	365	9
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	2	50	16	16
<b>TOTAL SANFORD</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>6</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>33</b>	<b>115</b>	<b>43</b>
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	65	19	7	9	0	0	17	71	15	42
<b>TOTAL TAMPA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>42</b>
<b>TOTAL USA</b>			<b>1371</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>17</b>	<b>1431</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	75	0	0	0	0	18	0	55	4
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>55</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>55</b>	<b>4</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE								DEC 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)
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	28	0	19	11	14	18	32	25	0	104	23	110	30
TOTAL HARARE			28	0	19	11	14	18	32	25	0	104	23	110	30
TOTAL ZIMBABWE			28	0	19	11	14	18	32	25	0	104	23	110	30
TOTAL GATWICK			18333	69	118	67	14	10	7	1	0	20	69	18	17665

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL INNSBRUCK</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>
SALZBURG	THOMSONFLY LTD	C	3	0	0	67	33	0	0	0	8	67	9	3	
<b>TOTAL SALZBURG</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>8</b>	<b>60</b>	<b>11</b>	<b>5</b>	
VIENNA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	12	0	0	0	
<b>TOTAL VIENNA</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>100</b>	<b>6</b>	<b>3</b>	
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>8</b>	
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	2	0	0	50	0	50	0	0	21	100	0	2	
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>0</b>	<b>2</b>	
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>0</b>	<b>2</b>	
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	63	0	0	89	8	3	0	0	6	0	0	0	
<b>TOTAL BRUSSELS</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BELGIUM</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	10	0	0	40	40	20	0	0	21	70	14	10	
	ZOOM AIRLINES	S	12	7	0	75	8	0	17	0	23	89	9	9	
<b>TOTAL TORONTO</b>			<b>22</b>	<b>7</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>12</b>	<b>19</b>	
VANCOUVER	ZOOM AIRLINES	S	9	3	1	56	11	33	0	0	17	29	42	7	
<b>TOTAL VANCOUVER</b>			<b>9</b>	<b>3</b>	<b>1</b>	<b>56</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>29</b>	<b>42</b>	<b>7</b>	
<b>TOTAL CANADA</b>			<b>31</b>	<b>10</b>	<b>1</b>	<b>58</b>	<b>19</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>20</b>	<b>26</b>	
<b>CYPRUS</b>															
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	4	0	0	100	0	0	0	0	3	100	4	10	
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	9	80	6	10	
<b>TOTAL PAPHOS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>21</b>	<b>90</b>	<b>5</b>	<b>20</b>	
<b>TOTAL CYPRUS</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>21</b>	<b>90</b>	<b>5</b>	<b>20</b>	
<b>CZECH REPUBLIC</b>															
PRAGUE	FLYGLOBESPAN	S	60	0	0	80	10	3	5	2	16	79	11	52	
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>16</b>	<b>85</b>	<b>8</b>	<b>110</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>16</b>	<b>85</b>	<b>8</b>	<b>110</b>	
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	56	0	0	95	4	0	2	0	6	82	10	44	
<b>TOTAL COPENHAGEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>44</b>	
<b>TOTAL DENMARK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>10</b>	<b>44</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	15	0	0	93	0	0	7	0	0	13	100	1	8
	THOMSONFLY LTD	C	10	0	0	30	20	20	30	0	0	46	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>FINLAND</b>															
IVALO	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	4	0	0	50	25	25	0	0	0	19	0	0	0
<b>TOTAL IVALO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	30	83	6	6
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	11	100	1	6
<b>TOTAL ROVANIEMI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>94</b>	<b>4</b>	<b>16</b>
<b>TOTAL FINLAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>94</b>	<b>5</b>	<b>18</b>
<b>FRANCE</b>															
LYON	THOMAS COOK AIRLINES LTD	C	3	0	0	0	33	33	33	0	0	43	0	0	0
<b>TOTAL LYON</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>34</b>	<b>100</b>	<b>0</b>	<b>2</b>
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	22	0	0	91	0	0	9	0	0	9	88	11	40
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>22</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>9</b>	<b>88</b>	<b>11</b>	<b>40</b>
<b>TOTAL FRANCE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>11</b>	<b>44</b>
<b>GERMANY</b>															
COLOGNE (BONN)	WDL FLUGDIENST	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL COLOGNE (BONN)</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>
FRANKFURT MAIN	BA CONNECT LTD	S	17	0	0	76	18	6	0	0	0	7	56	25	18
<b>TOTAL FRANKFURT MAIN</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>25</b>	<b>18</b>
MUNICH	BA CONNECT LTD	S	38	0	0	87	11	3	0	0	0	6	80	12	40
<b>TOTAL MUNICH</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>12</b>	<b>40</b>
<b>TOTAL GERMANY</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>58</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	59	26	9	6	0	0	21	50	25	32
<b>TOTAL KEFLAVIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>25</b>	<b>32</b>
<b>TOTAL ICELAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>25</b>	<b>32</b>
<b>IRISH REPUBLIC</b>															
CORK	LOGANAIR	S	41	0	0	71	15	5	7	2	0	22	70	14	46
<b>TOTAL CORK</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>14</b>	<b>46</b>
DUBLIN	AER LINGUS	S	138	0	0	70	17	8	4	0	0	12	80	9	175
	LOGANAIR	S	57	0	0	68	18	5	7	2	0	20	0	0	0
<b>TOTAL DUBLIN</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>9</b>	<b>175</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL IRISH REPUBLIC			236	0	0	70	17	7	6	1	0	16	77	11	255
ITALY															
MILAN (MALPENSA)	EUROFLY SPA	C	2	0	0	0	50	50	0	0	0	41	75	23	4
TOTAL MILAN (MALPENSA)			2	0	0	0	50	50	0	0	0	41	75	23	4
TURIN	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	0	0	50	50	0	186	0	0	0
TOTAL TURIN			2	0	0	0	0	0	50	50	0	186	0	96	4
TOTAL ITALY			4	1	0	0	25	25	25	25	0	113	40	50	10
MALTA															
MALTA	AIR MALTA	S	14	0	0	79	14	7	0	0	0	8	36	31	14
	HELLO	C	2	0	0	0	100	0	0	0	0	25	0	0	0
TOTAL MALTA			16	0	0	69	25	6	0	0	0	10	36	31	14
TOTAL MALTA			16	0	0	69	25	6	0	0	0	10	36	31	14
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	209	0	0	72	14	9	5	1	0	16	82	11	199
TOTAL AMSTERDAM			209	0	0	72	14	9	5	1	0	16	80	13	265
TOTAL NETHERLANDS			209	0	0	72	14	9	5	1	0	16	80	13	265
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	9	0	1	56	22	11	0	11	0	41	0	0	0
TOTAL ISLAMABAD			9	0	1	56	22	11	0	11	0	41	0	0	0
LAHORE	PAKISTAN INTL AIRLINES	S	6	0	2	0	0	33	33	0	33	181	0	0	0
TOTAL LAHORE			6	0	2	0	0	33	33	0	33	181	0	0	0
TOTAL PAKISTAN			15	0	3	33	13	20	13	7	13	97	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	1	50	19	4
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	8	75	16	4
TOTAL FARO			4	0	0	100	0	0	0	0	0	4	63	17	8
TOTAL PORTUGAL(EXCLUDING MADEIRA)			4	0	0	100	0	0	0	0	0	4	63	17	8
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	45	100	2	8
TOTAL FUNCHAL			8	0	0	38	25	13	25	0	0	45	100	2	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	38	25	13	25	0	0	45	100	2	8
SPAIN															
ALICANTE	FLYGLOBESPAN	S	60	0	0	88	3	7	2	0	0	7	70	15	20
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	83	8	6
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	15	88	3	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	88	6	16
TOTAL ALICANTE			82	0	0	88	4	7	1	0	0	7	79	9	62
BARCELONA	FLYGLOBESPAN	S	59	0	0	92	3	0	5	0	0	7	0	0	0

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			Actual (7)	Plan (8)											
<b>TOTAL BARCELONA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
<b>MALAGA</b>	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	100	5	2
	FLYGLOBESPAN	S	56	0	0	89	5	5	0	0	0	6	57	29	35
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	17	0	0	0	0	7	75	5	8
	THOMSONFLY LTD	C	8	0	0	38	50	13	0	0	0	20	88	3	8
<b>TOTAL MALAGA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>22</b>	63
<b>PALMA DE MALLORCA</b>	FLYGLOBESPAN	S	6	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	3	83	20	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>22</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>83</b>	<b>20</b>	18
<b>TOTAL SPAIN</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>16</b>	144
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	27	90	5	10
	FLYGLOBESPAN	S	17	0	0	41	29	12	18	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	5	70	13	10
	THOMAS COOK AIRLINES LTD	C	19	0	0	95	5	0	0	0	0	6	100	1	14
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	80	10	10
<b>TOTAL ARRECIFE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>11</b>	48
<b>FUERTEVENTURA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	10	70	10	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	25	13	0	0	37	82	36	11
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>24</b>	21
<b>LAS PALMAS</b>	FLYGLOBESPAN	S	18	0	0	50	22	28	0	0	0	21	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	100	0	0	0	0	0	1	75	13	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	92	3	13
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	64	54	11
<b>TOTAL LAS PALMAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>29</b>	40
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	2	0	0	50	50	0	0	0	0	17	100	0	1
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	0	6	0	0	0	5	94	7	18
	FLYGLOBESPAN	S	60	0	0	88	7	3	2	0	0	7	56	79	16
	FUTURA AIRLINES	C	2	0	0	0	0	50	50	0	0	59	83	7	6
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	6	0	11	6	0	29	41	27	17
	THOMAS COOK AIRLINES LTD	C	27	0	0	70	15	15	0	0	0	11	85	16	27
	THOMSONFLY LTD	C	18	0	0	89	6	0	6	0	0	10	89	5	18
	VOLAR AIRLINES	C	14	0	0	86	14	0	0	0	0	4	47	26	15
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>28</b>	122
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>276</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>24</b>	231
<b>SWITZERLAND</b>															
<b>GENEVA</b>	EASYJET AIRLINE COMPANY LTD	S	8	0	0	63	25	13	0	0	0	17	0	0	0
	EASYJET SWITZERLAND	S	4	0	0	25	0	25	50	0	0	86	0	0	0
	FLYGLOBESPAN	S	4	0	0	100	0	0	0	0	0	0	63	22	8
	THOMSONFLY LTD	C	3	0	0	33	67	0	0	0	0	16	67	12	3
<b>TOTAL GENEVA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>19</b>	11
<b>TOTAL SWITZERLAND</b>			<b>19</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>19</b>	11



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			Actual (7)	Plan (8)											
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	50	17	2
TOTAL MONASTIR			2	0	0	100	0	0	0	0	0	0	50	17	2
TOTAL TUNISIA			2	0	0	100	0	0	0	0	0	0	50	17	2
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL ANTALYA			5	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL TURKEY			5	0	0	100	0	0	0	0	0	0	0	0	0
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	40	34	19	6	0	0	23	61	15	62
TOTAL DUBAI			62	0	0	40	34	19	6	0	0	23	61	15	62
TOTAL UNITED ARAB EMIRATES			62	0	0	40	34	19	6	0	0	23	61	15	62
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	56	0	0	86	5	4	4	2	0	13	77	9	48
TOTAL BARRA			56	0	0	86	5	4	4	2	0	13	77	9	48
BELFAST CITY	FLYBE LTD	S	206	1	4	80	6	10	2	1	0	12	85	9	204
TOTAL BELFAST CITY			206	1	4	80	6	10	2	1	0	12	85	9	204
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	214	0	4	87	6	0	6	1	0	10	90	7	232
TOTAL BELFAST INTERNATIONAL			214	0	4	87	6	0	6	1	0	10	90	7	232
BENBECULA	LOGANAIR	S	94	0	0	78	10	7	3	2	0	18	69	16	70
TOTAL BENBECULA			94	0	0	78	10	7	3	2	0	18	69	16	70
BIRMINGHAM	BA CONNECT LTD	S	250	0	0	84	6	6	2	1	0	11	89	7	218
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	FLYBE LTD	S	257	0	6	79	10	4	7	1	0	13	76	12	279
	THOMSONFLY LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL BIRMINGHAM			511	0	6	81	9	5	5	1	0	12	82	10	499
BRISTOL	BA CONNECT LTD	S	162	1	0	91	5	4	1	0	0	5	85	9	166
	EASYJET AIRLINE COMPANY LTD	S	160	0	0	73	13	8	6	1	0	15	86	7	162
TOTAL BRISTOL			322	1	0	82	9	6	3	1	0	10	85	8	328
CAMPBELTOWN	LOGANAIR	S	82	0	0	88	7	2	0	2	0	10	84	8	68
TOTAL CAMPBELTOWN			82	0	0	88	7	2	0	2	0	10	84	8	68
CITY OF DERRY (EGLINTON)	LOGANAIR	S	61	0	0	70	20	10	0	0	0	13	61	16	57
TOTAL CITY OF DERRY (EGLINTON)			61	0	0	70	20	10	0	0	0	13	61	16	57
EXETER	FLYBE LTD	S	58	0	2	86	3	10	0	0	0	7	50	23	58
TOTAL EXETER			58	0	2	86	3	10	0	0	0	7	50	23	58
GATWICK	BRITISH AIRWAYS PLC	S	310	0	0	64	21	8	5	2	0	19	79	11	316
TOTAL GATWICK			310	0	0	64	21	8	5	2	0	19	79	11	324
HEATHROW	BMI BRITISH MIDLAND	S	415	0	6	81	9	6	4	0	0	10	79	12	426

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
HEATHROW	BRITISH AIRWAYS PLC	S	603	1	2	63	15	14	8	0	0	19	69	18	636
<b>TOTAL HEATHROW</b>			<b>1018</b>	<b>1</b>	<b>8</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>15</b>	1062
ISLAY	LOGANAIR	S	94	0	0	74	10	9	7	0	0	17	73	15	81
<b>TOTAL ISLAY</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>15</b>	81
ISLE OF MAN	LOGANAIR	S	66	2	0	68	23	6	3	0	0	14	59	20	54
<b>TOTAL ISLE OF MAN</b>			<b>66</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>23</b>	158
LEEDS BRADFORD	BMI REGIONAL	S	98	0	0	96	3	0	1	0	0	3	91	6	81
<b>TOTAL LEEDS BRADFORD</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>6</b>	81
LUTON	EASYJET AIRLINE COMPANY LTD	S	318	0	2	85	7	5	1	1	0	10	90	6	334
<b>TOTAL LUTON</b>			<b>318</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>6</b>	334
MANCHESTER	BA CONNECT LTD	S	255	0	0	73	14	7	5	0	0	13	75	18	251
	BMI REGIONAL	S	143	1	0	89	4	1	5	1	0	9	88	7	160
<b>TOTAL MANCHESTER</b>			<b>398</b>	<b>9</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	411
NORWICH	FLYBE LTD	S	57	0	3	77	18	2	0	4	0	18	0	0	0
<b>TOTAL NORWICH</b>			<b>57</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	147	0	1	82	6	6	5	0	0	11	68	17	136
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>17</b>	136
SOUTHAMPTON	BA CONNECT LTD	S	170	0	0	78	14	8	0	0	0	9	77	13	173
	FLYBE LTD	S	239	0	1	79	15	5	2	0	0	10	72	12	135
<b>TOTAL SOUTHAMPTON</b>			<b>409</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>13</b>	308
STANSTED	AIR BERLIN	S	46	0	0	26	20	33	22	0	0	42	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	272	0	0	87	7	3	3	0	0	8	80	8	278
	FLYGLOBESPAN	S	103	0	0	85	7	0	8	0	0	10	0	0	0
<b>TOTAL STANSTED</b>			<b>421</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	278
STORNOWAY	LOGANAIR	S	175	0	0	71	15	8	5	1	0	16	78	16	95
<b>TOTAL STORNOWAY</b>			<b>175</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>16</b>	95
SUMBURGH	LOGANAIR	S	102	2	0	63	15	15	8	0	0	21	82	10	102
<b>TOTAL SUMBURGH</b>			<b>102</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>10</b>	102
TIREE	LOGANAIR	S	52	0	0	83	6	8	4	0	0	12	55	33	49
<b>TOTAL TIREE</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>33</b>	49
<b>TOTAL UNITED KINGDOM</b>			<b>5269</b>	<b>29</b>	<b>31</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>12</b>	5030
USA															
FORT LAUDERDALE	THOMSONFLY LTD	C	3	0	0	0	33	33	33	0	0	60	0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	61	15	13	11	0	0	23	96	2	52
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>96</b>	<b>2</b>	52
<b>TOTAL USA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>96</b>	<b>2</b>	52
<b>TOTAL GLASGOW</b>			<b>6820</b>	<b>41</b>	<b>35</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>13</b>	6467

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											DEC 2004			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
			Actual (7)	Plan (8)												
<b>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	36	0	0	25	17	39	17	3	0	46	33	58	33	
<b>TOTAL ALGIERS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>39</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>58</b>	<b>33</b>	
<b>TOTAL ALGERIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>17</b>	<b>39</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>33</b>	<b>58</b>	<b>33</b>	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	44	56	0	0	0	0	14	44	35	9	
<b>TOTAL LUANDA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>35</b>	<b>9</b>	
<b>TOTAL ANGOLA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>35</b>	<b>9</b>	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	35	0	0	71	14	11	3	0	0	14	61	22	36	
<b>TOTAL BUENOS AIRES</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>22</b>	<b>36</b>	
<b>TOTAL ARGENTINA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>22</b>	<b>36</b>	
<b>AUSTRALIA</b>																
MELBOURNE	BRITISH AIRWAYS PLC	S	62	0	0	65	16	5	11	0	3	47	61	43	62	
	QANTAS	S	61	0	1	70	20	3	7	0	0	15	60	19	48	
<b>TOTAL MELBOURNE</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>61</b>	<b>33</b>	<b>110</b>	
PERTH (AUSTRALIA)	QANTAS	S	28	0	0	68	14	18	0	0	0	14	54	19	26	
<b>TOTAL PERTH (AUSTRALIA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>54</b>	<b>19</b>	<b>26</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	66	18	10	6	0	0	16	69	23	124	
	QANTAS	S	158	0	0	59	23	12	5	1	0	20	46	34	166	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	56	32	10	2	0	0	15	65	18	37	
<b>TOTAL SYDNEY</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>28</b>	<b>327</b>	
<b>TOTAL AUSTRALIA</b>			<b>495</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>29</b>	<b>463</b>	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	310	0	0	65	19	10	6	0	0	17	70	14	308	
	BRITISH AIRWAYS PLC	S	232	0	0	64	20	12	5	0	0	17	70	21	230	
<b>TOTAL VIENNA</b>			<b>542</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>17</b>	<b>538</b>	
<b>TOTAL AUSTRIA</b>			<b>542</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>17</b>	<b>538</b>	
<b>AZERBAIJAN</b>																
BAKU ( HEYDER ALIYEV INT'L )	BMED	S	58	1	0	55	16	19	10	0	0	21	58	32	33	
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>32</b>	<b>33</b>	
<b>TOTAL AZERBAIJAN</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>32</b>	<b>33</b>	
<b>BAHRAIN</b>																
BAHRAIN	BRITISH AIRWAYS PLC	S	2	0	0	100	0	0	0	0	0	2	0	0	0	
	GULF AIR	S	124	0	0	61	15	12	10	2	0	23	69	20	113	
<b>TOTAL BAHRAIN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>113</b>	
<b>TOTAL BAHRAIN</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>113</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	45	0	0	29	13	22	24	7	4	79	18	83	50
	BRITISH AIRWAYS PLC	S	27	0	0	37	26	19	15	4	0	41	44	26	27
<b>TOTAL DACCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>65</b>	<b>27</b>	<b>63</b>	<b>77</b>
<b>TOTAL BANGLADESH</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>65</b>	<b>27</b>	<b>63</b>	<b>77</b>
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	305	0	2	80	8	7	6	0	0	12	60	21	303
	BRITISH AIRWAYS PLC	S	411	0	1	77	8	7	7	1	0	15	73	15	426
	SN BRUSSELS AIRLINES	S	6	0	0	83	0	17	0	0	0	9	75	5	8
<b>TOTAL BRUSSELS</b>			<b>722</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>737</b>
<b>TOTAL BELGIUM</b>			<b>722</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>8</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>737</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	26	0	0	73	12	8	8	0	0	18	62	23	26
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>24</b>	<b>88</b>
SAO PAULO (GUARULHOS)	VARIG	S	60	2	3	38	15	32	12	3	0	38	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>60</b>	<b>2</b>	<b>3</b>	<b>38</b>	<b>15</b>	<b>32</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>86</b>	<b>2</b>	<b>3</b>	<b>49</b>	<b>14</b>	<b>24</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>24</b>	<b>88</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	58	21	13	3	2	3	45	39	59	59
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>45</b>	<b>39</b>	<b>59</b>	<b>59</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>45</b>	<b>39</b>	<b>59</b>	<b>59</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	60	0	0	43	18	23	15	0	0	29	62	15	60
<b>TOTAL SOFIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>15</b>	<b>60</b>
<b>TOTAL BULGARIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>18</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>62</b>	<b>15</b>	<b>60</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	62	0	0	58	21	18	2	0	2	25	60	18	62
<b>TOTAL CALGARY</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>25</b>	<b>60</b>	<b>18</b>	<b>62</b>
HALIFAX INT	AIR CANADA	S	51	1	2	63	22	6	10	0	0	19	50	27	56
<b>TOTAL HALIFAX INT</b>			<b>51</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>22</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>27</b>	<b>56</b>
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	50	19	13	16	2	0	29	58	26	62
	BRITISH AIRWAYS PLC	S	62	0	0	58	21	13	8	0	0	18	53	34	62
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>30</b>	<b>124</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	51	0	0	71	16	10	4	0	0	14	62	27	52
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>27</b>	<b>52</b>
TORONTO	AIR CANADA	S	247	1	0	67	15	11	6	1	0	19	63	21	246
	BRITISH AIRWAYS PLC	S	122	0	0	66	15	16	3	0	0	15	56	22	124
<b>TOTAL TORONTO</b>			<b>369</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>21</b>	<b>370</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VANCOUVER	AIR CANADA	S	62	0	0	65	23	10	3	0	0	16	69	16	62
	BRITISH AIRWAYS PLC	S	62	0	0	45	29	21	5	0	0	21	71	17	62
<b>TOTAL VANCOUVER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>26</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>16</b>	<b>124</b>
<b>TOTAL CANADA</b>			<b>781</b>	<b>2</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>22</b>	<b>788</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	0	50	17	14	19	0	0	29	74	51	31
<b>TOTAL GRAND CAYMAN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>74</b>	<b>51</b>	<b>31</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>74</b>	<b>51</b>	<b>31</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	44	0	0	59	16	9	16	0	0	27	48	143	42
	BRITISH AIRWAYS PLC	S	44	0	0	64	20	14	2	0	0	14	81	11	32
<b>TOTAL BEIJING</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>86</b>	<b>74</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	44	0	0	48	36	9	7	0	0	23	0	0	0
	CHINA EASTERN AIRLINES	S	35	0	1	43	31	11	14	0	0	24	56	30	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	0	0	61	18	13	8	0	0	19	64	41	44
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>27</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>36</b>	<b>78</b>
<b>TOTAL CHINA</b>			<b>228</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>24</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>60</b>	<b>152</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	2	1	0	50	0	50	0	0	0	29	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAGREB	CROATIA AIRLINES	S	65	0	0	55	22	11	12	0	0	22	61	18	56
<b>TOTAL ZAGREB</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>18</b>	<b>56</b>
<b>TOTAL CROATIA</b>			<b>67</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>18</b>	<b>56</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	62	0	0	45	23	19	13	0	0	29	48	21	62
	CYPRUS AIRWAYS	S	122	0	0	49	19	23	6	3	0	31	53	25	111
	HELIOS AIRWAYS LTD	S	16	0	2	50	19	6	25	0	0	37	59	19	34
<b>TOTAL LARNACA</b>			<b>200</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>20</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>53</b>	<b>23</b>	<b>207</b>
<b>TOTAL CYPRUS</b>			<b>200</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>20</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>53</b>	<b>23</b>	<b>207</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	178	0	0	41	18	20	19	2	0	35	56	20	175
	CSA	S	149	0	7	54	16	12	15	1	1	32	69	16	167
<b>TOTAL PRAGUE</b>			<b>327</b>	<b>0</b>	<b>7</b>	<b>47</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>62</b>	<b>18</b>	<b>342</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>327</b>	<b>0</b>	<b>7</b>	<b>47</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>62</b>	<b>18</b>	<b>342</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	328	0	0	62	15	14	8	1	0	20	69	17	327
	SAS	S	275	0	0	56	23	13	8	1	0	24	70	17	329
	VARIG	S	26	0	0	42	8	12	35	4	0	47	43	21	28
<b>TOTAL COPENHAGEN</b>			<b>629</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>18</b>	<b>684</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL DENMARK</b>			<b>629</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>18</b>	<b>684</b>
<b>EGYPT</b>															
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	62	0	0	76	11	8	5	0	0	13	61	23	62
	EGYPT AIR	S	62	0	0	61	21	8	10	0	0	20	32	33	66
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>28</b>	<b>128</b>
<b>LUXOR</b>	EGYPT AIR	S	8	0	0	100	0	0	0	0	0	4	63	14	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>14</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>29</b>	<b>140</b>
<b>ETHIOPIA</b>															
<b>ADDIS ABABA</b>	BMED	S	44	0	0	52	18	16	9	5	0	29	47	30	36
	ETHIOPIAN AIRLINES	S	28	0	0	61	18	11	11	0	0	21	46	32	39
<b>TOTAL ADDIS ABABA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>31</b>	<b>75</b>
<b>TOTAL ETHIOPIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>31</b>	<b>75</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
<b>BELGRADE</b>	BRITISH AIRWAYS PLC	S	34	0	0	76	15	6	3	0	0	12	64	13	36
	JATAIRWAYS	S	62	0	0	66	13	11	8	2	0	23	61	39	62
<b>TOTAL BELGRADE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>29</b>	<b>98</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>29</b>	<b>98</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	118	0	0	58	14	16	9	2	0	25	68	14	119
	FINNAIR	S	215	0	0	66	18	10	6	0	0	18	79	11	217
<b>TOTAL HELSINKI</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>12</b>	<b>336</b>
<b>TOTAL FINLAND</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>12</b>	<b>336</b>
<b>FRANCE</b>															
<b>LYON</b>	AIR FRANCE	S	58	0	4	76	12	9	3	0	0	10	72	14	154
	BMI BRITISH MIDLAND	S	43	0	0	60	9	19	12	0	0	23	0	0	0
	BRITISH AIRWAYS PLC	S	177	0	0	66	15	10	9	1	0	18	69	16	176
<b>TOTAL LYON</b>			<b>278</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>330</b>
<b>NICE</b>	BMI BRITISH MIDLAND	S	60	0	0	77	12	7	5	0	0	13	73	14	60
	BRITISH AIRWAYS PLC	S	228	0	1	65	16	14	5	0	0	17	67	17	230
<b>TOTAL NICE</b>			<b>288</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>17</b>	<b>290</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	661	1	2	67	15	13	4	1	0	18	66	22	692
	BMI BRITISH MIDLAND	S	253	0	0	75	13	6	5	0	0	15	60	20	256
	BRITISH AIRWAYS PLC	S	544	1	0	67	15	11	6	1	0	18	59	24	551
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1458</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>23</b>	<b>1499</b>
<b>TOTAL FRANCE</b>			<b>2024</b>	<b>4</b>	<b>7</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>21</b>	<b>2120</b>
<b>GEORGIA</b>															
<b>TBILISI</b>	BMED	S	24	0	0	58	29	4	4	4	0	28	40	50	15
<b>TOTAL TBILISI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>50</b>	<b>15</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GEORGIA			24	0	0	58	29	4	4	4	0	28	40	50	15
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	279	0	0	62	16	13	8	1	1	28	67	18	278
TOTAL BERLIN (TEGEL)			279	1	0	62	16	13	8	1	1	28	67	18	278
COLOGNE (BONN)	BRITISH AIRWAYS PLC	S	172	0	0	59	13	17	10	0	0	23	67	17	176
	LUFTHANSA CITY LINE	S	138	0	0	71	13	5	10	1	0	21	79	14	120
TOTAL COLOGNE (BONN)			310	0	0	65	13	12	10	0	0	22	72	16	296
DUSSELDORF	BRITISH AIRWAYS PLC	S	314	0	3	68	13	9	10	0	0	19	64	18	310
	LUFTHANSA	S	248	0	0	81	9	3	6	0	0	13	81	9	238
TOTAL DUSSELDORF			562	0	3	74	11	6	8	0	0	16	72	14	548
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	410	0	1	57	18	16	10	0	0	22	65	21	380
	LUFTHANSA	S	581	0	0	71	14	8	7	0	0	17	75	13	582
TOTAL FRANKFURT MAIN			991	0	1	65	15	11	8	0	0	19	71	16	962
HAMBURG	BRITISH AIRWAYS PLC	S	234	0	1	66	16	12	6	0	0	16	70	15	236
	LUFTHANSA	S	174	0	2	87	4	7	2	0	0	8	85	8	164
TOTAL HAMBURG			408	0	3	75	11	10	4	0	0	12	76	12	400
HANOVER	BMI BRITISH MIDLAND	S	128	0	0	90	5	1	4	0	0	7	68	13	142
TOTAL HANOVER			128	0	0	90	5	1	4	0	0	7	68	13	142
MUNICH	BRITISH AIRWAYS PLC	S	281	0	1	55	20	16	9	0	0	24	62	22	274
	LUFTHANSA	S	394	0	4	67	14	10	8	0	0	18	76	13	389
TOTAL MUNICH			675	0	5	62	17	13	9	0	0	21	70	17	663
STUTTGART	BRITISH AIRWAYS PLC	S	175	1	0	66	15	10	9	0	0	19	59	20	175
	LUFTHANSA CITY LINE	S	110	0	0	70	14	13	4	0	0	13	90	5	118
TOTAL STUTTGART			285	1	0	67	14	11	7	0	0	17	71	14	293
TOTAL GERMANY			3638	2	12	68	14	10	8	0	0	18	71	15	3582
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	48	19	19	10	3	0	31	55	20	62
TOTAL ACCRA			62	0	0	48	19	19	10	3	0	31	55	20	62
TOTAL GHANA			62	0	0	48	19	19	10	3	0	31	55	20	62
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	56	0	0	70	21	4	4	2	0	18	0	0	0
TOTAL GIBRALTAR			56	0	0	70	21	4	4	2	0	18	0	0	0
TOTAL GIBRALTAR			56	0	0	70	21	4	4	2	0	18	0	0	0
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	177	0	3	60	16	12	9	2	0	25	69	16	180
	OLYMPIC AIRLINES	S	138	0	0	54	18	17	10	0	1	30	74	12	146
TOTAL ATHENS			315	0	3	57	17	15	10	1	0	28	73	13	384
TOTAL GREECE			315	0	3	57	17	15	10	1	0	28	73	13	384

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			MATCHED	Actual (7)											Plan (8)
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	186	0	0	75	12	10	2	1	0	12	77	10	146
	CATHAY PACIFIC AIRWAYS	S	248	0	3	74	17	6	2	0	0	11	74	11	184
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>434</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>354</b>
<b>TOTAL HONG KONG</b>			<b>434</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>354</b>
<b>HUNGARY</b>															
BUDAPEST	BRITISH AIRWAYS PLC	S	174	0	0	52	20	20	8	1	0	24	65	33	172
	MALEV (HUNGARIAN AIRLINES)	S	121	0	0	78	9	6	7	0	0	14	79	13	121
<b>TOTAL BUDAPEST</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>25</b>	<b>293</b>
<b>TOTAL HUNGARY</b>			<b>295</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>25</b>	<b>293</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	112	2	2	63	12	17	9	0	0	22	74	13	112
<b>TOTAL KEFLAVIK</b>			<b>112</b>	<b>2</b>	<b>2</b>	<b>63</b>	<b>12</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>13</b>	<b>112</b>
<b>TOTAL ICELAND</b>			<b>112</b>	<b>2</b>	<b>2</b>	<b>63</b>	<b>12</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>13</b>	<b>112</b>
<b>INDIA</b>															
AHMEDABAD	AIR INDIA	S	5	0	0	20	40	20	0	20	0	54	0	0	0
<b>TOTAL AHMEDABAD</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>
BANGALORE	BRITISH AIRWAYS PLC	S	43	0	0	58	26	14	2	0	0	15	0	0	0
<b>TOTAL BANGALORE</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
CALCUTTA	AIR INDIA	S	27	0	1	11	7	37	26	0	19	201	0	0	0
	BRITISH AIRWAYS PLC	S	27	0	0	48	26	19	7	0	0	20	59	83	27
<b>TOTAL CALCUTTA</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>9</b>	<b>111</b>	<b>59</b>	<b>83</b>	<b>27</b>
DELHI	BRITISH AIRWAYS PLC	S	62	0	0	47	26	23	5	0	0	21	61	18	62
	JET AIRWAYS	S	62	0	0	68	13	10	10	0	0	18	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	45	27	19	6	2	0	27	26	82	27
<b>TOTAL DELHI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>37</b>	<b>89</b>
MADRAS/CHENNAI	BRITISH AIRWAYS PLC	S	52	0	1	65	10	19	6	0	0	17	65	16	17
<b>TOTAL MADRAS/CHENNAI</b>			<b>52</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>10</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>16</b>	<b>17</b>
MUMBAI	AIR INDIA	S	127	0	4	32	16	22	23	5	2	61	51	43	148
	BMI BRITISH MIDLAND	S	34	0	1	47	29	18	6	0	0	23	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	0	60	15	16	10	0	0	21	66	22	62
	JET AIRWAYS	S	62	0	0	68	19	13	0	0	0	12	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	68	15	18	0	0	0	12	0	0	0
<b>TOTAL MUMBAI</b>			<b>409</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>17</b>	<b>18</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>56</b>	<b>36</b>	<b>210</b>
<b>TOTAL INDIA</b>			<b>749</b>	<b>0</b>	<b>8</b>	<b>52</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>55</b>	<b>39</b>	<b>343</b>
<b>IRAN</b>															
TEHRAN	BMED	S	62	0	0	68	19	8	5	0	0	14	61	21	44
	IRAN AIR	S	26	0	0	35	23	35	8	0	0	27	31	54	26
<b>TOTAL TEHRAN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>33</b>	<b>70</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 IRAN			88	0	0	58	20	16	6	0	0	18	50	33	70
IRISH REPUBLIC															
CORK	AER LINGUS	S	236	0	0	75	14	8	3	0	0	13	74	21	185
TOTAL CORK			236	0	0	75	14	8	3	0	0	13	74	21	185
DUBLIN	AER LINGUS	S	746	0	0	82	9	4	5	0	0	13	83	11	740
	BMI BRITISH MIDLAND	S	357	0	0	68	17	9	6	0	0	16	73	14	369
TOTAL DUBLIN			1103	0	0	77	12	6	5	0	0	14	80	12	1109
SHANNON	AER LINGUS	S	180	0	0	88	3	4	4	1	0	10	81	11	180
TOTAL SHANNON			180	0	0	88	3	4	4	1	0	10	81	11	180
TOTAL IRISH REPUBLIC			1519	0	0	78	11	6	5	0	0	13	79	13	1474
ISRAEL															
OVDA	EL AL	S	8	0	0	63	0	0	25	0	13	133	75	10	8
TOTAL OVDA			8	0	0	63	0	0	25	0	13	133	75	10	8
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	73	15	7	4	1	0	15	64	18	123
	EL AL	S	100	0	0	68	19	10	3	0	0	14	66	23	104
TOTAL TEL AVIV			224	0	0	71	17	8	4	0	0	15	65	20	227
TOTAL ISRAEL			232	0	0	71	16	8	4	0	0	19	66	20	235
ITALY															
MILAN (LINATE)	ALITALIA	S	237	2	7	68	14	11	7	0	0	17	73	12	209
	BMI BRITISH MIDLAND	S	59	0	1	66	25	3	5	0	0	15	83	6	60
	BRITISH AIRWAYS PLC	S	240	0	0	51	14	22	13	1	0	30	69	18	173
TOTAL MILAN (LINATE)			536	3	8	60	15	15	9	1	0	23	73	14	442
MILAN (MALPENSA)	ALITALIA	S	181	0	0	45	23	18	14	0	0	29	73	11	237
	BRITISH AIRWAYS PLC	S	238	0	0	68	11	13	8	0	0	18	67	18	181
TOTAL MILAN (MALPENSA)			419	0	0	58	16	15	11	0	0	23	70	14	418
ROME (FIUMICINO)	ALITALIA	S	298	0	1	59	14	15	11	1	0	23	67	14	293
	BRITISH AIRWAYS PLC	S	295	0	0	63	18	11	7	0	0	20	61	19	305
TOTAL ROME (FIUMICINO)			593	0	1	61	16	13	9	0	0	21	64	17	598
VENICE	BMI BRITISH MIDLAND	S	60	0	0	78	10	7	5	0	0	11	75	14	60
TOTAL VENICE			60	0	0	78	10	7	5	0	0	11	75	14	60
TOTAL ITALY			1608	3	9	61	16	14	9	0	0	22	68	15	1578
JAMAICA															
KINGSTON	AIR JAMAICA	S	62	0	0	24	26	21	24	3	2	56	16	152	73
TOTAL KINGSTON			62	0	0	24	26	21	24	3	2	56	16	152	73
TOTAL JAMAICA			62	0	0	24	26	21	24	3	2	56	16	152	73
JAPAN															
OSAKA (KANSAI)	JAPAN AIRLINES	S	62	0	1	77	16	5	2	0	0	8	63	27	62
TOTAL OSAKA (KANSAI)			62	0	1	77	16	5	2	0	0	8	63	27	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	87	6	5	2	0	0	7	82	8	62
	BRITISH AIRWAYS PLC	S	124	0	0	73	16	8	2	1	0	13	71	18	121
	JAPAN AIRLINES	S	112	0	1	71	15	7	4	3	0	21	70	20	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	4	67	22	10	2	0	0	11	65	13	60
<b>TOTAL TOKYO (NARITA)</b>			<b>358</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>16</b>	<b>367</b>
<b>TOTAL JAPAN</b>			<b>420</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>18</b>	<b>429</b>
<b>JORDAN</b>															
AMMAN	BMED	S	18	0	0	67	17	17	0	0	0	14	51	29	35
	ROYAL JORDANIAN	S	62	0	0	55	24	13	5	3	0	26	65	16	63
<b>TOTAL AMMAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>20</b>	<b>98</b>
<b>TOTAL JORDAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>20</b>	<b>98</b>
<b>KAZAKHSTAN</b>															
ALMA ATA	AIR ASTANA	S	16	0	0	75	13	6	6	0	0	15	69	11	16
	BMED	S	27	0	0	67	11	22	0	0	0	14	42	36	26
<b>TOTAL ALMA ATA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>26</b>	<b>42</b>
<b>TOTAL KAZAKHSTAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>26</b>	<b>42</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	89	0	0	43	30	18	9	0	0	24	65	18	88
	KENYA AIRWAYS	S	76	2	0	68	20	11	1	0	0	13	64	21	78
<b>TOTAL NAIROBI</b>			<b>165</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>166</b>
<b>TOTAL KENYA</b>			<b>165</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>166</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	59	0	1	63	19	12	5	2	0	18	76	8	71
	KUWAIT AIRWAYS	S	62	0	0	47	26	18	10	0	0	26	63	18	62
<b>TOTAL KUWAIT</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>13</b>	<b>133</b>
<b>TOTAL KUWAIT</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>13</b>	<b>133</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMED	S	21	0	0	48	0	19	24	10	0	59	35	41	23
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>19</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>59</b>	<b>35</b>	<b>41</b>	<b>23</b>
<b>TOTAL KYRGYZSTAN</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>19</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>59</b>	<b>35</b>	<b>41</b>	<b>23</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	60	0	0	68	23	5	3	0	0	11	77	12	57
	BRITISH AIRWAYS PLC	S	60	0	0	65	17	13	5	0	0	17	76	18	54
<b>TOTAL RIGA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>15</b>	<b>111</b>
<b>TOTAL LATVIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>15</b>	<b>111</b>
<b>LEBANON</b>															
BEIRUT	BMED	S	9	0	0	56	11	11	22	0	0	35	0	0	0
	MEA	S	44	0	0	55	11	18	16	0	0	24	53	21	43

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		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BEIRUT			53	0	0	55	11	17	17	0	0	26	53	21	43
TOTAL LEBANON			53	0	0	55	11	17	17	0	0	26	53	21	43
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	56	0	0	61	18	11	11	0	0	20	67	14	36
	LIBYAN ARAB AIRLINES	S	18	0	0	11	33	22	11	22	0	81	33	39	18
TOTAL TRIPOLI			74	0	0	49	22	14	11	5	0	35	56	22	54
TOTAL LIBYA			74	0	0	49	22	14	11	5	0	35	56	22	54
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	124	0	0	74	15	7	3	1	0	14	56	21	122
TOTAL LUXEMBOURG			124	0	0	74	15	7	3	1	0	14	56	21	122
TOTAL LUXEMBOURG			124	0	0	74	15	7	3	1	0	14	56	21	122
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	158	0	0	81	9	7	3	1	0	12	55	18	158
TOTAL KUALA LUMPUR (SEPANG)			158	0	0	81	9	7	3	1	0	12	55	18	158
TOTAL MALAYSIA			158	0	0	81	9	7	3	1	0	12	55	18	158
MALTA															
MALTA	AIR MALTA	S	122	0	0	79	11	7	4	0	0	11	75	16	120
TOTAL MALTA			122	0	0	79	11	7	4	0	0	11	75	16	120
TOTAL MALTA			122	0	0	79	11	7	4	0	0	11	75	16	120
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	46	0	0	35	13	20	26	2	4	77	24	138	42
	BRITISH AIRWAYS PLC	S	27	0	0	56	7	26	11	0	0	27	52	19	27
TOTAL MAURITIUS			73	0	0	42	11	22	21	1	3	58	35	92	69
TOTAL MAURITIUS			73	0	0	42	11	22	21	1	3	58	35	92	69
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	27	0	0	56	19	22	4	0	0	18	50	22	26
TOTAL MEXICO CITY			27	0	0	56	19	22	4	0	0	18	50	22	26
TOTAL MEXICO			27	0	0	56	19	22	4	0	0	18	50	22	26
MOROCCO															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	34	0	0	47	26	9	18	0	0	32	36	36	33
TOTAL CASABLANCA MOHAMED V			34	0	0	47	26	9	18	0	0	32	36	36	33
MARRAKESH	GB AIRWAYS LTD	S	60	0	0	75	10	8	7	0	0	16	63	21	60
	ROYAL AIR MAROC	S	26	0	0	58	23	12	8	0	0	21	41	29	29
TOTAL MARRAKESH			86	0	0	70	14	9	7	0	0	18	56	24	89
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	16	0	0	69	25	6	0	0	0	11	71	16	14
TOTAL TANGIERS (IBN BATUTA)			16	0	0	69	25	6	0	0	0	11	71	16	14
TOTAL MOROCCO			136	0	0	64	18	9	9	0	0	20	53	26	136

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE							DEC 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>NATIONALIST CHINA (TAIWAN)</b>																
TAIPEI	EVA AIR	S	53	0	1	38	32	28	2	0	0	23	50	23	44	
<b>TOTAL TAIPEI</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>32</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>23</b>	<b>44</b>	
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>32</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>23</b>	<b>44</b>	
<b>NETHERLANDS</b>																
<b>AMSTERDAM</b>	BMI BRITISH MIDLAND	S	423	0	0	72	12	9	8	0	0	17	70	16	410	
	BRITISH AIRWAYS PLC	S	378	0	0	76	10	7	7	1	0	15	73	13	384	
	KLM	S	510	0	2	71	10	8	9	2	0	20	74	12	514	
<b>TOTAL AMSTERDAM</b>			<b>1311</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>14</b>	<b>1308</b>	
EINDHOVEN	KLM CITYHOPPER	S	68	0	0	76	16	3	3	1	0	14	0	0	0	
<b>TOTAL EINDHOVEN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>84</b>	
ROTTERDAM	KLM CITYHOPPER	S	134	0	0	85	10	3	2	0	0	7	0	0	0	
<b>TOTAL ROTTERDAM</b>			<b>134</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>7</b>	<b>81</b>	<b>9</b>	<b>139</b>	
<b>TOTAL NETHERLANDS</b>			<b>1513</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>1531</b>	
<b>NEW ZEALAND</b>																
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	74	16	5	5	0	0	13	76	30	62	
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>30</b>	<b>62</b>	
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>30</b>	<b>62</b>	
<b>NIGERIA</b>																
ABUJA	BRITISH AIRWAYS PLC	S	55	0	0	53	22	9	11	4	2	49	79	14	42	
<b>TOTAL ABUJA</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>49</b>	<b>79</b>	<b>14</b>	<b>42</b>	
LAGOS	BRITISH AIRWAYS PLC	S	82	0	0	24	27	28	21	0	0	37	39	31	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	43	28	20	8	0	0	24	45	24	60	
<b>TOTAL LAGOS</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>27</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>42</b>	<b>27</b>	<b>122</b>	
<b>TOTAL NIGERIA</b>			<b>197</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>26</b>	<b>20</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>36</b>	<b>51</b>	<b>24</b>	<b>164</b>	
<b>NORWAY</b>																
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	230	0	0	61	17	9	12	0	0	21	54	20	221	
	SAS	S	279	0	0	62	17	11	10	1	0	21	66	16	279	
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>509</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>61</b>	<b>18</b>	<b>500</b>	
STAVANGER	SAS	S	100	0	0	72	13	5	9	1	0	17	75	15	92	
<b>TOTAL STAVANGER</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>15</b>	<b>92</b>	
<b>TOTAL NORWAY</b>			<b>609</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>17</b>	<b>592</b>	
<b>OMAN</b>																
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	65	18	15	3	0	0	14	82	8	60	
	GULF AIR	S	80	0	0	61	20	10	9	0	0	18	71	16	77	
<b>TOTAL MUSCAT</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>137</b>	
<b>TOTAL OMAN</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>137</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	35	12	46	4	4	0	36	27	35	26
	PAKISTAN INTL AIRLINES	S	34	0	0	32	44	15	9	0	0	25	15	41	26
<b>TOTAL ISLAMABAD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>30</b>	<b>28</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>21</b>	<b>38</b>	<b>52</b>
KARACHI	PAKISTAN INTL AIRLINES	S	26	1	0	35	38	19	0	8	0	39	39	32	28
<b>TOTAL KARACHI</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>19</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>39</b>	<b>39</b>	<b>32</b>	<b>28</b>
LAHORE	PAKISTAN INTL AIRLINES	S	28	0	0	25	25	21	18	11	0	66	8	59	26
<b>TOTAL LAHORE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>21</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>66</b>	<b>8</b>	<b>59</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>31</b>	<b>25</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>23</b>	<b>41</b>	<b>106</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	178	0	1	60	17	15	7	1	0	21	77	15	159
	LOT-POLISH AIRLINES	S	177	0	0	61	16	7	15	0	0	23	71	16	183
<b>TOTAL WARSAW</b>			<b>355</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>16</b>	<b>342</b>
<b>TOTAL POLAND</b>			<b>355</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>16</b>	<b>342</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	38	0	0	39	24	26	11	0	0	28	40	30	35
<b>TOTAL FARO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>24</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>30</b>	<b>35</b>
LISBON	AIR PORTUGAL	S	197	0	0	59	20	13	8	0	0	18	57	21	198
	BRITISH AIRWAYS PLC	S	230	0	0	60	18	13	8	0	0	20	59	20	227
<b>TOTAL LISBON</b>			<b>427</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>58</b>	<b>20</b>	<b>425</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	79	0	0	52	22	15	9	3	0	29	46	25	78
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>46</b>	<b>25</b>	<b>78</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>544</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>22</b>	<b>538</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	22	22	33	22	0	0	40	17	36	18
	BMI BRITISH MIDLAND	C	2	0	0	0	50	0	50	0	0	42	0	0	0
<b>TOTAL FUNCHAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>36</b>	<b>18</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>25</b>	<b>30</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>17</b>	<b>36</b>	<b>18</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	60	0	0	75	15	5	5	0	0	11	72	10	60
	QATAR AIRWAYS	S	124	0	0	53	26	15	6	0	0	19	73	21	124
<b>TOTAL DOHA</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>17</b>	<b>184</b>
<b>TOTAL QATAR</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>17</b>	<b>184</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	28	0	0	82	11	7	0	0	0	9	81	6	26
	KOREAN AIR	S	62	0	0	69	23	6	2	0	0	11	77	9	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>8</b>	<b>88</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>8</b>	<b>88</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

		Reporting Airport: HEATHROW (Full Analysis)											DEC 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>REPUBLIC OF SOUTH AFRICA</b>																
<b>CAPE TOWN</b>	BRITISH AIRWAYS PLC	S	108	0	1	66	18	11	5	0	1	22	67	16	107	
	SOUTH AFRICAN AIRWAYS	S	62	0	0	81	6	3	10	0	0	15	76	12	76	
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	35	31	23	8	4	0	32	63	14	35	
<b>TOTAL CAPE TOWN</b>			<b>196</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>70</b>	<b>14</b>	<b>218</b>	
<b>JOHANNESBURG</b>	BRITISH AIRWAYS PLC	S	124	0	0	71	13	13	2	1	0	15	72	13	124	
	SOUTH AFRICAN AIRWAYS	S	123	0	0	60	23	14	3	0	0	17	70	12	123	
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	36	33	21	8	2	0	32	48	18	62	
<b>TOTAL JOHANNESBURG</b>			<b>308</b>	<b>1</b>	<b>1</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>14</b>	<b>309</b>	
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>504</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>14</b>	<b>527</b>	
<b>REPUBLIC OF YEMEN</b>																
<b>SANAA</b>	YEMENIA	S	19	0	0	42	32	16	11	0	0	23	44	20	18	
<b>TOTAL SANAA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>20</b>	<b>18</b>	
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>32</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>20</b>	<b>18</b>	
<b>RUMANIA</b>																
<b>BUCHAREST (OTOPENI)</b>	BRITISH AIRWAYS PLC	S	60	0	0	57	17	23	3	0	0	17	65	18	60	
	TAROM	S	60	0	0	57	17	10	12	5	0	33	86	16	58	
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>17</b>	<b>118</b>	
<b>TOTAL RUMANIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>17</b>	<b>118</b>	
<b>RUSSIA</b>																
<b>MOSCOW (DOMODEDOVO)</b>	BRITISH AIRWAYS PLC	S	119	0	1	71	17	7	3	3	0	16	56	24	119	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>119</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>24</b>	<b>119</b>	
<b>MOSCOW (SHEREMETYEVO)</b>	AEROFLOT	S	152	0	0	66	21	11	0	1	0	14	63	15	142	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>15</b>	<b>142</b>	
<b>ST PETERSBURG</b>	BRITISH AIRWAYS PLC	S	60	0	0	43	18	27	12	0	0	28	73	12	60	
	PULKOVO AVIATION ENTERPRISE	S	8	0	0	75	25	0	0	0	0	11	38	16	8	
<b>TOTAL ST PETERSBURG</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>19</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>13</b>	<b>68</b>	
<b>TOTAL RUSSIA</b>			<b>339</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>18</b>	<b>329</b>	
<b>SAUDI ARABIA</b>																
<b>DAMMAM</b>	SAUDI ARABIAN AIRLINES	S	8	0	0	75	13	0	13	0	0	18	0	0	0	
<b>TOTAL DAMMAM</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	60	0	0	78	17	5	0	0	0	9	85	10	54	
<b>TOTAL JEDDAH</b>			<b>61</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>9</b>	<b>81</b>	<b>11</b>	<b>90</b>	
<b>MEDINA</b>	SAUDI ARABIAN AIRLINES	C	3	0	0	0	33	33	33	0	0	46	0	0	0	
<b>TOTAL MEDINA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>RIYADH</b>	BMI BRITISH MIDLAND	S	20	0	2	90	5	5	0	0	0	6	0	0	0	
	SAUDI ARABIAN AIRLINES	S	20	0	0	65	30	5	0	0	0	11	82	7	28	
<b>TOTAL RIYADH</b>			<b>40</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>36</b>	

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SAUDI ARABIA			112	0	2	76	17	5	2	0	0	10	81	10	126
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	33	33	17	17	0	0	28	39	90	18
TOTAL SEYCHELLES			18	0	0	33	33	17	17	0	0	28	39	90	18
TOTAL SEYCHELLES			18	0	0	33	33	17	17	0	0	28	39	90	18
SIERRA LEONE															
FREETOWN	BELLVIEW AIRLINES (SIERRA LEO)	S	21	0	3	19	19	24	19	5	14	166	0	0	0
TOTAL FREETOWN			21	0	3	19	19	24	19	5	14	166	0	0	0
TOTAL SIERRA LEONE			21	0	3	19	19	24	19	5	14	166	0	0	0
SINGAPORE															
SINGAPORE	SINGAPORE AIRLINES	S	186	0	2	80	13	5	2	0	0	8	72	11	186
TOTAL SINGAPORE			186	0	2	80	13	5	2	0	0	8	72	11	186
TOTAL SINGAPORE			186	0	2	80	13	5	2	0	0	8	72	11	186
SPAIN															
ALICANTE	BMI BRITISH MIDLAND	S	60	0	0	70	18	5	5	2	0	20	69	14	62
TOTAL ALICANTE			60	0	0	70	18	5	5	2	0	20	69	14	62
BARCELONA	BRITISH AIRWAYS PLC	S	236	0	0	53	22	17	8	0	0	23	55	22	236
	IBERIA	S	233	1	2	65	15	12	7	1	0	20	77	13	231
TOTAL BARCELONA			469	1	2	59	18	14	8	0	0	22	66	18	467
BILBAO	IBERIA	S	60	0	0	72	13	8	7	0	0	17	73	17	60
TOTAL BILBAO			60	0	0	72	13	8	7	0	0	17	73	17	60
MADRID	BMI BRITISH MIDLAND	S	60	0	0	38	30	28	3	0	0	24	72	16	60
	BRITISH AIRWAYS PLC	S	296	0	0	60	21	13	6	1	0	19	56	25	294
	IBERIA	S	357	0	0	53	22	13	11	1	0	28	61	18	356
TOTAL MADRID			713	0	0	55	22	14	8	1	0	24	60	21	710
MALAGA	GB AIRWAYS LTD	S	118	0	0	75	16	3	6	0	0	14	64	18	118
	IBERIA	S	62	0	0	50	18	16	15	2	0	35	68	14	62
TOTAL MALAGA			180	0	0	66	17	8	9	1	0	22	65	17	180
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	40	0	0	93	5	3	0	0	0	6	93	7	44
TOTAL PALMA DE MALLORCA			40	0	0	93	5	3	0	0	0	6	93	7	44
SANTIAGO DE COMPOSTELA (SPAIN)	IBERIA	S	58	1	0	71	12	7	9	2	0	21	80	16	60
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			58	1	0	71	12	7	9	2	0	21	79	16	62
SEVILLE	IBERIA	S	60	0	0	65	22	3	7	3	0	21	73	14	60
TOTAL SEVILLE			60	0	0	65	22	3	7	3	0	21	73	14	60
VALENCIA	IBERIA	S	60	0	0	60	15	15	7	3	0	27	63	15	60
TOTAL VALENCIA			60	0	0	60	15	15	7	3	0	27	63	15	60
TOTAL SPAIN			1700	2	2	60	19	12	8	1	0	22	65	18	1705

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	106	0	0	54	24	17	3	3	0	24	52	24	102
<b>TOTAL COLOMBO</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>52</b>	<b>24</b>	<b>102</b>
<b>TOTAL SRI LANKA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>52</b>	<b>24</b>	<b>102</b>
<b>SUDAN</b>															
KHARTOUM	BMED	S	35	0	0	46	17	17	20	0	0	35	38	72	24
<b>TOTAL KHARTOUM</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>17</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>72</b>	<b>24</b>
<b>TOTAL SUDAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>17</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>72</b>	<b>24</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	112	0	0	73	18	3	5	1	0	14	75	13	112
<b>TOTAL GOTEBORG</b>			<b>112</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>112</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	338	0	0	62	12	18	7	0	0	19	57	25	331
	SAS	S	305	0	0	68	18	8	6	0	0	15	79	11	307
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>643</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>18</b>	<b>638</b>
<b>TOTAL SWEDEN</b>			<b>755</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>17</b>	<b>750</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	152	0	0	79	9	5	7	0	0	12	75	14	157
<b>TOTAL BASLE MULHOUSE</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>157</b>
GENEVA	BMI BRITISH MIDLAND	C	6	0	0	17	50	33	0	0	0	29	0	31	4
	BRITISH AIRWAYS PLC	S	470	0	0	71	11	9	8	1	0	18	64	15	460
	SWISS AIRLINES	S	8	0	4	0	0	50	50	0	0	79	0	0	0
<b>TOTAL GENEVA</b>			<b>484</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>15</b>	<b>464</b>
ZURICH	BRITISH AIRWAYS PLC	S	331	0	1	69	15	11	4	1	0	16	63	18	332
	SWISS AIRLINES	S	364	0	0	74	11	10	5	0	0	14	66	16	366
<b>TOTAL ZURICH</b>			<b>695</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>17</b>	<b>698</b>
<b>TOTAL SWITZERLAND</b>			<b>1331</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>16</b>	<b>1319</b>
<b>SYRIA</b>															
DAMASCUS	BMED	S	54	0	0	72	9	7	7	4	0	26	67	17	57
	SYRIANAIR	S	25	0	0	32	20	28	20	0	0	38	35	34	26
<b>TOTAL DAMASCUS</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>22</b>	<b>83</b>
<b>TOTAL SYRIA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>13</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>22</b>	<b>83</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	1	56	19	19	7	0	0	22	73	14	26
<b>TOTAL DAR-ES-SALAAM</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>26</b>
<b>TOTAL TANZANIA</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>26</b>
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	124	0	0	69	16	11	2	1	1	19	70	13	114



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				Actual (7)	Plan (8)										
TOTAL BANGKOK			124	0	0	69	16	11	2	1	1	19	70	13	114
TOTAL THAILAND			124	0	0	69	16	11	2	1	1	19	70	13	114
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	62	0	0	10	18	24	48	0	0	60	15	71	62
TOTAL PORT OF SPAIN			62	0	0	10	18	24	48	0	0	60	15	71	62
TOTAL TRINIDAD AND TOBAGO			62	0	0	10	18	24	48	0	0	60	15	71	62
TUNISIA															
TUNIS	TUNISAIR	S	36	0	0	39	31	19	11	0	0	29	44	27	34
TOTAL TUNIS			36	0	0	39	31	19	11	0	0	29	44	27	34
TOTAL TUNISIA			37	0	0	41	30	19	11	0	0	28	44	27	34
TURKEY															
ISTANBUL	BRITISH AIRWAYS PLC	S	122	0	0	52	22	18	7	0	0	22	68	15	122
	THY TURK HAVA YOLLARI TURKIS	S	185	0	0	45	21	19	15	0	0	28	74	17	185
TOTAL ISTANBUL			307	0	0	48	21	19	12	0	0	25	71	16	307
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	28	17	39	17	0	0	44	31	31	16
TOTAL IZMIR (ADNAM MENDERES)			18	0	0	28	17	39	17	0	0	44	31	31	16
TOTAL TURKEY			325	0	0	47	21	20	12	0	0	26	69	17	323
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	1	0	33	28	22	17	0	0	40	38	89	16
TOTAL ASHKHABAD			18	1	0	33	28	22	17	0	0	40	38	89	16
TOTAL TURKMENISTAN			18	1	0	33	28	22	17	0	0	40	38	89	16
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	50	13	25	13	0	0	28	64	16	14
TOTAL PROVIDENCIALES			8	0	0	50	13	25	13	0	0	28	64	16	14
TOTAL TURKS AND CAICOS ISLANDS			8	0	0	50	13	25	13	0	0	28	64	16	14
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	54	15	19	12	0	0	26	56	20	27
TOTAL ENTEBBE			26	0	0	54	15	19	12	0	0	26	56	20	27
TOTAL UGANDA			26	0	0	54	15	19	12	0	0	26	56	20	27
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	60	0	0	83	5	3	8	0	0	13	72	12	60
TOTAL KIEV (BORISPOL)			60	0	0	83	5	3	8	0	0	13	72	12	60
TOTAL UKRAINE			60	0	0	83	5	3	8	0	0	13	72	12	60
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	90	0	0	74	17	6	3	0	0	12	78	9	68
	GULF AIR	S	70	0	0	67	11	10	11	0	0	19	64	36	78

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			Actual (7)	Plan (8)											
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>24</b>	<b>146</b>
DUBAI	BRITISH AIRWAYS PLC	S	124	0	0	56	19	17	7	1	0	23	73	18	161
	EMIRATES	S	309	0	0	50	28	17	5	1	0	21	69	13	248
<b>TOTAL DUBAI</b>			<b>433</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>15</b>	<b>409</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>593</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>17</b>	<b>555</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	230	0	0	82	10	4	3	1	0	12	78	13	248
	BRITISH AIRWAYS PLC	S	347	0	0	71	15	10	5	0	0	15	71	15	360
<b>TOTAL ABERDEEN</b>			<b>577</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>608</b>
BELFAST CITY	BMI BRITISH MIDLAND	S	459	0	1	79	13	5	3	0	0	11	76	12	465
<b>TOTAL BELFAST CITY</b>			<b>459</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>12</b>	<b>465</b>
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	156	0	2	74	15	4	6	0	0	14	78	13	218
<b>TOTAL DURHAM TEES VALLEY</b>			<b>156</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>218</b>
EDINBURGH	BMI BRITISH MIDLAND	S	441	0	4	85	8	3	3	0	0	9	68	17	448
	BRITISH AIRWAYS PLC	S	686	0	3	60	17	12	9	1	0	22	67	16	702
<b>TOTAL EDINBURGH</b>			<b>1127</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>16</b>	<b>1150</b>
GLASGOW	BMI BRITISH MIDLAND	S	415	0	0	81	10	5	4	0	0	10	82	11	426
	BRITISH AIRWAYS PLC	S	603	0	2	64	17	11	8	0	0	19	70	17	636
<b>TOTAL GLASGOW</b>			<b>1018</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>14</b>	<b>1062</b>
INVERNESS	BMI BRITISH MIDLAND	S	60	0	0	82	8	2	8	0	0	13	85	13	60
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>13</b>	<b>60</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	196	0	0	85	9	2	5	0	0	9	77	12	197
<b>TOTAL LEEDS BRADFORD</b>			<b>196</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>12</b>	<b>197</b>
MANCHESTER	BMI BRITISH MIDLAND	S	370	0	0	81	9	6	4	0	0	11	64	18	363
	BRITISH AIRWAYS PLC	S	614	0	2	66	14	12	8	0	0	18	61	20	633
<b>TOTAL MANCHESTER</b>			<b>984</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>19</b>	<b>1035</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	386	1	2	73	11	10	6	1	0	17	72	14	391
<b>TOTAL NEWCASTLE</b>			<b>386</b>	<b>1</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>14</b>	<b>391</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4963</b>	<b>4</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>5186</b>
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	62	25	10	3	0	0	13	72	13	58
<b>TOTAL BALTIMORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>58</b>
BOSTON	AMERICAN AIRLINES	S	111	0	0	77	14	6	2	1	0	13	81	15	114
	BRITISH AIRWAYS PLC	S	175	0	0	66	19	9	6	0	0	14	78	14	167
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	73	10	10	5	2	0	18	63	29	60
<b>TOTAL BOSTON</b>			<b>346</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>17</b>	<b>341</b>
CHICAGO (O'HARE)	AIR INDIA	S	26	0	0	42	19	15	15	8	0	41	69	10	26
	AMERICAN AIRLINES	S	195	0	0	64	19	11	5	1	0	18	85	8	246
	BRITISH AIRWAYS PLC	S	121	0	0	50	17	17	16	1	1	32	77	11	121
	UNITED AIRLINES	S	187	0	1	68	11	11	9	1	1	22	82	10	186

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CHICAGO (O'HARE)</b>			<b>529</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>9</b>	579
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	73	17	8	2	0	10	66	25	58	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>25</b>	58	
DETROIT	BRITISH AIRWAYS PLC	S	60	0	0	48	18	22	10	0	2	50	60	23	60
<b>TOTAL DETROIT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>18</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>60</b>	<b>23</b>	60
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	60	23	8	8	2	0	20	63	13	62
<b>TOTAL HOUSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>13</b>	62
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	60	0	0	68	18	10	3	0	13	80	8	60	
	BRITISH AIRWAYS PLC	S	122	0	0	57	22	16	5	0	18	56	18	124	
	UNITED AIRLINES	S	62	0	0	81	13	3	3	0	8	84	7	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	116	1	2	59	24	9	8	0	18	49	23	118	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>360</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>16</b>	364	
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	89	0	0	74	12	9	4	0	12	86	8	86	
	BRITISH AIRWAYS PLC	S	147	0	0	50	17	26	7	0	24	54	22	137	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	24	39	27	10	0	30	47	39	60	
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>298</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>22</b>	283	
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	15	32	31	13	5	69	53	67	62	
	AMERICAN AIRLINES	S	344	0	0	58	21	12	7	1	23	66	20	347	
	BRITISH AIRWAYS PLC	S	417	0	1	52	19	19	9	1	31	72	15	415	
	KUWAIT AIRWAYS	S	27	0	0	33	19	33	15	0	36	81	12	27	
	UNITED AIRLINES	S	62	0	0	73	15	3	8	2	18	90	6	124	
	VIRGIN ATLANTIC AIRWAYS LTD	S	177	0	0	53	24	16	7	0	20	55	29	177	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1089</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>28</b>	<b>69</b>	<b>21</b>	1152	
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	172	0	0	60	19	13	7	1	20	73	13	165	
	VIRGIN ATLANTIC AIRWAYS LTD	S	117	0	0	59	23	9	8	1	22	60	19	107	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>21</b>	<b>68</b>	<b>15</b>	272	
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	119	0	0	62	19	11	6	1	30	73	14	120	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>30</b>	<b>73</b>	<b>14</b>	120	
PHOENIX	BRITISH AIRWAYS PLC	S	51	0	0	63	25	10	2	0	14	66	14	50	
<b>TOTAL PHOENIX</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	50	
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	115	0	0	71	17	8	4	0	14	77	21	120	
	UNITED AIRLINES	S	124	0	0	81	11	6	1	1	9	85	8	124	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	48	30	15	7	0	25	50	27	60	
<b>TOTAL SAN FRANCISCO</b>			<b>299</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>17</b>	304	
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	60	19	13	8	0	17	65	40	62	
<b>TOTAL SEATTLE (TACOMA)</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>17</b>	<b>65</b>	<b>40</b>	62	
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	122	0	0	67	15	13	4	1	16	78	11	160	
	UNITED AIRLINES	S	183	0	0	79	11	7	2	1	10	82	12	186	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	38	32	22	8	0	28	65	16	60	
<b>TOTAL WASHINGTON (DULLES)</b>			<b>365</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>15</b>	<b>78</b>	<b>12</b>	406	
<b>TOTAL USA</b>			<b>4049</b>	<b>2</b>	<b>4</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>17</b>	4171	

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>UZBEKISTAN</b>															
TASHKENT	BMED	S	25	0	0	24	20	12	36	4	4	74	44	22	25
	UZBEKISTAN AIRLINES	S	30	0	6	37	13	23	17	10	0	57	38	44	34
<b>TOTAL TASHKENT</b>			<b>55</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>16</b>	<b>18</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>64</b>	<b>41</b>	<b>34</b>	<b>59</b>
<b>TOTAL UZBEKISTAN</b>			<b>55</b>	<b>0</b>	<b>6</b>	<b>31</b>	<b>16</b>	<b>18</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>64</b>	<b>41</b>	<b>34</b>	<b>59</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	27	0	0	52	30	11	7	0	0	24	56	144	27
<b>TOTAL LUSAKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>144</b>	<b>27</b>
<b>TOTAL ZAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>144</b>	<b>27</b>
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	27	0	0	67	26	0	7	0	0	18	78	9	27
<b>TOTAL HARARE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>9</b>	<b>27</b>
<b>TOTAL ZIMBABWE</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>9</b>	<b>27</b>
<b>TOTAL HEATHROW</b>			<b>37768</b>	<b>32</b>	<b>118</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>18</b>	<b>37423</b>

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	213	0	6	85	10	3	1	0	0	8	85	8	211
<b>TOTAL ANTWERP</b>			<b>213</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>211</b>
BRUSSELS	VLM (BELGIUM)	S	174	0	6	83	14	3	0	0	0	7	68	15	163
<b>TOTAL BRUSSELS</b>			<b>174</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>15</b>	<b>163</b>
<b>TOTAL BELGIUM</b>			<b>387</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>374</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	88	0	0	70	19	6	3	1	0	13	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	36	1	0	67	11	22	0	0	0	15	58	22	43
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>22</b>	<b>43</b>
PARIS (ORLY)	CITY JET	S	148	0	0	76	15	7	3	0	0	13	68	17	141
<b>TOTAL PARIS (ORLY)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>17</b>	<b>141</b>
<b>TOTAL FRANCE</b>			<b>184</b>	<b>8</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>18</b>	<b>184</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFFTRANSP	S	80	0	2	53	25	20	3	0	0	18	94	6	82
<b>TOTAL BREMEN</b>			<b>80</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>94</b>	<b>6</b>	<b>82</b>
DUSSELDORF	EUROWINGS LUFFTVERKEHRS	S	62	0	0	71	15	10	5	0	0	15	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	<b>64</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	98	0	0	66	19	9	5	0	0	16	64	15	96
	BA CONNECT LTD	S	103	0	0	67	15	7	12	0	0	22	66	17	106
<b>TOTAL FRANKFURT MAIN</b>			<b>201</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>16</b>	<b>202</b>
MUNICH	CIRRUS LUFFTFAHRT	S	60	0	8	45	32	20	3	0	0	22	51	24	57
<b>TOTAL MUNICH</b>			<b>60</b>	<b>0</b>	<b>8</b>	<b>45</b>	<b>32</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>51</b>	<b>24</b>	<b>57</b>
<b>TOTAL GERMANY</b>			<b>403</b>	<b>2</b>	<b>10</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>405</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	204	0	0	72	14	9	4	0	1	18	87	9	223
<b>TOTAL DUBLIN</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>87</b>	<b>9</b>	<b>223</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>87</b>	<b>9</b>	<b>223</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	192	0	4	89	7	4	0	0	0	7	67	14	144
	VLM (BELGIUM)	S	124	0	6	77	15	5	3	0	0	13	68	12	126
<b>TOTAL LUXEMBOURG</b>			<b>316</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>13</b>	<b>270</b>
<b>TOTAL LUXEMBOURG</b>			<b>316</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>13</b>	<b>270</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	279	0	0	73	17	8	2	0	0	11	74	14	247
	VLM (BELGIUM)	S	111	0	10	85	5	5	5	0	0	10	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>390</b>	<b>1</b>	<b>10</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>247</b>
ROTTERDAM	VLM (BELGIUM)	S	244	0	10	88	8	2	1	1	0	8	87	5	232
<b>TOTAL ROTTERDAM</b>			<b>244</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>232</b>
<b>TOTAL NETHERLANDS</b>			<b>634</b>	<b>1</b>	<b>20</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	<b>479</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	141	0	2	87	2	10	1	0	0	8	78	12	152
<b>TOTAL BASLE MULHOUSE</b>			<b>141</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>152</b>
GENEVA	BA CONNECT LTD	S	112	0	0	71	13	9	7	0	0	15	69	17	119
	SWISS AIRLINES	S	198	0	2	64	21	9	6	0	0	17	69	15	202
<b>TOTAL GENEVA</b>			<b>310</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>16</b>	<b>321</b>
ZURICH	SWISS AIRLINES	S	282	4	1	70	21	6	4	0	0	13	71	13	244
<b>TOTAL ZURICH</b>			<b>282</b>	<b>4</b>	<b>1</b>	<b>70</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>244</b>
<b>TOTAL SWITZERLAND</b>			<b>733</b>	<b>4</b>	<b>5</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>14</b>	<b>717</b>
<b>UNITED KINGDOM</b>															
DUNDEE	SCOT AIRWAYS	S	163	0	7	66	18	6	10	0	0	19	78	11	158
<b>TOTAL DUNDEE</b>			<b>163</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>158</b>
EDINBURGH	BA CONNECT LTD	S	189	0	0	70	20	6	4	0	0	13	83	11	121
	SCOT AIRWAYS	S	281	1	41	80	12	6	3	0	0	11	83	9	314
<b>TOTAL EDINBURGH</b>			<b>470</b>	<b>1</b>	<b>41</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>435</b>
ISLE OF MAN	EUROMANX GMBH	S	146	0	4	82	13	5	1	0	0	10	0	0	0
	VLM (BELGIUM)	S	32	0	2	78	16	6	0	0	0	11	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>178</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>5</b>	<b>48</b>
JERSEY	VLM (BELGIUM)	S	43	0	3	72	12	7	9	0	0	18	88	13	144
<b>TOTAL JERSEY</b>			<b>43</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>88</b>	<b>13</b>	<b>144</b>
LIVERPOOL	VLM (BELGIUM)	S	200	0	10	83	14	3	2	0	0	8	82	9	221
<b>TOTAL LIVERPOOL</b>			<b>200</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>221</b>
MANCHESTER	VLM (BELGIUM)	S	263	0	13	77	14	6	3	0	0	13	88	6	337
<b>TOTAL MANCHESTER</b>			<b>263</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>14</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>337</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1317</b>	<b>4</b>	<b>80</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>1596</b>
<b>TOTAL LONDON CITY</b>			<b>4266</b>	<b>21</b>	<b>137</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>4248</b>

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	AUSTRIAN ARROWS	C	3	0	0	67	33	0	0	0	0	10	0	0	0
<b>TOTAL INNSBRUCK</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>10</b>	<b>67</b>	<b>25</b>	<b>3</b>
KLAGENFURT	STYRIAN SPIRIT	S	13	0	0	69	15	15	0	0	0	10	0	0	0
<b>TOTAL KLAGENFURT</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	THOMSONFLY LTD	C	3	0	0	67	33	0	0	0	0	16	67	6	3
<b>TOTAL SALZBURG</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>16</b>	<b>67</b>	<b>6</b>	<b>3</b>	
<b>TOTAL AUSTRIA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>15</b>	<b>6</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	4	0	0	25	50	25	0	0	0	24	0	0	0
	HELIOS AIRWAYS LTD	S	41	2	4	56	20	12	10	2	0	24	70	17	56
<b>TOTAL LARNACA</b>			<b>45</b>	<b>2</b>	<b>4</b>	<b>53</b>	<b>22</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>17</b>	<b>56</b>
PAPHOS	THOMSONFLY LTD	C	10	0	0	70	10	20	0	0	0	13	64	13	14
<b>TOTAL PAPHOS</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>13</b>	<b>64</b>	<b>13</b>	<b>14</b>
<b>TOTAL CYPRUS</b>			<b>55</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>16</b>	<b>70</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	7	50	33	10
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>33</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>33</b>	<b>10</b>
<b>FINLAND</b>															
ENONTEKIO	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	2	50	10	2
<b>TOTAL ENONTEKIO</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>50</b>	<b>10</b>	<b>2</b>
KITTILA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL KITTILA</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>25</b>	<b>36</b>	<b>4</b>
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	52	100	2	2
	THOMSONFLY LTD	C	9	0	0	33	22	11	33	0	0	46	38	41	13
<b>TOTAL ROVANIEMI</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>9</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>47</b>	<b>33</b>	<b>17</b>
<b>TOTAL FINLAND</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>6</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>43</b>	<b>32</b>	<b>23</b>
<b>FRANCE</b>															
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	8	13	3	0	2	22	0	0	0
<b>TOTAL GRENOBLE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	164	1	2	63	18	16	2	0	0	15	63	16	164
<b>TOTAL NICE</b>			<b>164</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>16</b>	<b>164</b>
NIMES	RYANAIR	S	58	0	2	64	26	5	5	0	0	17	0	0	0
<b>TOTAL NIMES</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>26</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	191	1	1	65	15	14	6	1	0	19	62	18	184

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				Actual (7)	Plan (8)										
TOTAL PARIS (CHARLES DE GAULLE)			191	1	1	65	15	14	6	1	0	19	62	18	184
TOTAL FRANCE			473	3	5	65	17	14	4	0	0	18	66	15	412
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	161	0	1	65	17	11	7	1	0	21	73	12	164
TOTAL BERLIN (SCHONEFELD)			161	0	1	65	17	11	7	1	0	21	73	12	164
BREMEN	EASYJET AIRLINE COMPANY LTD	S	58	0	2	50	16	28	7	0	0	23	0	0	0
TOTAL BREMEN			58	0	2	50	16	28	7	0	0	23	0	0	0
TOTAL COLOGNE (BONN)			2	1	0	100	0	0	0	0	0	6	0	0	0
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	102	0	0	74	13	11	3	0	0	13	63	15	104
TOTAL DORTMUND			102	0	0	74	13	11	3	0	0	13	63	15	104
TOTAL GERMANY			323	2	3	65	15	14	6	1	0	19	69	13	268
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	42	0	2	71	14	5	10	0	0	14	78	16	46
TOTAL GIBRALTAR			42	0	2	71	14	5	10	0	0	14	78	16	46
TOTAL GIBRALTAR			42	0	2	71	14	5	10	0	0	14	78	16	46
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	60	23	5	8	3	0	23	65	11	60
TOTAL ATHENS			60	0	0	60	23	5	8	3	0	23	65	11	60
TOTAL GREECE			60	0	0	60	23	5	8	3	0	23	65	11	60
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	115	0	1	72	12	11	3	2	0	17	75	12	117
	WIZZ AIR	S	58	2	0	74	10	7	5	3	0	25	67	20	116
TOTAL BUDAPEST			173	2	1	73	12	10	3	2	0	20	71	16	233
TOTAL HUNGARY			173	2	1	73	12	10	3	2	0	20	71	16	233
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	58	0	2	79	9	7	3	2	0	17	0	0	0
TOTAL CONNAUGHT			58	0	2	79	9	7	3	2	0	17	0	0	0
DUBLIN	RYANAIR	S	216	2	0	72	15	8	4	1	0	16	70	11	220
TOTAL DUBLIN			216	4	0	72	15	8	4	1	0	16	70	11	220
GALWAY	AER ARRAN	S	105	0	1	79	8	4	9	1	0	17	84	13	80
TOTAL GALWAY			105	0	1	79	8	4	9	1	0	17	84	13	80
SHANNON	RYANAIR	S	60	0	0	67	13	13	7	0	0	19	0	0	0
TOTAL SHANNON			60	0	0	67	13	13	7	0	0	19	0	0	0
WATERFORD	AER ARRAN	S	105	0	1	82	4	4	9	2	0	18	87	15	60
TOTAL WATERFORD			105	0	1	82	4	4	9	2	0	18	87	15	60
TOTAL IRISH REPUBLIC			544	4	4	75	10	7	6	1	0	17	76	12	360



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			Actual (7)	Plan (8)											
<b>ISRAEL</b>															
OVDA	FLYJET LTD	C	8	0	0	75	13	13	0	0	0	9	0	70	1
	MONARCH AIRLINES	C	3	0	0	0	0	33	67	0	0	65	100	6	1
<b>TOTAL OVDA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>13</b>	<b>13</b>
<b>TOTAL ISRAEL</b>			<b>13</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>13</b>	<b>13</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	110	0	0	72	15	7	6	0	0	17	86	6	116
<b>TOTAL BERGAMO</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>6</b>	<b>116</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	34	0	0	50	26	24	0	0	0	18	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	RYANAIR	S	58	0	0	66	24	9	2	0	0	15	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>58</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
TREVISO	RYANAIR	S	54	0	2	67	11	9	9	4	0	27	0	0	0
<b>TOTAL TREVISO</b>			<b>54</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	EASYJET AIRLINE COMPANY LTD	S	66	0	0	44	30	17	9	0	0	26	72	11	60
<b>TOTAL TURIN</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>30</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>11</b>	<b>60</b>
<b>TOTAL ITALY</b>			<b>322</b>	<b>7</b>	<b>2</b>	<b>62</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>7</b>	<b>176</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	268	0	2	75	12	8	3	2	0	16	76	10	280
<b>TOTAL AMSTERDAM</b>			<b>269</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>280</b>
<b>TOTAL NETHERLANDS</b>			<b>269</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>10</b>	<b>280</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	77	2	0	60	19	16	5	0	0	18	29	48	52
<b>TOTAL GDANSK</b>			<b>77</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>29</b>	<b>48</b>	<b>52</b>
KATOWICE	WIZZ AIR	S	91	3	0	57	23	10	9	1	0	22	60	32	100
<b>TOTAL KATOWICE</b>			<b>91</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>32</b>	<b>100</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	64	0	0	63	19	8	8	3	0	24	60	18	60
<b>TOTAL KRAKOW</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>18</b>	<b>60</b>
POZNAN	WIZZ AIR	S	39	0	0	74	8	5	10	3	0	21	0	0	0
<b>TOTAL POZNAN</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>5</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	EASYJET AIRLINE COMPANY LTD	S	106	1	2	66	19	7	7	1	1	27	78	15	108
	WIZZ AIR	S	108	0	0	57	14	17	10	2	0	25	43	52	104
<b>TOTAL WARSAW</b>			<b>214</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>33</b>	<b>212</b>
<b>TOTAL POLAND</b>			<b>485</b>	<b>7</b>	<b>2</b>	<b>62</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>32</b>	<b>424</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	10	10	7	0	0	13	78	9	32
	MONARCH AIRLINES	S	32	0	0	84	13	3	0	0	0	5	90	6	20

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL FARO			92	1	0	77	11	8	4	0	0	10	83	8	52
TOTAL PORTUGAL(EXCLUDING MADEIRA)			92	1	0	77	11	8	4	0	0	10	83	8	52
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	100	4	8
TOTAL FUNCHAL			8	0	0	88	13	0	0	0	0	7	100	4	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	88	13	0	0	0	0	7	100	4	8
SLOVAK REPUBLIC															
BRATISLAVA	EASYJET AIRLINE COMPANY LTD	S	59	0	3	46	29	19	3	3	0	29	61	19	46
TOTAL BRATISLAVA			59	0	3	46	29	19	3	3	0	29	61	19	46
TOTAL SLOVAK REPUBLIC			59	0	3	46	29	19	3	3	0	29	61	19	46
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	18	5	0	0	0	11	66	14	64
	MONARCH AIRLINES	S	50	0	0	78	6	6	2	8	0	28	71	14	52
	THOMSONFLY LTD	C	10	1	0	70	10	10	10	0	0	14	88	7	8
TOTAL ALICANTE			120	1	0	77	13	6	2	3	0	18	69	14	125
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	175	0	3	70	14	12	3	0	0	15	78	10	178
TOTAL BARCELONA			175	0	3	70	14	12	3	0	0	15	78	10	178
GERONA	RYANAIR	S	56	0	0	84	5	9	2	0	0	9	0	0	0
TOTAL GERONA			56	0	0	84	5	9	2	0	0	9	0	0	0
MADRID	EASYJET AIRLINE COMPANY LTD	S	117	0	1	68	13	16	3	1	0	17	75	11	124
TOTAL MADRID			117	0	1	68	13	16	3	1	0	17	74	11	126
MAHON	MONARCH AIRLINES	S	18	0	0	94	6	0	0	0	0	3	60	37	10
TOTAL MAHON			18	0	0	94	6	0	0	0	0	3	60	37	10
MALAGA	EASYJET AIRLINE COMPANY LTD	S	127	1	0	65	24	10	2	0	0	15	73	10	145
	MONARCH AIRLINES	S	64	1	0	67	17	11	5	0	0	16	63	17	60
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	5	100	4	8
TOTAL MALAGA			199	4	0	67	21	10	3	0	0	15	71	12	213
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	92	5	2	2	0	0	7	0	0	0
TOTAL MURCIA SAN JAVIER			60	0	0	92	5	2	2	0	0	7	0	0	0
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	55	25	18	2	0	0	18	83	5	42
TOTAL PALMA DE MALLORCA			44	0	0	55	25	18	2	0	0	18	83	5	42
REUS	RYANAIR	S	60	0	0	88	2	8	2	0	0	6	0	0	0
TOTAL REUS			60	0	0	88	2	8	2	0	0	6	0	0	0
TOTAL SPAIN			850	8	4	73	14	10	2	1	0	14	74	12	695
SPAIN(CANARY ISLANDS)															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	33	0	0	0	0	8	100	2	10
	MONARCH AIRLINES	S	10	0	0	20	40	40	0	0	0	23	90	7	10
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	9	80	6	10

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL ARRECIFE			24	0	0	50	29	21	0	0	0	15	90	5	30
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	15	90	6	10
TOTAL FUERTEVENTURA			8	0	0	75	0	25	0	0	0	15	94	6	18
LAS PALMAS	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	4	38	18	8
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	9	60	32	10
TOTAL LAS PALMAS			18	0	0	94	6	0	0	0	0	7	50	26	18
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	6	0	0	33	0	0	50	17	0	101	79	7	14
	MONARCH AIRLINES	S	70	0	0	67	23	10	0	0	0	12	52	33	42
	THOMSONFLY LTD	C	18	1	0	83	11	6	0	0	0	7	56	24	18
TOTAL TENERIFE (SURREINA SOFIA)			94	1	0	68	19	9	3	1	0	17	58	26	74
TOTAL SPAIN(CANARY ISLANDS)			144	1	0	69	18	10	2	1	0	15	69	19	140
SWEDEN															
VASTERAS	RYANAIR	S	99	0	1	67	18	11	4	0	0	17	0	0	0
TOTAL VASTERAS			99	0	1	67	18	11	4	0	0	17	0	0	0
TOTAL SWEDEN			99	0	1	67	18	11	4	0	0	17	0	0	0
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	117	1	1	71	16	9	3	1	0	15	56	20	118
TOTAL BASLE MULHOUSE			117	1	1	71	16	9	3	1	0	15	56	20	118
GENEVA	EASYJET AIRLINE COMPANY LTD	S	267	0	7	58	17	15	9	1	0	24	73	12	272
TOTAL GENEVA			267	3	7	58	17	15	9	1	0	24	73	12	272
ZURICH	HELVETIC AIRWAYS	S	103	0	3	74	18	5	3	0	0	12	0	0	0
TOTAL ZURICH			103	1	3	74	18	5	3	0	0	12	0	231	1
TOTAL SWITZERLAND			487	9	11	65	17	11	6	1	0	19	68	15	391
TUNISIA															
MONASTIR	NOUVELAIR TUNISIE	C	2	0	0	0	50	0	0	50	0	107	0	0	0
	THOMSONFLY LTD	C	8	0	0	63	25	0	13	0	0	16	75	10	8
TOTAL MONASTIR			10	0	0	50	30	0	10	10	0	34	75	10	8
TOTAL TUNISIA			10	0	0	50	30	0	10	10	0	34	75	10	8
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	103	0	1	59	8	21	11	1	0	28	64	14	116
TOTAL ABERDEEN			103	0	1	59	8	21	11	1	0	28	64	14	116
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	270	0	0	75	10	13	2	0	0	11	79	11	276
TOTAL BELFAST INTERNATIONAL			270	0	0	75	10	13	2	0	0	11	79	11	276
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	306	0	2	77	13	7	3	0	0	11	75	11	328
TOTAL EDINBURGH			306	1	2	77	13	7	3	0	0	11	75	11	328
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	318	0	2	85	8	5	1	1	0	9	91	5	334
TOTAL GLASGOW			318	1	2	85	8	5	1	1	0	9	91	5	334
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	20	20	2	2	0	21	63	14	60

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>14</b>	<b>60</b>
<b>ISLE OF MAN</b>	AER ARRAN	S	98	0	6	71	8	9	10	0	1	24	0	0	0
	BA CONNECT LTD	S	36	0	0	86	8	6	0	0	0	6	95	8	58
<b>TOTAL ISLE OF MAN</b>			<b>134</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>95</b>	<b>8</b>	<b>59</b>
<b>MANCHESTER</b>	FLYJET LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	2	1	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MANCHESTER</b>			<b>11</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>22</b>	<b>2</b>
<b>NEWCASTLE</b>	FLIGHTLINE LTD	C	2	0	0	50	50	0	0	0	0	19	50	12	2
<b>TOTAL NEWCASTLE</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>19</b>	<b>50</b>	<b>12</b>	<b>2</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1207</b>	<b>11</b>	<b>11</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>1177</b>
<b>TOTAL LUTON</b>			<b>5762</b>	<b>79</b>	<b>55</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>14</b>	<b>4913</b>

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
<b>INNSBRUCK</b>	AUSTRIAN ARROWS	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	80	7	5
	LAUDA-AIR	C	5	0	0	100	0	0	0	0	0	0	50	9	2
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	1	100	0	4
<b>TOTAL INNSBRUCK</b>			<b>24</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>58</b>	<b>29</b>	19
<b>SALZBURG</b>															
<b>SALZBURG</b>	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	9	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	33	0	0	0	17	100	2	3
	SKY EUROPE	S	18	0	0	67	6	28	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	0	100	2	7
	THOMSONFLY LTD	C	5	0	0	80	0	0	20	0	0	24	57	10	7
<b>TOTAL SALZBURG</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>5</b>	21	
<b>VIENNA</b>															
<b>VIENNA</b>	BA CONNECT LTD	S	60	0	0	75	8	0	15	2	0	21	79	12	53
<b>TOTAL VIENNA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>12</b>	53
<b>TOTAL AUSTRIA</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>5</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	93
<b>BARBADOS</b>															
<b>BRIDGETOWN</b>															
<b>BRIDGETOWN</b>	BMI BRITISH MIDLAND	S	19	0	0	42	21	32	5	0	0	20	86	11	21
	EXCEL AIRWAYS LTD	C	10	0	0	10	20	20	50	0	0	56	25	78	8
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	33	0	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	0	0	36	7	14	29	14	0	78	41	42	17
	THOMSONFLY LTD	C	13	0	0	38	31	8	15	8	0	47	53	25	19
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	63	13	13	13	0	0	21	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>54</b>	<b>34</b>	69
<b>TOTAL BARBADOS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>17</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>54</b>	<b>34</b>	69
<b>BELGIUM</b>															
<b>BRUSSELS</b>															
<b>BRUSSELS</b>	BA CONNECT LTD	S	115	0	0	84	5	9	2	0	0	10	83	9	112
	SN BRUSSELS AIRLINES	S	144	0	2	85	8	6	1	0	0	8	81	7	152
<b>TOTAL BRUSSELS</b>			<b>259</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	264
<b>TOTAL BELGIUM</b>			<b>259</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>8</b>	264
<b>BULGARIA</b>															
<b>PLOVDIV</b>															
<b>PLOVDIV</b>	BH AIR	C	3	0	0	0	0	67	33	0	0	60	0	200	4
	EXCEL AIRWAYS LTD	C	3	0	0	33	0	33	33	0	0	46	0	0	0
<b>TOTAL PLOVDIV</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>14</b>	<b>154</b>	7
<b>SOFIA</b>															
<b>SOFIA</b>	BH AIR	C	2	0	0	100	0	0	0	0	0	3	50	24	4
	BULGARIA AIR	S	16	0	0	69	6	0	13	0	13	75	0	0	0
	MONARCH AIRLINES	C	3	0	0	100	0	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	0	33	0	73	100	1	3
	THOMSONFLY LTD	C	3	0	0	33	0	67	0	0	0	21	67	7	3
<b>TOTAL SOFIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>7</b>	<b>56</b>	<b>70</b>	<b>12</b>	10
<b>TOTAL BULGARIA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>3</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>55</b>	<b>42</b>	<b>68</b>	19

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>CANADA</b>															
<b>CALGARY</b>	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	S	2	0	0	100	0	0	0	0	0	7	0	0	0
	ZOOM AIRLINES	S	7	0	0	43	0	0	57	0	0	67	0	0	0
<b>TOTAL CALGARY</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>75</b>	<b>26</b>	<b>4</b>
<b>TORONTO</b>	AIR TRANSAT	S	10	0	0	20	20	60	0	0	0	32	70	16	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	9	0	0	0	0
	PAKISTAN INTL AIRLINES	S	26	0	0	50	19	4	19	0	8	78	78	16	18
	THOMAS COOK AIRLINES LTD	S	2	0	0	50	50	0	0	0	0	15	0	0	0
	ZOOM AIRLINES	S	12	0	0	67	8	0	25	0	0	32	0	0	0
<b>TOTAL TORONTO</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>75</b>	<b>16</b>	<b>28</b>
<b>VANCOUVER</b>	ZOOM AIRLINES	S	10	0	0	70	30	0	0	0	0	8	0	0	0
<b>TOTAL VANCOUVER</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>76</b>	<b>16</b>	<b>34</b>
<b>CUBA</b>															
<b>CUNAGUA ( CAYO COCO)</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	17	100	4	8
<b>TOTAL CUNAGUA ( CAYO COCO)</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>100</b>	<b>4</b>	<b>8</b>
<b>HOLGUIN (FRANK PAIS)</b>	FIRST CHOICE AIRWAYS LTD	C	6	0	0	100	0	0	0	0	2	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	0	33	0	73	75	22	4
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>22</b>	<b>4</b>
<b>VARADERO</b>	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	1	0	63	0	25	13	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	60	0	0	0	40	0	89	50	27	4
<b>TOTAL VARADERO</b>			<b>17</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>39</b>	<b>50</b>	<b>27</b>	<b>4</b>
<b>TOTAL CUBA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>12</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>30</b>	<b>81</b>	<b>14</b>	<b>16</b>
<b>CYPRUS</b>															
<b>LARNACA</b>	CYPRUS AIRWAYS	S	23	0	0	78	22	0	0	0	0	8	83	12	23
	EUROCYPRIA AIRLINES LTD	C	4	0	0	50	0	50	0	0	0	25	0	0	0
	HELIOS AIRWAYS LTD	S	10	0	0	80	0	0	0	0	20	135	40	11	5
<b>TOTAL LARNACA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>75</b>	<b>12</b>	<b>28</b>
<b>PAPHOS</b>	CYPRUS AIRWAYS	S	5	0	0	80	0	20	0	0	0	11	100	5	3
	EUROCYPRIA AIRLINES LTD	C	4	0	0	0	50	50	0	0	0	40	58	19	12
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	S	8	0	0	75	13	13	0	0	0	9	90	2	10
	GB AIRWAYS LTD	S	16	0	0	94	6	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	22	0	0	82	9	5	5	0	0	10	75	7	8
	THOMSONFLY LTD	C	17	0	0	94	0	0	6	0	0	11	72	18	18
<b>TOTAL PAPHOS</b>			<b>74</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>73</b>
<b>TOTAL CYPRUS</b>			<b>111</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>76</b>	<b>11</b>	<b>101</b>
<b>CZECH REPUBLIC</b>															
<b>PRAGUE</b>	BMIBABY LTD	S	61	0	1	51	21	21	7	0	0	20	58	35	105
	CSA	S	141	0	6	71	11	9	6	3	0	21	85	7	108

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PRAGUE</b>			<b>202</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>21</b>	213
<b>TOTAL CZECH REPUBLIC</b>			<b>202</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>21</b>	213
<b>DENMARK</b>															
<b>BILLUND</b>	SUN AIR OF SCANDINAVIA	S	84	0	0	69	14	12	5	0	0	15	29	37	90
<b>TOTAL BILLUND</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>29</b>	<b>37</b>	90
<b>COPENHAGEN</b>	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	SAS	S	146	0	0	81	10	3	5	0	0	13	86	8	155
<b>TOTAL COPENHAGEN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>11</b>	288
<b>TOTAL DENMARK</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	378
<b>DOMINICAN REPUBLIC</b>															
<b>LA ROMANA</b>	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	50	14	8
<b>TOTAL LA ROMANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>50</b>	<b>14</b>	8
<b>PUERTO PLATA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	11	33	186	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	22	0	0	0	18	88	3	8
	THOMSONFLY LTD	C	9	0	0	78	0	22	0	0	0	11	100	2	8
<b>TOTAL PUERTO PLATA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>68</b>	25
<b>PUNTA CANA</b>	FIRST CHOICE AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	4	0	0	0
	THOMSONFLY LTD	C	8	0	0	50	25	0	0	0	25	351	100	3	10
<b>TOTAL PUNTA CANA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>217</b>	<b>100</b>	<b>3</b>	10
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>74</b>	<b>43</b>	43
<b>EGYPT</b>															
<b>HURGHADA</b>	EXCEL AIRWAYS LTD	C	10	0	0	30	30	30	10	0	0	30	35	57	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	60	20	20	0	0	0	14	60	20	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	0	29	14	0	0	27	67	20	12
	THOMSONFLY LTD	C	5	0	0	40	0	40	20	0	0	30	60	18	15
<b>TOTAL HURGHADA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>28</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>54</b>	<b>31</b>	67
<b>LUXOR</b>	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	15	75	16	8
	MY TRAVEL AIRWAYS UK	C	3	5	0	100	0	0	0	0	0	1	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	3	80	11	10
<b>TOTAL LUXOR</b>			<b>19</b>	<b>5</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>13</b>	18
<b>MARSA ALAM</b>	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
<b>SHARM EL SHEIKH (OPHIRA)</b>	AIR ATLANTA EUROPE LTD	C	6	0	0	33	17	17	0	0	33	279	0	0	0
	ASTRAEUS LTD	S	3	0	0	0	0	67	33	0	0	55	0	0	0
	EUROCYPRIA AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
	EXCEL AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	33	33	11	22	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	50	20	20	10	0	0	26	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	38	25	6	19	13	0	58	0	0	0
	THOMSONFLY LTD	C	29	0	0	48	21	24	7	0	0	23	0	0	0

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>22</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TABA</b>	ASTRAEUS LTD	C	8	0	0	38	25	13	0	13	13	110	75	11	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	THOMSONFLY LTD	C	10	0	0	30	10	30	30	0	0	41	0	0	0
<b>TOTAL TABA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>51</b>	<b>67</b>	<b>16</b>	<b>9</b>
<b>TOTAL EGYPT</b>			<b>176</b>	<b>5</b>	<b>0</b>	<b>51</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>60</b>	<b>26</b>	<b>94</b>
<b>ESTONIA</b>															
<b>TALLIN</b>	ESTONIAN AIR	S	14	0	0	93	7	0	0	0	0	4	0	0	0
<b>TOTAL TALLIN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ESTONIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FINLAND</b>															
<b>ENONTEKIO</b>	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	2	100	0	2
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	100	0	2
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	7	100	2	2
<b>TOTAL ENONTEKIO</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>19</b>	<b>11</b>
<b>HELSINKI</b>	FINNAIR	S	88	0	0	55	31	13	2	0	0	17	76	16	90
<b>TOTAL HELSINKI</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>31</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>16</b>	<b>91</b>
<b>IVALO</b>	EXCEL AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	100	4	2
<b>TOTAL IVALO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>4</b>	<b>2</b>
<b>KITTILA</b>	FIRST CHOICE AIRWAYS LTD	C	30	0	0	60	7	7	23	3	0	36	70	12	20
	MONARCH AIRLINES	C	22	0	0	55	9	18	18	0	0	26	71	12	21
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	18	80	14	10
	THOMSONFLY LTD	C	3	0	0	33	33	0	33	0	0	57	25	178	8
<b>TOTAL KITTILA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>12</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>67</b>	<b>32</b>	<b>69</b>
<b>ROVANIEMI</b>	ASTRAEUS LTD	C	4	0	0	75	0	25	0	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	71	13	13	4	0	0	14	81	9	16
	MONARCH AIRLINES	C	2	0	0	0	50	0	50	0	0	40	44	54	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	30	0	10	0	0	14	90	6	10
	THOMSONFLY LTD	C	13	0	0	62	8	8	23	0	0	33	22	45	9
<b>TOTAL ROVANIEMI</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>63</b>	<b>24</b>	<b>52</b>
<b>TOTAL FINLAND</b>			<b>217</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>23</b>	<b>229</b>
<b>FRANCE</b>															
<b>BORDEAUX</b>	BMIBABY LTD	S	52	0	0	65	19	8	8	0	0	18	0	0	0
<b>TOTAL BORDEAUX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CHAMBERY</b>	ASTRAEUS LTD	C	15	0	0	53	20	7	20	0	0	37	38	41	8
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	44	59	9
	JET2.COM LTD	S	16	0	0	56	25	6	13	0	0	19	0	0	0
<b>TOTAL CHAMBERY</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>39</b>	<b>53</b>	<b>18</b>
<b>GRENOBLE</b>	EXCEL AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	61	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	22	0	33	0	0	36	40	24	10
	MY TRAVEL AIRWAYS UK	C	3	1	0	100	0	0	0	0	0	1	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GRENOBLE</b>			<b>16</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>20</b>	<b>12</b>
<b>LYON</b>	ASTRAEUS LTD	C	3	0	0	67	0	33	0	0	0	13	0	0	0
	BA CONNECT LTD	S	62	0	0	90	8	0	0	2	0	8	75	21	60
	BMI BRITISH MIDLAND	C	4	0	0	75	0	0	25	0	0	28	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	67	0	0	0	0	15	100	5	3
	THOMSONFLY LTD	C	7	0	0	86	0	0	14	0	0	22	17	40	6
<b>TOTAL LYON</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>26</b>	<b>72</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	305	1	1	77	13	5	4	0	0	12	79	16	334
	BA CONNECT LTD	S	240	0	0	69	14	7	10	0	0	17	74	16	250
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>546</b>	<b>2</b>	<b>1</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>16</b>	<b>584</b>
<b>TARBES-LOURDES INTERNATIONAL</b>	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	20	100	2	2
<b>TOTAL TARBES-LOURDES 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>20</b>	<b>100</b>	<b>2</b>	<b>2</b>
<b>TOULOUSE (BLAGNAC)</b>	BMI REGIONAL	S	58	0	0	84	5	7	3	0	0	9	77	15	56
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	4	0	23	2
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	11	33	32	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>23</b>	<b>70</b>
<b>TOTAL FRANCE</b>			<b>797</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>18</b>	<b>818</b>
<b>GAMBIA</b>															
<b>BANJUL</b>	ASTRAEUS LTD	C	18	0	0	67	6	17	11	0	0	19	60	17	20
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	6	40	22	10
	THOMAS COOK AIRLINES LTD	C	13	0	0	77	15	8	0	0	0	7	75	16	8
<b>TOTAL BANJUL</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>18</b>	<b>38</b>
<b>TOTAL GAMBIA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>18</b>	<b>38</b>
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BA CONNECT LTD	S	55	1	0	82	11	4	4	0	0	9	93	8	57
<b>TOTAL BERLIN (TEGEL)</b>			<b>55</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>107</b>
<b>COLOGNE (BONN)</b>	HAPAG LLOYD EXPRESS	S	50	0	0	62	22	4	12	0	0	22	77	12	74
	VLM (BELGIUM)	C	8	0	0	50	13	13	13	13	0	46	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>5</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>12</b>	<b>74</b>
<b>DUSSELDORF</b>	BA CONNECT LTD	S	130	0	0	91	3	3	3	0	0	6	90	5	174
	LUFTHANSA CITY LINE	S	126	0	0	88	9	1	2	0	0	7	85	7	118
<b>TOTAL DUSSELDORF</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>350</b>
<b>FRANKFURT MAIN</b>	BA CONNECT LTD	S	184	0	0	80	8	7	5	0	0	12	79	13	231
	LUFTHANSA	S	238	0	0	74	15	8	3	0	0	12	80	11	243
<b>TOTAL FRANKFURT MAIN</b>			<b>422</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>12</b>	<b>80</b>	<b>12</b>	<b>474</b>
<b>FRIEDRICHSHAFEN</b>	JET2.COM LTD	C	3	0	0	33	33	0	33	0	0	31	0	0	0
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HAMBURG</b>	AIR BERLIN	S	26	0	0	85	4	0	4	8	0	26	87	9	54
	LUFTHANSA CITY LINE	S	90	0	0	87	4	4	4	0	0	8	85	7	78
<b>TOTAL HAMBURG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>8</b>	<b>132</b>
<b>HANOVER</b>	BA CONNECT LTD	S	82	0	0	89	4	1	5	1	0	10	90	5	86

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 HANOVER			82	0	0	89	4	1	5	1	0	10	90	5	86
MUNICH	LUFTHANSA CITY LINE	S	169	0	0	80	9	7	4	0	0	10	79	14	157
TOTAL MUNICH			169	0	0	80	9	7	4	0	0	10	79	14	159
PADERBORN	AIR BERLIN	S	34	0	0	82	12	3	0	3	0	11	83	12	36
TOTAL PADERBORN			34	0	0	82	12	3	0	3	0	11	83	12	36
STUTTGART	HAPAG LLOYD EXPRESS	S	42	0	0	62	19	14	5	0	0	16	58	28	26
TOTAL STUTTGART			42	0	0	62	19	14	5	0	0	16	72	15	108
TOTAL GERMANY			1237	1	0	81	10	5	4	0	0	11	82	10	1526
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	26	0	0	81	8	4	0	8	0	23	75	10	32
TOTAL GIBRALTAR			26	0	0	81	8	4	0	8	0	23	75	10	32
TOTAL GIBRALTAR			26	0	0	81	8	4	0	8	0	23	75	10	32
GREECE															
ATHENS	OLYMPIC AIRLINES	S	18	0	2	28	39	17	17	0	0	35	59	21	17
TOTAL ATHENS			18	0	2	28	39	17	17	0	0	35	74	13	35
CORFU	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
TOTAL CORFU			2	0	0	100	0	0	0	0	0	6	0	118	1
TOTAL GREECE			20	0	2	35	35	15	15	0	0	32	70	41	37
HUNGARY															
BUDAPEST	JET2.COM LTD	S	34	0	0	85	12	3	0	0	0	6	85	20	59
	MALEV (HUNGARIAN AIRLINES)	C	2	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL BUDAPEST			36	0	0	86	11	3	0	0	0	6	85	20	59
TOTAL HUNGARY			36	0	0	86	11	3	0	0	0	6	85	20	59
INDIA															
GOA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	0	0	25	130	0	0	0
	MONARCH AIRLINES	C	39	0	0	38	18	18	21	0	5	90	50	46	26
	MY TRAVEL AIRWAYS UK	C	9	1	0	78	11	11	0	0	0	10	70	113	10
TOTAL GOA			56	1	0	48	16	14	14	0	7	83	48	65	46
TOTAL INDIA			56	1	0	48	16	14	14	0	7	83	48	65	46
IRAN															
TEHRAN	MAHAN AIR	S	21	0	1	33	24	10	19	10	5	75	0	0	0
TOTAL TEHRAN			21	0	1	33	24	10	19	10	5	75	0	0	0
TOTAL IRAN			21	0	1	33	24	10	19	10	5	75	0	0	0
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	60	0	0	85	3	7	2	3	0	14	72	28	60
TOTAL CONNAUGHT			60	0	0	85	3	7	2	3	0	14	72	28	60
CORK	BMIBABY LTD	S	59	0	1	76	17	5	2	0	0	11	80	22	55

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				Actual (7)	Plan (8)										
TOTAL CORK			59	0	1	76	17	5	2	0	0	11	76	21	113
DUBLIN	AER LINGUS	S	248	0	0	90	7	1	2	0	0	5	82	9	290
	LUXAIR	S	59	0	0	73	15	7	3	2	0	14	77	13	60
	RYANAIR	S	192	0	2	73	14	8	5	0	0	14	89	4	228
TOTAL DUBLIN			499	0	2	82	11	4	3	0	0	10	84	8	580
GALWAY	AER ARRAN	S	84	0	0	88	2	4	5	1	0	9	93	4	59
TOTAL GALWAY			84	0	0	88	2	4	5	1	0	9	93	4	59
KERRY COUNTY	AER ARRAN	S	44	0	0	91	5	2	2	0	0	4	86	7	28
TOTAL KERRY COUNTY			44	0	0	91	5	2	2	0	0	4	86	7	28
WATERFORD	AER ARRAN	S	23	0	1	87	4	0	0	9	0	21	96	1	25
TOTAL WATERFORD			23	0	1	87	4	0	0	9	0	21	96	1	25
TOTAL IRISH REPUBLIC			769	0	4	83	9	4	3	1	0	10	83	10	923
ISRAEL															
OVDA	FLYJET LTD	C	8	0	0	75	13	13	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL OVDA			10	0	0	80	10	10	0	0	0	8	100	1	10
TOTAL ISRAEL			11	0	0	73	18	9	0	0	0	9	100	1	10
ITALY															
BERGAMO	MY TRAVEL AIRWAYS UK	C	3	0	0	67	33	0	0	0	0	13	67	6	3
TOTAL BERGAMO			3	0	0	67	33	0	0	0	0	13	43	12	7
GENOA	THOMSONFLY LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
TOTAL GENOA			2	0	0	50	0	50	0	0	0	29	0	33	2
MILAN (MALPENSA)	ALITALIA	S	99	0	14	64	15	12	8	0	1	25	96	3	121
	BA CONNECT LTD	S	91	0	0	77	16	5	0	1	0	9	86	7	88
	EUROFLY SPA	C	2	0	0	0	0	100	0	0	0	46	0	0	0
TOTAL MILAN (MALPENSA)			193	2	14	69	16	10	4	1	1	18	92	5	209
TURIN	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	29	100	4	4
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	4	33	85	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	8	67	21	3
	THOMSONFLY LTD	C	3	0	0	33	33	33	0	0	0	23	67	14	6
TOTAL TURIN			13	0	0	69	8	23	0	0	0	17	60	28	20
VERONA VILLAFRANCA	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	15	0	0	0
	THOMSONFLY LTD	C	5	0	0	40	40	20	0	0	0	18	33	35	3
TOTAL VERONA VILLAFRANCA			8	0	0	50	38	13	0	0	0	17	33	35	3
TOTAL ITALY			219	3	14	68	16	11	4	0	0	18	87	9	406
JAMAICA															
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	25	25	50	0	0	50	11	37	9
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	14	133	7
	THOMSONFLY LTD	C	10	0	0	20	30	30	20	0	0	45	0	0	0
TOTAL MONTEGO BAY			22	0	0	45	18	18	18	0	0	30	13	79	16

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL JAMAICA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>18</b>	<b>66</b>	<b>28</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	22	0	0	86	5	9	0	0	0	7	100	3	12
<b>TOTAL RIGA</b>			<b>22</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>7</b>	<b>100</b>	<b>3</b>	<b>12</b>
<b>TOTAL LATVIA</b>			<b>22</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>7</b>	<b>100</b>	<b>3</b>	<b>12</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	59	0	0	78	14	5	3	0	0	12	80	11	60
<b>TOTAL LUXEMBOURG</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>60</b>
<b>TOTAL LUXEMBOURG</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>60</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	36	1	0	83	6	6	3	3	0	16	92	4	36
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>4</b>	<b>36</b>
<b>TOTAL MALAYSIA</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>4</b>	<b>36</b>
<b>MALDIVE ISLANDS</b>															
<b>MALE INTERNATIONAL</b>															
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	13	13	0	45	56	119	9
	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	12	29	48	7
<b>TOTAL MALE INTERNATIONAL</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>88</b>	<b>16</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>88</b>	<b>16</b>
<b>MALTA</b>															
<b>MALTA</b>															
	AIR MALTA	S	63	0	1	79	11	5	5	0	0	14	82	11	65
	GB AIRWAYS LTD	S	28	0	0	75	18	7	0	0	0	8	0	0	0
	HELLO	C	20	0	0	45	25	5	15	10	0	50	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	2	50	32	4
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	10	50	9	4
	THOMSONFLY LTD	C	8	0	0	25	38	25	13	0	0	30	100	2	8
<b>TOTAL MALTA</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>10</b>	<b>93</b>
<b>TOTAL MALTA</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>10</b>	<b>93</b>
<b>MEXICO</b>															
<b>ACAPULCO</b>															
ACAPULCO	THOMAS COOK AIRLINES LTD	C	3	0	0	0	0	67	33	0	0	67	50	16	2
<b>TOTAL ACAPULCO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>50</b>	<b>14</b>	<b>4</b>
<b>CANCUN</b>															
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	6	50	30	8
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	0	33	0	0	30	89	6	9
	THOMSONFLY LTD	C	5	4	0	40	20	0	40	0	0	66	70	89	10
<b>TOTAL CANCUN</b>			<b>11</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>9</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>70</b>	<b>44</b>	<b>27</b>
<b>TOTAL MEXICO</b>			<b>14</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>68</b>	<b>40</b>	<b>31</b>
<b>MOROCCO</b>															
<b>AGADIR</b>															
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	100	2	10
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	25	34	4

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)
AGADIR	THOMSONFLY LTD	C	8	0	0	50	38	13	0	0	0	14	0	0	0
<b>TOTAL AGADIR</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>11</b>	<b>14</b>
MARRAKESH	GB AIRWAYS LTD	S	18	0	0	78	11	0	0	11	0	28	0	0	0
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>14</b>
<b>NETHERLANDS</b>															
AMSTERDAM	JET2.COM LTD	S	146	0	0	84	8	4	3	1	0	10	0	0	0
	KLM	S	242	1	0	79	7	6	7	0	0	14	82	10	181
	KLM CITYHOPPER	S	98	2	0	67	7	10	15	0	0	26	57	26	153
<b>TOTAL AMSTERDAM</b>			<b>486</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>14</b>	<b>484</b>
<b>TOTAL NETHERLANDS</b>			<b>486</b>	<b>3</b>	<b>0</b>	<b>78</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>14</b>	<b>484</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BA CONNECT LTD	S	57	0	0	77	18	5	0	0	0	8	82	17	90
	SAS	S	34	0	0	59	9	24	9	0	0	22	57	14	30
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>16</b>	<b>120</b>
<b>TOTAL NORWAY</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>16</b>	<b>122</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	43	0	0	51	14	26	9	0	0	24	34	40	38
<b>TOTAL ISLAMABAD</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>14</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>34</b>	<b>40</b>	<b>38</b>
KARACHI	PAKISTAN INTL AIRLINES	S	91	1	2	44	16	16	18	1	4	59	51	54	89
<b>TOTAL KARACHI</b>			<b>91</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>16</b>	<b>16</b>	<b>18</b>	<b>1</b>	<b>4</b>	<b>59</b>	<b>51</b>	<b>54</b>	<b>89</b>
LAHORE	PAKISTAN INTL AIRLINES	S	14	0	0	21	43	7	29	0	0	54	50	26	18
<b>TOTAL LAHORE</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>43</b>	<b>7</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>50</b>	<b>26</b>	<b>18</b>
<b>TOTAL PAKISTAN</b>			<b>148</b>	<b>1</b>	<b>2</b>	<b>44</b>	<b>18</b>	<b>18</b>	<b>16</b>	<b>1</b>	<b>3</b>	<b>49</b>	<b>46</b>	<b>47</b>	<b>145</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	28	0	0	64	11	4	21	0	0	35	0	0	0
<b>TOTAL KRAKOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	LOT-POLISH AIRLINES	S	53	0	0	75	8	8	9	0	0	14	88	8	51
<b>TOTAL WARSAW</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>8</b>	<b>51</b>
<b>TOTAL POLAND</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>88</b>	<b>8</b>	<b>51</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	14	0	0	86	7	7	0	0	0	7	92	5	12
	JET2.COM LTD	S	24	0	0	88	8	4	0	0	0	6	100	0	1
	MONARCH AIRLINES	S	60	0	0	83	10	5	0	0	2	16	89	6	46
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	3	100	1	9
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	8	8	0	0	0	6	92	7	12
	THOMSONFLY LTD	C	10	0	0	60	40	0	0	0	0	14	100	1	10
<b>TOTAL FARO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>93</b>	<b>5</b>	<b>94</b>
LISBON	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	20	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LISBON	MONARCH AIRLINES	C	6	0	0	33	17	33	17	0	0	40	0	0	0
	PORTUGALIA	S	53	0	0	40	30	25	6	0	0	25	67	16	33
<b>TOTAL LISBON</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>28</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>16</b>	<b>33</b>
OPORTO (PORTUGAL)	PORTUGALIA	S	3	0	0	33	33	0	33	0	0	31	71	17	24
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>71</b>	<b>17</b>	<b>24</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>151</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	13	13	0	51	75	8	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	75	35	8
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	0	100	3	8
<b>TOTAL FUNCHAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>12</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>12</b>	<b>32</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	34	0	0	65	12	12	9	3	0	24	89	6	36
<b>TOTAL DOHA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>6</b>	<b>36</b>
<b>TOTAL QATAR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>6</b>	<b>36</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	C	7	0	0	0	29	43	14	14	0	90	0	0	0
<b>TOTAL SANAA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</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>33</b>	<b>55</b>	<b>3</b>
<b>TOTAL RUMANIA</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>33</b>	<b>55</b>	<b>3</b>
<b>SAUDI ARABIA</b>															
JEDDAH	NOUVELAIR TUNISIE	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL JEDDAH</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>11</b>	<b>0</b>	<b>267</b>	<b>3</b>
<b>TOTAL SAUDI ARABIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>250</b>	<b>0</b>	<b>267</b>	<b>3</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	61	1	1	70	21	7	2	0	0	11	73	12	62
<b>TOTAL SINGAPORE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>62</b>
<b>TOTAL SINGAPORE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>21</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>62</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	26	0	0	69	0	23	8	0	0	19	0	0	0
<b>TOTAL BRATISLAVA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			Actual (7)	Plan (8)											
<b>SPAIN</b>															
<b>ALICANTE</b>	BMIBABY LTD	S	62	0	0	65	19	11	5	0	0	16	68	27	41
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	83	7	3	7	0	0	10	68	12	28
	JET2.COM LTD	S	44	0	0	93	2	0	5	0	0	6	0	0	0
	MONARCH AIRLINES	S	88	0	0	81	14	2	3	0	0	10	79	11	98
	MY TRAVEL AIRWAYS UK	C	21	0	0	81	0	0	10	10	0	32	64	13	22
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	20	5	10	0	0	15	83	8	23
	THOMSONFLY LTD	C	18	0	0	61	6	6	17	11	0	50	83	17	35
<b>TOTAL ALICANTE</b>			<b>283</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>16</b>	<b>255</b>
<b>ALMERIA</b>	MONARCH AIRLINES	S	34	0	0	71	24	6	0	0	0	11	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	0	50	74	4
<b>TOTAL ALMERIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>74</b>	<b>4</b>
<b>BARCELONA</b>	MONARCH AIRLINES	S	59	0	1	83	12	5	0	0	0	8	80	8	60
<b>TOTAL BARCELONA</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>60</b>
<b>GERONA</b>	MY TRAVEL AIRWAYS UK	C	3	1	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL GERONA</b>			<b>3</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MADRID</b>	BA CONNECT LTD	S	95	0	0	82	6	5	6	0	0	11	78	13	92
<b>TOTAL MADRID</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>92</b>
<b>MALAGA</b>	BMIBABY LTD	S	64	0	0	61	14	20	5	0	0	18	29	54	41
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	1	80	21	20
	GB AIRWAYS LTD	S	59	0	1	71	14	8	7	0	0	15	0	0	0
	JET2.COM LTD	S	52	0	0	85	8	4	4	0	0	11	0	0	0
	MONARCH AIRLINES	S	90	1	0	87	9	1	2	1	0	9	79	10	92
	MY TRAVEL AIRWAYS UK	C	12	0	0	92	0	8	0	0	0	4	54	18	13
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	7	100	12	1
	THOMSONFLY LTD	C	19	0	0	84	16	0	0	0	0	4	83	6	24
<b>TOTAL MALAGA</b>			<b>310</b>	<b>2</b>	<b>1</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>21</b>	<b>200</b>
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	32	0	0	100	0	0	0	0	0	0	72	45	32
<b>TOTAL MURCIA SAN JAVIER</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>46</b>	<b>38</b>
<b>PALMA DE MALLORCA</b>	BMIBABY LTD	S	46	0	0	67	22	2	9	0	0	15	57	40	44
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	2	80	7	10
	THOMSONFLY LTD	C	13	0	0	54	31	15	0	0	0	17	100	1	17
<b>TOTAL PALMA DE MALLORCA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>25</b>	<b>76</b>
<b>SEVILLE</b>	FUTURA AIRLINES	C	2	0	0	0	0	50	50	0	0	60	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>891</b>	<b>3</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>19</b>	<b>725</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	EXCEL AIRWAYS LTD	C	15	0	0	73	20	7	0	0	0	10	63	65	16
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	91	3	3	0	0	3	17	82	20	33
	GB AIRWAYS LTD	S	16	0	0	81	19	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	12	0	0	67	0	17	17	0	0	22	45	37	11
	MY TRAVEL AIRWAYS UK	C	18	1	0	94	6	0	0	0	0	3	100	1	18
	THOMAS COOK AIRLINES LTD	C	34	0	0	56	15	18	6	6	0	38	93	4	46

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	THOMSONFLY LTD	C	26	0	0	77	23	0	0	0	0	8	86	14	28
<b>TOTAL ARRECIFE</b>			<b>155</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>81</b>	<b>19</b>	164
FUERTEVENTURA	AIR ATLANTA EUROPE LTD	C	2	0	0	50	0	50	0	0	0	19	0	0	0
	AIR EUROPA	C	3	0	0	67	0	0	33	0	0	55	0	0	0
	EXCEL AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	12	60	9	5
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	82	14	5	0	0	0	7	78	8	23
	MY TRAVEL AIRWAYS UK	C	17	1	0	82	12	6	0	0	0	6	57	14	21
	THOMAS COOK AIRLINES LTD	C	20	0	0	80	10	10	0	0	0	6	92	4	26
	THOMSONFLY LTD	C	18	0	0	61	6	11	22	0	0	37	71	84	17
<b>TOTAL FUERTEVENTURA</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>22</b>	96
LAS PALMAS	EXCEL AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	9	80	5	5
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	95	0	0	5	0	0	6	80	17	20
	GB AIRWAYS LTD	S	21	0	0	95	5	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	88	5	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	6	0	0	0	0	2	50	58	18
	THOMAS COOK AIRLINES LTD	C	20	0	0	75	5	10	10	0	0	18	68	22	34
	THOMSONFLY LTD	C	27	1	0	70	11	4	11	0	4	53	88	10	26
<b>TOTAL LAS PALMAS</b>			<b>119</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>71</b>	<b>22</b>	122
TENERIFE (NORTE LOS RODEOS)	THOMSONFLY LTD	C	10	0	0	70	30	0	0	0	0	12	100	1	3
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>1</b>	3
TENERIFE (SURREINA SOFIA)	AIR ATLANTA EUROPE LTD	C	8	0	0	25	0	38	38	0	0	42	0	0	0
	AIR EUROPA	C	7	0	0	100	0	0	0	0	0	2	0	74	2
	ASTRAEUS LTD	C	2	0	0	0	0	100	0	0	0	44	0	0	0
	EXCEL AIRWAYS LTD	C	17	0	0	41	29	18	6	6	0	32	54	25	28
	FIRST CHOICE AIRWAYS LTD	C	54	0	0	87	6	6	2	0	0	7	77	26	53
	FUTURA AIRLINES	C	7	0	0	57	14	29	0	0	0	18	0	158	1
	GB AIRWAYS LTD	S	68	0	0	68	9	10	10	3	0	24	0	0	0
	MONARCH AIRLINES	C	29	0	0	79	10	10	0	0	0	9	77	22	35
	MONARCH AIRLINES	S	60	0	0	67	15	15	2	2	0	17	81	10	57
	MY TRAVEL AIRWAYS UK	C	44	0	0	82	11	2	5	0	0	10	66	20	44
	THOMAS COOK AIRLINES LTD	C	45	0	0	69	11	4	13	2	0	24	75	10	59
	THOMSONFLY LTD	C	36	0	0	61	6	0	22	11	0	58	71	22	42
	VOLAR AIRLINES	C	13	1	0	85	15	0	0	0	0	6	26	36	19
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>390</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>21</b>	409
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>760</b>	<b>4</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>21</b>	794
ST LUCIA															
ST LUCIA (HEWANORRA)	BMI BRITISH MIDLAND	S	17	0	0	59	18	18	6	0	0	21	57	34	14
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>34</b>	14
<b>TOTAL ST LUCIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>34</b>	14
SWEDEN															
GOTEBORG	CITY AIRLINE	S	82	0	0	62	28	6	4	0	0	16	85	8	82
<b>TOTAL GOTEBORG</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>28</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>8</b>	82
STOCKHOLM (ARLANDA)	SAS	S	64	0	0	81	9	3	6	0	0	10	88	6	66



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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL STOCKHOLM (ARLANDA)			64	0	0	81	9	3	6	0	0	10	88	6	66
TOTAL SWEDEN			146	0	0	71	20	5	5	0	0	13	86	8	148
SWITZERLAND															
BERNE	FLYBE LTD	C	4	0	0	25	50	25	0	0	0	27	0	0	0
	TITAN AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL BERNE			8	0	0	63	25	13	0	0	0	15	0	0	0
GENEVA															
	BA CONNECT LTD	S	77	1	0	71	12	10	6	0	0	16	77	17	102
	BMIBABY LTD	S	16	0	0	81	6	13	0	0	0	8	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	50	13	13	0	0	26	0	22	2
	JET2.COM LTD	S	30	1	0	83	10	7	0	0	0	8	77	17	26
	THOMSONFLY LTD	C	8	0	0	63	38	0	0	0	0	10	33	29	6
TOTAL GENEVA			139	2	0	72	14	9	4	0	0	13	74	18	145
ZURICH	SWISS AIRLINES	S	181	0	0	64	19	12	5	0	0	16	62	17	181
TOTAL ZURICH			181	0	0	64	19	12	5	0	0	16	68	14	279
TOTAL SWITZERLAND			328	2	0	67	17	11	5	0	0	15	70	15	523
SYRIA															
DAMASCUS	SYRIANAIR	S	14	0	1	36	7	50	7	0	0	28	46	24	24
TOTAL DAMASCUS			14	0	1	36	7	50	7	0	0	28	46	24	24
TOTAL SYRIA			14	0	1	36	7	50	7	0	0	28	46	24	24
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	18	0	0	50	17	11	22	0	0	37	75	12	12
TOTAL PORT OF SPAIN			18	0	0	50	17	11	22	0	0	37	75	12	12
TOTAL TRINIDAD AND TOBAGO			18	0	0	50	17	11	22	0	0	37	75	12	12
TUNISIA															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	10	50	23	8
	MY TRAVEL AIRWAYS UK	C	11	0	0	64	0	9	27	0	0	23	75	8	12
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	5	38	53	8
	THOMSONFLY LTD	C	16	0	0	50	19	0	19	13	0	56	61	29	18
TOTAL MONASTIR			43	0	0	65	7	9	14	5	0	29	54	28	50
TOTAL TUNISIA			43	0	0	65	7	9	14	5	0	29	54	28	50
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	13	0	0	69	8	23	0	0	0	13	88	7	8
TOTAL ANTALYA			13	0	0	69	8	23	0	0	0	13	65	32	20
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	40	30	30	0	0	0	19	0	0	0
	ONUR AIR	C	6	0	0	33	17	0	50	0	0	47	0	0	0
TOTAL DALAMAN			16	0	0	38	25	19	19	0	0	29	0	0	0
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	29	35	21	13	2	0	33	74	13	62
TOTAL ISTANBUL			62	0	0	29	35	21	13	2	0	33	70	16	70
TOTAL TURKEY			91	0	0	36	30	21	12	1	0	30	69	19	90

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			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	2	47	28	18	6	1	1	27	73	12	125
TOTAL DUBAI			124	0	2	47	28	18	6	1	1	27	73	12	125
TOTAL UNITED ARAB EMIRATES			124	0	2	47	28	18	6	1	1	27	73	12	125
<b>UNITED KINGDOM</b>															
ABERDEEN	BA CONNECT LTD	S	160	0	0	90	6	4	1	0	0	5	82	12	153
	BMI REGIONAL	S	148	0	0	84	3	5	7	0	0	11	88	9	130
TOTAL ABERDEEN			308	0	0	87	5	4	4	0	0	8	84	11	283
BELFAST CITY	BA CONNECT LTD	S	312	0	0	71	15	10	3	0	0	13	80	14	313
TOTAL BELFAST CITY			312	0	0	71	15	10	3	0	0	13	80	14	313
BELFAST INTERNATIONAL	BMIBABY LTD	S	218	0	4	87	5	5	4	0	0	8	83	16	188
TOTAL BELFAST INTERNATIONAL			218	0	4	87	5	5	4	0	0	8	83	16	188
BIRMINGHAM	THOMSONFLY LTD	C	5	4	0	40	20	0	0	40	0	105	0	0	0
TOTAL BIRMINGHAM			6	5	0	33	33	0	0	33	0	92	0	25	1
BRISTOL	AIR SOUTHWEST	S	35	0	0	77	14	9	0	0	0	10	88	7	34
TOTAL BRISTOL			35	0	0	77	14	9	0	0	0	10	88	7	34
CITY OF DERRY (EGLINTON)	LOGANAIR	S	52	0	0	62	15	15	8	0	0	19	0	0	0
TOTAL CITY OF DERRY (EGLINTON)			52	0	0	62	15	15	8	0	0	19	94	4	54
EDINBURGH	BA CONNECT LTD	S	255	0	0	78	10	8	4	0	0	10	83	14	263
	BMI REGIONAL	S	189	0	0	92	4	1	3	0	0	5	91	6	202
	JET2.COM LTD	S	98	0	2	88	7	2	3	0	0	8	0	0	0
TOTAL EDINBURGH			542	0	2	85	8	5	3	0	0	8	86	10	466
GATWICK	BRITISH AIRWAYS PLC	S	362	0	0	77	12	7	4	0	0	12	82	9	378
	EXCEL AIRWAYS LTD	C	5	6	0	40	20	20	20	0	0	40	50	13	2
	JET2.COM LTD	S	134	0	0	87	9	4	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	12	0	0	58	0	25	17	0	0	27	77	7	13
	MY TRAVEL AIRWAYS UK	C	10	7	0	70	10	10	10	0	0	19	0	144	2
	ZOOM AIRLINES	S	5	0	0	40	20	0	40	0	0	53	0	0	0
TOTAL GATWICK			528	14	0	78	11	7	4	0	0	11	81	10	399
GLASGOW	BA CONNECT LTD	S	255	0	0	80	7	9	4	0	0	10	81	16	250
	BMI REGIONAL	S	144	0	0	88	6	1	5	1	0	9	92	4	181
TOTAL GLASGOW			399	0	0	83	7	6	4	0	0	10	86	11	431
GUERNSEY	AURIGNY AIR SERVICES	S	102	0	5	60	25	8	6	2	0	24	73	14	156
TOTAL GUERNSEY			102	0	5	60	25	8	6	2	0	24	73	14	156
HEATHROW	BMI BRITISH MIDLAND	S	370	0	1	80	11	5	4	0	0	10	67	17	363
	BRITISH AIRWAYS PLC	S	616	0	0	68	15	10	8	0	0	17	64	18	632
TOTAL HEATHROW			987	1	2	72	13	8	7	0	0	15	65	18	1045
INVERNESS	EASTERN AIRWAYS	S	91	1	5	91	4	0	4	0	0	6	79	17	96
TOTAL INVERNESS			91	1	5	91	4	0	4	0	0	6	79	17	96
ISLE OF MAN	AER ARRAN	S	148	0	10	81	5	5	8	0	0	15	0	0	0

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				Actual (7)	Plan (8)										
ISLE OF MAN	BA CONNECT LTD	S	256	0	0	85	9	4	2	0	0	8	72	18	263
	EUROMANX GMBH	S	153	0	3	88	8	3	1	0	0	7	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>557</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>18</b>	<b>263</b>
JERSEY	BA CONNECT LTD	S	55	2	0	84	11	4	2	0	0	8	83	20	59
	BMIBABY LTD	S	48	0	0	58	19	13	10	0	0	23	60	22	42
<b>TOTAL JERSEY</b>			<b>103</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>21</b>	<b>105</b>
LONDON CITY	VLM (BELGIUM)	S	264	1	12	81	11	6	2	0	0	11	90	5	337
<b>TOTAL LONDON CITY</b>			<b>264</b>	<b>1</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>337</b>
LUTON	THOMSONFLY LTD	C	9	0	0	44	11	11	33	0	0	43	50	41	8
<b>TOTAL LUTON</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>10</b>
NORWICH	EASTERN AIRWAYS	S	88	0	4	94	2	2	1	0	0	4	84	10	90
<b>TOTAL NORWICH</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>90</b>
PLYMOUTH	AIR SOUTHWEST	S	97	0	2	64	24	8	4	0	0	17	87	7	100
<b>TOTAL PLYMOUTH</b>			<b>97</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>7</b>	<b>100</b>
SOUTHAMPTON	BA CONNECT LTD	S	200	0	0	86	7	4	4	0	0	8	87	8	200
	FLYBE LTD	S	172	0	4	78	9	7	5	1	0	16	81	8	149
<b>TOTAL SOUTHAMPTON</b>			<b>372</b>	<b>2</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>349</b>
STANSTED	AIR BERLIN	S	46	0	0	30	24	37	9	0	0	28	0	0	0
	EASTERN AIRWAYS	S	89	1	1	76	7	13	2	1	0	14	93	7	90
	THOMSONFLY LTD	C	3	0	0	67	0	0	33	0	0	63	50	62	2
<b>TOTAL STANSTED</b>			<b>138</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>12</b>	<b>21</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>8</b>	<b>92</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5210</b>	<b>33</b>	<b>54</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>4910</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	74	13	10	3	0	0	11	89	9	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>9</b>	<b>62</b>
BOSTON	AMERICAN AIRLINES	S	60	0	0	93	2	2	3	0	0	6	0	0	0
<b>TOTAL BOSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	76	8	8	5	2	2	21	90	8	62
	BMI BRITISH MIDLAND	S	60	0	0	63	17	12	7	2	0	21	86	6	57
	PAKISTAN INTL AIRLINES	S	17	0	0	47	6	24	24	0	0	32	56	18	18
<b>TOTAL CHICAGO (O'HARE)</b>			<b>139</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>84</b>	<b>8</b>	<b>137</b>
HOUSTON	PAKISTAN INTL AIRLINES	S	17	0	0	47	18	18	18	0	0	24	83	7	18
<b>TOTAL HOUSTON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>7</b>	<b>18</b>
LAS VEGAS	BMI BRITISH MIDLAND	S	18	0	0	78	6	11	6	0	0	20	80	14	25
<b>TOTAL LAS VEGAS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>14</b>	<b>25</b>
MIAMI INTERNATIONAL	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	33	33	0	0	59	0	0	0
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>87</b>	<b>9</b>	<b>62</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	87	5	3	5	0	0	9	80	25	55
	PAKISTAN INTL AIRLINES	S	35	1	1	46	17	20	6	3	9	100	54	94	35
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>95</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>3</b>	<b>43</b>	<b>70</b>	<b>52</b>	<b>90</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	62	1	0	65	16	13	6	0	0	16	89	7	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>7</b>	<b>62</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	54	0	1	67	9	0	20	4	0	32	81	11	52
<b>TOTAL ORLANDO</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>81</b>	<b>11</b>	<b>52</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	69	8	8	8	6	0	28	52	43	61
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>52</b>	<b>43</b>	<b>61</b>
SANFORD	AIR ATLANTA EUROPE LTD	C	15	0	0	53	13	20	13	0	0	28	39	44	18
	AIR ATLANTA ICELANDIC	C	4	0	0	75	0	25	0	0	0	13	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	7	100	3	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	11	0	0	0	9	0	315	8
	THOMSONFLY LTD	C	10	0	0	40	10	10	40	0	0	45	50	33	8
<b>TOTAL SANFORD</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>47</b>	<b>83</b>	<b>43</b>
<b>TOTAL USA</b>			<b>619</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>78</b>	<b>23</b>	<b>663</b>
<b>TOTAL MANCHESTER</b>			<b>14592</b>	<b>70</b>	<b>98</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>15</b>	<b>14915</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
INNSBRUCK	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	7	0	198	3
TOTAL INNSBRUCK			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>198</b>	<b>3</b>
SALZBURG	THOMSONFLY LTD	C	3	0	0	33	33	33	0	0	0	23	67	9	3
TOTAL SALZBURG			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>9</b>	<b>3</b>
VIENNA	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL VIENNA			<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>2</b>	<b>0</b>	<b>29</b>	<b>2</b>
TOTAL AUSTRIA			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>25</b>	<b>85</b>	<b>8</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	115	0	0	88	3	7	2	0	0	7	87	6	127
TOTAL BRUSSELS			<b>115</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>127</b>
TOTAL BELGIUM			<b>115</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>127</b>
<b>CYPRUS</b>															
PAPHOS	THOMAS COOK AIRLINES LTD	C	4	0	0	25	0	50	25	0	0	46	0	0	0
TOTAL PAPHOS			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL CYPRUS			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	58	0	2	66	16	12	2	2	3	31	87	6	60
TOTAL PRAGUE			<b>58</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>31</b>	<b>87</b>	<b>6</b>	<b>60</b>
TOTAL CZECH REPUBLIC			<b>58</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>31</b>	<b>87</b>	<b>6</b>	<b>60</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	56	0	0	64	18	14	4	0	0	16	97	5	60
TOTAL COPENHAGEN			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>10</b>	<b>88</b>
TOTAL DENMARK			<b>56</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>10</b>	<b>88</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	10	0	0	30	0	40	30	0	0	35	80	7	10
TOTAL SHARM EL SHEIKH (OPHIRA)			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>7</b>	<b>10</b>
TOTAL EGYPT			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>7</b>	<b>10</b>
<b>FINLAND</b>															
KITTILA	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	1	100	0	2
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL KITTILA			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>4</b>
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	18	100	6	2
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	83	4	6
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	5	100	7	2

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ROVANIEMI			8	0	0	88	13	0	0	0	0	7	82	6	11
TOTAL FINLAND			14	0	0	86	14	0	0	0	0	6	90	4	21
FRANCE															
LYON	THOMSONFLY LTD	C	4	0	0	50	25	0	25	0	0	33	100	2	3
TOTAL LYON			4	0	0	50	25	0	25	0	0	33	100	2	3
NICE	EASYJET AIRLINE COMPANY LTD	S	24	0	0	92	4	4	0	0	0	6	74	12	34
TOTAL NICE			24	0	0	92	4	4	0	0	0	6	74	12	34
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	163	0	0	61	20	15	5	0	0	19	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	72	10	5	10	3	0	25	83	10	60
TOTAL PARIS (CHARLES DE GAULLE)			223	0	2	64	17	12	6	1	0	21	69	19	203
TOTAL FRANCE			251	0	2	66	16	11	6	1	0	19	70	17	243
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	58	0	2	48	24	17	10	0	0	25	87	6	60
TOTAL BERLIN (SCHONEFELD)			58	0	2	48	24	17	10	0	0	25	87	6	60
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	40	0	0	78	5	18	0	0	0	11	98	3	44
TOTAL DUSSELDORF			40	0	0	78	5	18	0	0	0	11	98	3	44
HANOVER	HAPAG LLOYD EXPRESS	S	30	0	2	63	17	13	7	0	0	16	54	20	28
TOTAL HANOVER			30	0	2	63	17	13	7	0	0	16	54	20	28
TOTAL GERMANY			128	0	4	61	16	16	6	0	0	18	83	8	132
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	31	1	1	55	13	13	10	6	3	79	89	4	57
TOTAL BUDAPEST			31	1	1	55	13	13	10	6	3	79	89	4	57
TOTAL HUNGARY			31	1	1	55	13	13	10	6	3	79	89	4	57
IRISH REPUBLIC															
CORK	JET2.COM LTD	S	22	0	2	73	5	14	9	0	0	15	0	0	0
TOTAL CORK			22	0	2	73	5	14	9	0	0	15	0	0	0
DUBLIN	RYANAIR	S	102	3	2	77	10	5	6	2	0	18	92	3	108
TOTAL DUBLIN			102	3	2	77	10	5	6	2	0	18	92	3	108
TOTAL IRISH REPUBLIC			124	3	4	77	9	6	6	2	0	17	92	3	108
ITALY															
BERGAMO	RYANAIR	S	54	0	2	83	11	4	2	0	0	6	0	0	0
TOTAL BERGAMO			54	0	2	83	11	4	2	0	0	6	0	0	0
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	13	5	0	5	2	29	85	13	60
TOTAL ROME (CIAMPINO)			60	2	0	75	13	5	0	5	2	29	85	13	60
TOTAL ITALY			115	2	2	78	12	5	1	3	1	18	84	14	61
MALTA															
MALTA	AIR MALTA	S	8	0	0	100	0	0	0	0	0	1	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)
MALTA	HELLO	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MALTA			10	0	0	100	0	0	0	0	0	1	100	3	4
TOTAL MALTA			10	0	0	100	0	0	0	0	0	1	100	3	4
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	266	4	0	72	12	8	8	0	0	15	82	12	267
TOTAL AMSTERDAM			266	4	0	72	12	8	8	0	0	15	82	12	267
TOTAL NETHERLANDS			266	4	0	72	12	8	8	0	0	15	82	12	267
NORWAY															
SANDEFJORD(TORP)	RYANAIR	S	60	0	0	68	13	8	3	3	3	35	0	0	0
TOTAL SANDEFJORD(TORP)			60	0	0	68	13	8	3	3	3	35	0	0	0
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	46	0	2	76	9	11	4	0	0	14	73	12	49
TOTAL STAVANGER			46	0	2	76	9	11	4	0	0	14	73	12	49
TOTAL NORWAY			106	0	2	72	11	9	4	2	2	26	73	12	49
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	28	0	0	82	4	7	7	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	50	27	4
TOTAL FARO			30	0	0	83	3	7	7	0	0	11	50	27	4
TOTAL PORTUGAL(EXCLUDING MADEIRA)			30	0	0	83	3	7	7	0	0	11	40	25	5
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	8	0	0	100	0	0	0	0	0	0	75	5	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	0	75	5	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	0	75	5	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	66	0	0	73	9	9	6	3	0	22	92	4	66
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	50	15	2
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	3	94	3	16
TOTAL ALICANTE			78	0	0	77	8	8	5	3	0	19	92	4	85
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	68	18	7	3	3	0	23	88	5	60
TOTAL BARCELONA			60	0	0	68	18	7	3	3	0	23	88	5	60
MALAGA	EASYJET AIRLINE COMPANY LTD	S	58	0	0	86	3	9	0	2	0	11	95	4	60
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
TOTAL MALAGA			66	0	0	88	3	8	0	2	0	10	94	5	69
MURCIA SAN JAVIER	JET2.COM LTD	S	30	0	0	77	7	3	7	7	0	25	0	0	0
TOTAL MURCIA SAN JAVIER			30	0	0	77	7	3	7	7	0	25	0	0	0
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	11	3	3	6	0	26	50	17	32
TOTAL PALMA DE MALLORCA			37	0	0	78	11	3	3	5	0	25	50	17	32
TOTAL SPAIN			272	0	0	78	9	6	3	3	0	19	86	6	247

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MY TRAVEL AIRWAYS UK	C	10	0	0	70	20	10	0	0	0	8	90	2	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	90	6	10
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	6	100	1	10
<b>TOTAL ARRECIFE</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>30</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	0	13	0	0	25	80	7	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	100	3	4
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>5</b>	<b>14</b>
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	100	1	8
	THOMAS COOK AIRLINES LTD	C	12	0	0	92	0	0	0	8	0	21	80	15	15
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	29	100	0	8
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>90</b>	<b>8</b>	<b>31</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	3	0	0	100	0	0	0	0	0	3	0	0	0
	FUTURA AIRLINES	C	12	0	0	42	25	25	8	0	0	21	63	20	8
	MY TRAVEL AIRWAYS UK	C	18	0	0	67	6	6	22	0	0	24	72	13	18
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	6	6	18	0	0	32	77	15	13
	THOMSONFLY LTD	C	18	0	0	78	6	6	11	0	0	19	94	4	18
	VOLAR AIRLINES	C	8	0	0	100	0	0	0	0	0	0	60	14	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>12</b>	<b>67</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>84</b>	<b>8</b>	<b>142</b>
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	0	0	48	2
	EASYJET AIRLINE COMPANY LTD	S	62	1	2	44	29	16	11	0	0	25	56	20	32
<b>TOTAL GENEVA</b>			<b>64</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>28</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>22</b>	<b>34</b>
<b>TOTAL SWITZERLAND</b>			<b>64</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>28</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>22</b>	<b>34</b>
<b>TUNISIA</b>															
MONASTIR	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	88	3	8
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>3</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	AIR WALES LTD	S	83	4	3	80	5	6	7	2	0	16	0	0	0
	EASTERN AIRWAYS	S	165	4	4	93	4	2	0	0	0	3	94	6	166
<b>TOTAL ABERDEEN</b>			<b>248</b>	<b>8</b>	<b>7</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>6</b>	<b>166</b>
BELFAST CITY	FLYBE LTD	S	138	0	4	77	13	5	5	0	0	12	92	5	146
<b>TOTAL BELFAST CITY</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>146</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	160	0	2	74	9	8	6	3	0	22	86	6	164
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>160</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>6</b>	<b>164</b>
BIRMINGHAM	EASTERN AIRWAYS	S	113	1	3	89	4	1	6	0	0	8	93	4	118
<b>TOTAL BIRMINGHAM</b>			<b>113</b>	<b>1</b>	<b>3</b>	<b>89</b>	<b>4</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>4</b>	<b>118</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	164	0	4	68	12	12	7	2	0	24	88	9	172



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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 BRISTOL			164	0	4	68	12	12	7	2	0	24	88	9	172
EXETER	FLYBE LTD	S	58	0	2	69	19	5	7	0	0	17	70	10	60
TOTAL EXETER			58	0	2	69	19	5	7	0	0	17	70	10	60
GATWICK	BRITISH AIRWAYS PLC	S	212	0	1	69	15	9	7	0	0	16	82	10	226
TOTAL GATWICK			212	0	1	69	15	9	7	0	0	16	82	10	226
HEATHROW	BRITISH AIRWAYS PLC	S	386	0	2	69	15	8	8	1	0	18	71	15	391
TOTAL HEATHROW			386	0	2	69	15	8	8	1	0	18	71	15	391
ISLE OF MAN	EASTERN AIRWAYS	S	48	0	0	85	8	2	2	2	0	10	88	3	50
TOTAL ISLE OF MAN			48	0	0	85	8	2	2	2	0	10	88	3	50
LUTON	FLIGHTLINE LTD	C	2	0	0	0	100	0	0	0	0	21	100	7	2
TOTAL LUTON			3	1	0	33	67	0	0	0	0	14	100	7	2
PLYMOUTH	AIR WALES LTD	S	83	4	2	73	10	7	8	1	0	18	87	8	100
TOTAL PLYMOUTH			83	4	2	73	10	7	8	1	0	18	87	8	100
SOUTHAMPTON	EASTERN AIRWAYS	S	102	0	0	93	7	0	0	0	0	4	93	9	108
	FLYBE LTD	S	108	0	2	83	8	5	4	0	0	10	64	16	59
TOTAL SOUTHAMPTON			210	0	2	88	8	2	2	0	0	7	83	11	167
STANSTED	EASYJET AIRLINE COMPANY LTD	S	226	0	2	62	15	12	9	2	0	26	77	10	224
TOTAL STANSTED			226	1	2	62	15	12	9	2	0	26	77	10	224
TOTAL UNITED KINGDOM			2051	15	31	75	11	7	6	1	0	16	83	9	1987
TOTAL NEWCASTLE			3886	26	50	74	12	8	6	1	0	17	82	10	3669

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	58	0	0	57	26	10	7	0	0	19	88	6	60
<b>TOTAL GRAZ</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>6</b>	<b>60</b>
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	17	100	7	3
<b>TOTAL INNSBRUCK</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>17</b>	<b>100</b>	<b>4</b>	<b>6</b>
LINZ	RYANAIR	S	58	0	0	84	7	7	2	0	0	8	90	7	61
<b>TOTAL LINZ</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>7</b>	<b>61</b>
SALZBURG	RYANAIR	S	120	0	2	49	26	17	8	0	0	22	70	14	114
	THOMSONFLY LTD	C	3	0	0	33	0	67	0	0	0	29	100	1	3
<b>TOTAL SALZBURG</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>25</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>14</b>	<b>117</b>
VIENNA	NIKI	S	26	0	0	65	8	19	8	0	0	15	65	13	100
<b>TOTAL VIENNA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>13</b>	<b>100</b>
<b>TOTAL AUSTRIA</b>			<b>269</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>11</b>	<b>404</b>
<b>CANADA</b>															
TORONTO	ZOOM AIRLINES	S	2	0	0	0	100	0	0	0	0	18	0	0	0
<b>TOTAL TORONTO</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CANADA</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	18	0	0	67	11	11	0	11	0	40	83	9	18
<b>TOTAL LARNACA</b>			<b>18</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>40</b>	<b>83</b>	<b>9</b>	<b>18</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	4	0	0	25	25	50	0	0	0	29	75	5	4
<b>TOTAL PAPHOS</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>5</b>	<b>4</b>
<b>TOTAL CYPRUS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>17</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>37</b>	<b>82</b>	<b>8</b>	<b>22</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	59	0	1	86	12	2	0	0	0	5	0	0	0
<b>TOTAL BRNO (TURANY)</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
PRAGUE	CSA	S	101	0	9	76	9	4	11	0	0	16	69	14	110
	EASYJET AIRLINE COMPANY LTD	S	166	0	10	60	20	10	8	1	0	21	75	12	178
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	TRAVEL SERVICE AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PRAGUE</b>			<b>271</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	<b>289</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>330</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>13</b>	<b>289</b>
<b>DENMARK</b>															
AALBORG	STERLING EUROPEAN AIRLINES	C	3	0	0	67	33	0	0	0	0	9	0	0	0
<b>TOTAL AALBORG</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
AARHUS (TIRSTRUP)	RYANAIR	S	94	0	5	71	18	7	3	0	0	12	62	17	103
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>94</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>17</b>	<b>103</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	168	0	2	68	17	8	6	0	1	18	73	11	176

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL COPENHAGEN</b>			<b>168</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>73</b>	<b>11</b>	<b>176</b>
ESBJERG	RYANAIR	S	58	0	0	60	17	10	12	0	0	20	83	10	59
<b>TOTAL ESBJERG</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>10</b>	<b>59</b>
<b>TOTAL DENMARK</b>			<b>323</b>	<b>2</b>	<b>7</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>13</b>	<b>338</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	10	0	0	30	20	30	10	0	10	183	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>183</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	17	5	5	0	0	12	75	14	60
<b>TOTAL TALLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>60</b>
<b>TOTAL ESTONIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>60</b>
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL VAGAR</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>
<b>TOTAL FAROE ISLANDS</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>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
PRISTINA	JET2.COM LTD	C	3	3	0	67	0	33	0	0	0	16	50	17	2
<b>TOTAL PRISTINA</b>			<b>3</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>17</b>	<b>2</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>3</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>17</b>	<b>2</b>
<b>FINLAND</b>															
ENONTEKIO	THOMAS COOK AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	16	100	5	3
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	22	0	0	0
<b>TOTAL ENONTEKIO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>23</b>	<b>8</b>
IVALO	ADRIA AIRWAYS	C	6	0	0	67	0	33	0	0	0	19	0	0	0
	THOMSONFLY LTD	C	2	0	0	50	0	0	50	0	0	82	100	6	2
<b>TOTAL IVALO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>60</b>	<b>21</b>	<b>15</b>
KITILLA	ADRIA AIRWAYS	C	2	0	0	50	0	0	50	0	0	39	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	17	0	0	0
	THOMSONFLY LTD	C	14	0	0	57	29	7	0	7	0	25	90	8	20
<b>TOTAL KITILLA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>85</b>	<b>8</b>	<b>26</b>
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	7	0	31	1
<b>TOTAL ROVANIEMI</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>7</b>	<b>56</b>	<b>21</b>	<b>9</b>
TAMPERE	RYANAIR	S	84	0	0	75	13	7	5	0	0	14	93	4	60
<b>TOTAL TAMPERE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>4</b>	<b>60</b>
<b>TOTAL FINLAND</b>			<b>126</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>9</b>	<b>118</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>FRANCE</b>																
BERGERAC	RYANAIR	S	56	0	2	89	5	4	0	2	0	11	90	6	59	
<b>TOTAL BERGERAC</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>6</b>	<b>59</b>	
BIARRITZ	RYANAIR	S	57	0	3	88	5	4	4	0	0	7	72	10	60	
<b>TOTAL BIARRITZ</b>			<b>57</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>10</b>	<b>60</b>	
CARCASSONNE	RYANAIR	S	60	0	0	57	25	15	3	0	0	21	92	4	60	
<b>TOTAL CARCASSONNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>92</b>	<b>4</b>	<b>60</b>	
CHAMBERY	TITAN AIRWAYS LTD	C	5	0	0	40	20	40	0	0	0	24	57	20	7	
<b>TOTAL CHAMBERY</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>20</b>	<b>7</b>	
DINARD	RYANAIR	S	60	0	0	82	13	2	3	0	0	9	0	0	0	
<b>TOTAL DINARD</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0	
	RYANAIR	S	64	0	2	72	16	6	6	0	0	13	0	0	0	
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0	
<b>TOTAL GRENOBLE</b>			<b>70</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LA ROCHELLE	RYANAIR	S	48	0	0	69	10	17	4	0	0	15	0	0	0	
<b>TOTAL LA ROCHELLE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LIMOGES	RYANAIR	S	60	0	0	88	3	7	2	0	0	7	86	7	44	
<b>TOTAL LIMOGES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>44</b>	
LYON	EASYJET AIRLINE COMPANY LTD	S	108	0	0	69	16	11	5	0	0	16	69	14	104	
	EUROPEAN AIR CHARTER	C	5	0	0	0	20	60	20	0	0	52	0	0	0	
<b>TOTAL LYON</b>			<b>113</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>13</b>	<b>109</b>	
MONTPELLIER	RYANAIR	S	58	0	0	83	7	10	0	0	0	8	87	5	60	
<b>TOTAL MONTPELLIER</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>60</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	42	0	0	74	10	5	12	0	0	16	87	6	60	
<b>TOTAL NICE</b>			<b>43</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>6</b>	<b>60</b>	
PAU	RYANAIR	S	59	0	1	81	12	2	5	0	0	10	75	10	60	
<b>TOTAL PAU</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>60</b>	
PERPIGNAN	RYANAIR	S	56	0	0	66	14	13	7	0	0	16	83	9	58	
<b>TOTAL PERPIGNAN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>58</b>	
POITIERS	RYANAIR	S	59	0	1	80	14	2	5	0	0	12	75	10	40	
<b>TOTAL POITIERS</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>40</b>	
RODEZ	RYANAIR	S	27	0	1	85	11	4	0	0	0	7	78	11	32	
<b>TOTAL RODEZ</b>			<b>27</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>32</b>	
ST ETIENNE	RYANAIR	S	60	0	0	65	20	15	0	0	0	12	85	16	60	
<b>TOTAL ST ETIENNE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>16</b>	<b>60</b>	
TOULON / HYERES	RYANAIR	S	59	0	1	75	12	5	8	0	0	18	0	0	0	
<b>TOTAL TOULON / HYERES</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	67	0	0	0	0	19	67	28	3	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TOULOUSE (BLAGNAC)			3	0	0	33	67	0	0	0	0	19	67	19	6
TOURS	RYANAIR	S	37	0	1	86	8	3	3	0	0	7	62	13	29
TOTAL TOURS			37	0	1	86	8	3	3	0	0	7	62	13	29
TOTAL FRANCE			991	3	12	75	13	8	4	0	0	13	80	9	837
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	58	0	0	79	9	5	7	0	0	14	74	16	34
TOTAL ALTENBURG - WALLBURG			58	0	0	79	9	5	7	0	0	14	74	16	34
BERLIN (SCHONEFELD)	RYANAIR	S	110	0	0	81	8	7	4	0	0	11	75	11	114
TOTAL BERLIN (SCHONEFELD)			110	0	0	81	8	7	4	0	0	11	75	11	114
BERLIN (TEGEL)	AIR BERLIN	S	184	0	0	71	13	11	5	0	0	13	74	10	116
TOTAL BERLIN (TEGEL)			184	0	0	71	13	11	5	0	0	13	74	10	116
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	116	0	0	69	17	8	6	0	0	16	62	17	116
TOTAL COLOGNE (BONN)			116	0	0	69	17	8	6	0	0	16	62	17	116
DUSSELDORF	AIR BERLIN	S	182	0	2	81	10	8	1	0	0	9	80	9	128
TOTAL DUSSELDORF			182	0	2	81	10	8	1	0	0	9	80	9	128
FRIEDRICHSHAFEN	RYANAIR	S	68	0	0	74	19	6	1	0	0	11	72	13	60
TOTAL FRIEDRICHSHAFEN			68	0	0	74	19	6	1	0	0	11	72	13	60
HAHN	RYANAIR	S	209	0	1	67	17	12	3	1	0	18	73	13	226
TOTAL HAHN			209	0	1	67	17	12	3	1	0	18	73	13	226
HANOVER	AIR BERLIN	S	62	0	0	81	5	10	5	0	0	12	90	5	62
TOTAL HANOVER			62	0	0	81	5	10	5	0	0	12	90	5	62
KARLSRUHE/BADEN BADEN	RYANAIR	S	94	0	0	69	18	7	3	2	0	19	69	11	101
TOTAL KARLSRUHE/BADEN BADEN			94	0	0	69	18	7	3	2	0	19	69	11	101
LEIPZIG	AIR BERLIN	S	40	0	0	65	8	20	8	0	0	19	0	0	0
TOTAL LEIPZIG			40	0	0	65	8	20	8	0	0	19	0	0	0
LUBECK	RYANAIR	S	150	0	0	76	12	9	3	0	0	12	89	7	164
TOTAL LUBECK			150	0	0	76	12	9	3	0	0	12	89	7	164
MUNICH	EASYJET AIRLINE COMPANY LTD	S	124	0	0	56	15	15	14	0	0	25	61	21	118
TOTAL MUNICH			124	0	0	56	15	15	14	0	0	25	61	21	118
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	84	5	6	5	0	0	10	85	6	62
TOTAL MUNSTER-OSNABRUCK			62	0	0	84	5	6	5	0	0	10	85	6	62
NIEDERRHEIN	RYANAIR	S	92	0	1	71	14	7	9	0	0	16	73	14	158
TOTAL NIEDERRHEIN			92	0	1	71	14	7	9	0	0	16	73	14	158
NUREMBERG	AIR BERLIN	S	90	0	0	72	19	8	1	0	0	11	64	12	76
TOTAL NUREMBERG			90	0	0	72	19	8	1	0	0	11	64	12	76
PADERBORN	AIR BERLIN	S	60	0	0	67	23	5	5	0	0	14	79	13	62
TOTAL PADERBORN			60	0	0	67	23	5	5	0	0	14	79	13	62
STUTTGART	EUROWINGS LUFTVERKEHRS	S	118	0	0	69	13	12	7	0	0	16	50	21	112

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				Actual (7)	Plan (8)										
TOTAL STUTTGART			118	0	0	69	13	12	7	0	0	16	50	21	112
TOTAL GERMANY			1819	0	4	72	14	9	5	0	0	14	74	12	1789
HUNGARY															
BUDAPEST	SKYEUROPE AIRLINES HUNGARY	S	59	1	0	31	31	31	5	3	0	35	29	42	80
TOTAL BUDAPEST			59	3	0	31	31	31	5	3	0	35	55	27	166
TOTAL HUNGARY			59	3	0	31	31	31	5	3	0	35	55	27	166
ICELAND															
KEFLAVIK	JET X	S	64	0	0	70	9	13	8	0	0	15	0	0	0
TOTAL KEFLAVIK			64	0	0	70	9	13	8	0	0	15	45	29	64
TOTAL ICELAND			64	0	0	70	9	13	8	0	0	15	45	29	64
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	59	0	1	83	10	2	5	0	0	12	74	19	66
TOTAL CONNAUGHT			59	0	1	83	10	2	5	0	0	12	74	19	66
CORK	RYANAIR	S	232	0	2	69	17	9	4	0	0	14	68	14	180
TOTAL CORK			232	0	2	69	17	9	4	0	0	14	68	14	180
DUBLIN	RYANAIR	S	480	0	9	60	20	15	4	0	0	18	85	8	767
TOTAL DUBLIN			480	0	9	60	20	15	4	0	0	18	85	8	768
KERRY COUNTY	RYANAIR	S	60	0	0	83	7	5	5	0	0	10	83	9	64
TOTAL KERRY COUNTY			60	0	0	83	7	5	5	0	0	10	83	9	64
SHANNON	RYANAIR	S	164	0	0	86	7	2	5	0	0	9	77	10	124
TOTAL SHANNON			164	0	0	86	7	2	5	0	0	9	77	10	124
TOTAL IRISH REPUBLIC			995	2	12	69	16	10	4	0	0	15	81	9	1202
ISRAEL															
TEL AVIV	EL AL	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EL AL	S	41	0	1	49	29	17	5	0	0	19	74	14	27
TOTAL TEL AVIV			43	0	1	51	28	16	5	0	0	18	74	14	27
TOTAL ISRAEL			43	0	1	51	28	16	5	0	0	18	74	14	27
ITALY															
ALGHERO/SASSARI	RYANAIR	S	60	0	0	85	8	7	0	0	0	9	75	12	56
TOTAL ALGHERO/SASSARI			60	0	0	85	8	7	0	0	0	9	75	12	56
ANCONA	RYANAIR	S	59	0	1	64	24	5	7	0	0	17	77	13	60
TOTAL ANCONA			59	0	1	64	24	5	7	0	0	17	77	13	60
BARI (PALESE)	RYANAIR	S	32	0	0	69	22	9	0	0	0	12	67	12	58
TOTAL BARI (PALESE)			32	0	0	69	22	9	0	0	0	12	67	12	58
BERGAMO	RYANAIR	S	160	0	3	48	24	19	7	2	1	28	82	10	224
TOTAL BERGAMO			160	0	3	48	24	19	7	2	1	28	82	10	224
BRESCIA/MONTICHIARI	RYANAIR	S	60	0	0	60	28	8	0	2	2	28	69	15	113

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				Actual (7)	Plan (8)										
TOTAL BRESCIA/MONTICHIARI			60	0	0	60	28	8	0	2	2	28	69	15	113
BRINDISI	RYANAIR	S	24	0	0	38	29	21	13	0	0	33	38	24	56
TOTAL BRINDISI			24	0	0	38	29	21	13	0	0	33	38	24	56
FORLI	RYANAIR	S	80	0	0	63	23	6	6	3	0	24	51	20	108
TOTAL FORLI			80	0	0	63	23	6	6	3	0	24	51	20	108
GENOA	RYANAIR	S	58	0	0	57	24	7	10	2	0	26	68	14	60
TOTAL GENOA			58	0	0	57	24	7	10	2	0	26	68	14	60
NAPLES	EASYJET AIRLINE COMPANY LTD	S	60	0	0	88	3	7	0	2	0	11	74	18	58
TOTAL NAPLES			60	0	0	88	3	7	0	2	0	11	74	18	58
PALERMO	RYANAIR	S	57	0	1	79	14	7	0	0	0	9	72	13	60
TOTAL PALERMO			57	0	1	79	14	7	0	0	0	9	72	13	60
PESCARA	RYANAIR	S	28	0	0	86	11	0	0	4	0	14	72	12	58
TOTAL PESCARA			28	0	0	86	11	0	0	4	0	14	72	12	58
PISA	RYANAIR	S	138	0	2	60	17	15	6	1	0	22	60	15	144
TOTAL PISA			138	0	2	60	17	15	6	1	0	22	60	15	144
ROME (CIAMPINO)	RYANAIR	S	276	0	4	66	18	13	3	0	0	15	73	13	288
TOTAL ROME (CIAMPINO)			276	0	4	66	18	13	3	0	0	15	73	13	288
TREVISO	RYANAIR	S	138	1	16	75	12	9	4	0	0	12	81	7	171
TOTAL TREVISO			138	1	16	75	12	9	4	0	0	12	81	7	171
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	60	0	0	52	27	20	2	0	0	18	83	6	60
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			60	0	0	52	27	20	2	0	0	18	83	6	60
TURIN	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	0	0	67	0	0	66	33	30	3
	RYANAIR	S	61	0	1	70	11	7	11	0	0	19	66	14	116
TOTAL TURIN			65	0	1	69	11	6	14	0	0	21	65	15	122
TOTAL ITALY			1355	1	38	65	18	11	4	1	0	19	71	13	1756
LATVIA															
RIGA	RYANAIR	S	86	0	0	70	15	13	2	0	0	13	80	12	54
TOTAL RIGA			86	0	0	70	15	13	2	0	0	13	80	12	54
TOTAL LATVIA			86	0	0	70	15	13	2	0	0	13	80	12	54
LITHUANIA															
KAUNAS	RYANAIR	S	60	0	0	60	27	13	0	0	0	14	0	0	0
TOTAL KAUNAS			60	0	0	60	27	13	0	0	0	14	0	0	0
TOTAL LITHUANIA			60	0	0	60	27	13	0	0	0	14	0	0	0
MALTA															
MALTA	AIR MALTA	S	17	0	1	88	0	6	6	0	0	9	80	5	25
TOTAL MALTA			17	0	1	88	0	6	6	0	0	9	80	5	25
TOTAL MALTA			17	0	1	88	0	6	6	0	0	9	80	5	25

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	EASYJET AIRLINE COMPANY LTD	S	168	0	2	68	14	13	4	1	0	18	73	14	176
	TRANSAVIA	C	3	0	0	67	33	0	0	0	0	12	0	0	0
<b>TOTAL AMSTERDAM</b>			<b>171</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>14</b>	<b>176</b>
EINDHOVEN	RYANAIR	S	95	0	4	66	22	8	2	1	0	16	77	28	101
<b>TOTAL EINDHOVEN</b>			<b>95</b>	<b>0</b>	<b>4</b>	<b>66</b>	<b>22</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>28</b>	<b>101</b>
ROTTERDAM	TRANSAVIA	S	109	0	5	87	6	1	6	0	0	8	84	7	122
<b>TOTAL ROTTERDAM</b>			<b>109</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>122</b>
<b>TOTAL NETHERLANDS</b>			<b>375</b>	<b>5</b>	<b>11</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>15</b>	<b>399</b>
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	52	0	0	83	13	4	0	0	0	7	86	15	44
<b>TOTAL BERGEN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>15</b>	<b>44</b>
EVENES	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL EVENES</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
HAUGESUND	RYANAIR	S	56	0	0	93	4	4	0	0	0	4	75	13	59
<b>TOTAL HAUGESUND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>59</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	105	0	5	69	14	14	3	0	0	14	69	20	81
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>105</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>20</b>	<b>83</b>
SANDEFJORD(TORP)	RYANAIR	S	148	0	2	64	16	11	9	1	0	21	85	9	158
<b>TOTAL SANDEFJORD(TORP)</b>			<b>148</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>85</b>	<b>9</b>	<b>158</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	46	0	2	72	9	13	7	0	0	16	81	8	36
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>46</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>8</b>	<b>42</b>
<b>TOTAL NORWAY</b>			<b>409</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>13</b>	<b>389</b>
<b>POLAND</b>															
BYDGOSZCZ/SZWEREDOWO	RYANAIR	S	59	0	1	86	8	5	0	0	0	7	0	0	0
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
GDANSK	RYANAIR	S	54	0	4	74	11	15	0	0	0	11	0	0	0
<b>TOTAL GDANSK</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>1</b>	<b>2</b>
KRAKOW	RYANAIR	S	113	0	1	78	12	6	4	0	0	12	0	0	0
	SKY EUROPE	S	60	0	0	78	7	3	5	3	3	31	75	19	48
<b>TOTAL KRAKOW</b>			<b>173</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>75</b>	<b>19</b>	<b>48</b>
LODZ LUBLINEK	RYANAIR	S	56	0	2	79	9	7	4	0	2	17	0	0	0
<b>TOTAL LODZ LUBLINEK</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
POZNAN	RYANAIR	S	59	0	1	68	17	10	3	2	0	17	0	0	0
<b>TOTAL POZNAN</b>			<b>59</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>13</b>	<b>4</b>
RZESZOW	RYANAIR	S	58	0	0	52	31	14	3	0	0	19	0	0	0
<b>TOTAL RZESZOW</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
SZCZECIN (GOLENOW)	RYANAIR	S	60	0	0	68	15	10	7	0	0	18	0	0	0



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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL SZCZECIN (GOLENOW)			60	0	0	68	15	10	7	0	0	18	100	0	1
WARSAW	SKY EUROPE	S	49	0	3	65	14	0	18	2	0	30	49	41	70
TOTAL WARSAW			49	0	3	65	14	0	18	2	0	30	49	44	75
WROCLAW	RYANAIR	S	60	0	0	85	8	5	2	0	0	7	0	0	0
TOTAL WROCLAW			60	0	0	85	8	5	2	0	0	7	0	0	0
TOTAL POLAND			628	1	12	74	13	7	4	1	0	16	61	32	132
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	70	0	0	79	16	3	3	0	0	9	74	15	66
TOTAL FARO			70	0	0	79	16	3	3	0	0	9	74	15	66
OPORTO (PORTUGAL)	RYANAIR	S	114	0	0	37	38	18	7	0	0	25	0	0	0
TOTAL OPORTO (PORTUGAL)			114	0	0	37	38	18	7	0	0	25	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			184	0	0	53	29	13	5	0	0	19	74	15	66
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	114	0	2	59	24	10	7	1	0	21	0	0	0
	SKY EUROPE	S	78	0	0	56	18	9	17	0	0	29	68	32	60
TOTAL BRATISLAVA			192	0	2	58	21	9	11	1	0	24	68	32	60
TATRY-POPRAD	SKY EUROPE	S	18	0	0	61	17	11	11	0	0	28	0	0	0
TOTAL TATRY-POPRAD			18	0	0	61	17	11	11	0	0	28	0	0	0
TOTAL SLOVAK REPUBLIC			210	0	2	58	21	10	11	0	0	25	68	32	60
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	83	8	5	3	0	0	11	82	6	60
TOTAL LJUBLJANA			61	0	0	84	8	5	3	0	0	11	82	6	60
TOTAL SLOVENIA			61	0	0	84	8	5	3	0	0	11	82	6	60
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	114	0	0	85	4	7	2	2	0	12	67	15	118
TOTAL ALICANTE			114	2	1	85	4	7	2	2	0	12	69	14	126
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	82	12	5	2	0	0	9	80	8	59
	RYANAIR	S	58	0	0	76	19	3	2	0	0	8	0	0	0
TOTAL ALMERIA			118	0	0	79	15	4	2	0	0	8	80	8	59
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	36	0	0	47	33	6	11	0	3	36	0	0	0
TOTAL ASTURIAS			36	0	0	47	33	6	11	0	3	36	0	0	0
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	116	0	0	73	14	7	5	1	0	16	75	14	118
TOTAL BARCELONA			116	0	0	73	14	7	5	1	0	16	75	16	119
BILBAO	EASYJET AIRLINE COMPANY LTD	S	104	0	6	73	17	4	6	0	0	12	65	19	118
TOTAL BILBAO			104	0	6	73	17	4	6	0	0	12	65	19	118
GERONA	RYANAIR	S	219	0	1	73	15	11	1	0	0	14	84	8	233
TOTAL GERONA			219	0	1	73	15	11	1	0	0	14	84	8	233

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			MATCHED	Actual (7)											Plan (8)
GRANADA	RYANAIR	S	84	0	0	57	20	15	6	1	0	22	0	0	0
<b>TOTAL GRANADA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEREZ	RYANAIR	S	96	0	0	63	24	10	3	0	0	14	87	6	60
<b>TOTAL JEREZ</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>60</b>
MADRID	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	35	0	0	0
<b>TOTAL MADRID</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	125	0	1	68	15	14	2	0	0	12	76	8	124
<b>TOTAL MALAGA</b>			<b>125</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>8</b>	<b>132</b>
MURCIA SAN JAVIER	RYANAIR	S	114	0	2	61	19	13	6	1	0	19	89	6	160
<b>TOTAL MURCIA SAN JAVIER</b>			<b>114</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>89</b>	<b>6</b>	<b>160</b>
PALMA DE MALLORCA	AIR BERLIN	S	24	0	0	67	17	17	0	0	0	14	77	11	26
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	71	15	10	4	0	0	12	77	11	60
<b>TOTAL PALMA DE MALLORCA</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>86</b>
REUS	RYANAIR	S	76	2	2	86	11	1	3	0	0	8	91	4	112
<b>TOTAL REUS</b>			<b>76</b>	<b>2</b>	<b>2</b>	<b>86</b>	<b>11</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>4</b>	<b>112</b>
SANTANDER	RYANAIR	S	59	0	1	71	14	14	0	2	0	14	71	12	58
<b>TOTAL SANTANDER</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>12</b>	<b>58</b>
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	60	0	0	52	30	13	5	0	0	19	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEVILLE	RYANAIR	S	88	0	0	80	7	10	3	0	0	12	0	0	0
<b>TOTAL SEVILLE</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	12	8	3	3	0	19	81	13	58
	RYANAIR	S	100	0	0	67	21	10	2	0	0	14	54	27	59
<b>TOTAL VALENCIA</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>20</b>	<b>117</b>
VALLADOLID	RYANAIR	S	60	0	0	87	10	3	0	0	0	7	71	38	58
<b>TOTAL VALLADOLID</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>38</b>	<b>58</b>
ZARAGOZA	RYANAIR	S	58	0	2	53	29	14	3	0	0	18	90	11	60
<b>TOTAL ZARAGOZA</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>29</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>11</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>1766</b>	<b>8</b>	<b>17</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>1498</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	80	25	10
	THOMAS COOK AIRLINES LTD	C	11	0	0	82	18	0	0	0	0	6	100	2	6
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL ARRECIFE</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>16</b>	<b>16</b>
FUERTEVENTURA	THOMSONFLY LTD	C	8	0	0	63	13	25	0	0	0	17	80	11	10
<b>TOTAL FUERTEVENTURA</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>80</b>	<b>11</b>	<b>10</b>
LAS PALMAS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	34	100	2	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	88	8	16
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>92</b>	<b>6</b>	<b>24</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	FIRST CHOICE AIRWAYS LTD	C	14	0	0	100	0	0	0	0	0	3	67	13	18
	FLYGLOBESPAN	S	59	0	0	59	25	8	3	3	0	22	0	0	0
	FUTURA AIRLINES	C	2	0	0	0	50	50	0	0	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	13	0	0	85	8	0	8	0	0	12	80	5	10
	THOMSONFLY LTD	C	17	0	0	71	6	12	12	0	0	24	83	6	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>9</b>	<b>46</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>10</b>	<b>96</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	137	0	1	47	23	27	2	1	0	21	80	8	163
<b>TOTAL GOTEBORG (SAVE)</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>23</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>8</b>	<b>163</b>
MALMO	RYANAIR	S	96	0	0	50	27	14	8	0	1	26	46	22	102
<b>TOTAL MALMO</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>46</b>	<b>22</b>	<b>102</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	158	0	0	66	18	11	4	1	0	16	83	8	166
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>8</b>	<b>166</b>
<b>TOTAL SWEDEN</b>			<b>391</b>	<b>1</b>	<b>1</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>11</b>	<b>545</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	10	15	5	0	0	15	80	8	59
<b>TOTAL BASLE MULHOUSE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>8</b>	<b>59</b>
BERNE	TITAN AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	52	0	0	0
<b>TOTAL BERNE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>GENEVA</b>															
	AIR BERLIN	C	5	0	0	40	20	40	0	0	0	27	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	32	0	0	69	13	13	6	0	0	19	0	0	0
	EASYJET SWITZERLAND	S	31	0	1	35	26	19	19	0	0	35	0	0	0
	FLYGLOBESPAN	S	18	0	0	67	22	0	11	0	0	15	0	0	0
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	12	75	9	4
<b>TOTAL GENEVA</b>			<b>89</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>20</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>16</b>	<b>7</b>
<b>TOTAL SWITZERLAND</b>			<b>152</b>	<b>5</b>	<b>4</b>	<b>61</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>9</b>	<b>66</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	40	0	0	55	10	28	8	0	0	23	67	17	39
<b>TOTAL ANTALYA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>10</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>17</b>	<b>39</b>
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	88	0	13	0	0	0	12	0	0	0
<b>TOTAL DALAMAN</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	18	0	0	33	17	33	6	11	0	49	0	0	0
<b>TOTAL ISTANBUL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>33</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>49</b>	<b>35</b>	<b>31</b>	<b>20</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	12	0	0	33	25	8	17	17	0	70	83	5	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>25</b>	<b>8</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>70</b>	<b>83</b>	<b>5</b>	<b>12</b>
<b>TOTAL TURKEY</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>13</b>	<b>24</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>61</b>	<b>19</b>	<b>71</b>
<b>UNITED KINGDOM</b>															
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	270	0	2	76	11	8	4	0	0	15	78	10	278

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2005

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 BELFAST INTERNATIONAL</b>			<b>270</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>10</b>	278
BLACKPOOL	RYANAIR	S	87	0	1	83	9	6	2	0	0	9	75	9	102
<b>TOTAL BLACKPOOL</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>9</b>	102
CITY OF DERRY (EGLINTON)	RYANAIR	S	100	0	0	65	23	9	3	0	0	14	98	2	60
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>98</b>	<b>2</b>	60
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	319	0	6	73	15	7	5	0	0	13	67	14	352
	FLYGLOBESPAN	S	104	0	0	89	7	1	3	0	0	7	0	0	0
<b>TOTAL EDINBURGH</b>			<b>423</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>14</b>	352
GLASGOW	AIR BERLIN	S	44	2	0	27	16	32	25	0	0	42	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	272	0	0	84	10	3	2	1	0	10	81	9	278
	FLYGLOBESPAN	S	103	0	0	88	4	0	8	0	0	9	0	0	0
<b>TOTAL GLASGOW</b>			<b>419</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	278
GUERNSEY	AURIGNY AIR SERVICES	S	58	0	2	66	17	12	5	0	0	17	75	20	197
<b>TOTAL GUERNSEY</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>20</b>	197
MANCHESTER	AIR BERLIN	S	46	0	0	28	30	35	7	0	0	30	0	0	0
	EASTERN AIRWAYS	S	87	0	3	72	9	15	2	1	0	16	86	9	90
<b>TOTAL MANCHESTER</b>			<b>133</b>	<b>0</b>	<b>3</b>	<b>57</b>	<b>17</b>	<b>22</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>85</b>	<b>9</b>	91
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	226	0	2	59	17	13	8	2	0	26	77	10	224
<b>TOTAL NEWCASTLE</b>			<b>226</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>10</b>	224
NEWQUAY	RYANAIR	S	57	0	45	75	16	7	2	0	0	10	76	10	103
<b>TOTAL NEWQUAY</b>			<b>57</b>	<b>0</b>	<b>45</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	103
PRESTWICK	RYANAIR	S	275	0	4	79	14	6	1	0	0	9	83	10	342
<b>TOTAL PRESTWICK</b>			<b>275</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	342
<b>TOTAL UNITED KINGDOM</b>			<b>2048</b>	<b>10</b>	<b>66</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	2133
<b>USA</b>															
NEW YORK (JF KENNEDY)	EOS AIRLINES	S	50	0	6	70	2	20	8	0	0	19	0	0	0
	MAXJET AIRWAYS	S	45	0	0	56	13	13	16	2	0	33	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>95</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>7</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL USA</b>			<b>96</b>	<b>1</b>	<b>6</b>	<b>64</b>	<b>7</b>	<b>17</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL STANSTED</b>			<b>13196</b>	<b>55</b>	<b>225</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>12</b>	12679

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AALBORG																		
	STANSTED	STERLING EUROPEAN AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL AALBORG</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>9</b>	<b>83</b>	<b>9</b>	<b>9</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	46	0	2	85	9	4	2	0	0	8	75	17	52	
	STANSTED	RYANAIR	S	D	48	0	3	58	27	10	4	0	0	16	49	18	51	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>94</b>	<b>0</b>	<b>5</b>	<b>71</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>17</b>	<b>17</b>	
ABERDEEN																		
	NEWCASTLE	AIR WALES LTD	S	A	42	2	1	81	5	5	7	2	0	15	0	0	0	
	NEWCASTLE	AIR WALES LTD	S	D	41	2	2	78	5	7	7	2	0	16	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	S	A	74	0	0	73	14	4	9	0	0	14	89	6	72	
	BIRMINGHAM	BA CONNECT LTD	S	D	74	0	0	81	4	7	8	0	0	12	93	5	72	
	MANCHESTER	BA CONNECT LTD	S	A	80	0	0	86	8	5	1	0	0	7	79	13	76	
	MANCHESTER	BA CONNECT LTD	S	D	80	0	0	94	4	3	0	0	0	3	84	12	77	
	HEATHROW	BMI BRITISH MIDLAND	S	A	115	0	0	79	12	4	3	1	0	12	78	14	124	
	HEATHROW	BMI BRITISH MIDLAND	S	D	115	0	0	85	7	4	2	2	0	12	78	12	124	
	MANCHESTER	BMI REGIONAL	S	A	74	0	0	84	3	5	8	0	0	13	89	11	65	
	MANCHESTER	BMI REGIONAL	S	D	74	0	0	85	4	4	7	0	0	9	86	7	65	
	GATWICK	BRITISH AIRWAYS PLC	S	A	106	0	0	53	19	15	13	0	0	27	62	19	113	
	GATWICK	BRITISH AIRWAYS PLC	S	D	106	0	0	65	13	17	5	0	0	18	82	8	112	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	173	0	0	72	15	8	5	1	0	15	78	14	180	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	0	0	70	14	11	5	0	0	15	64	16	180	
	NEWCASTLE	EASTERN AIRWAYS	S	A	82	3	1	91	5	4	0	0	0	4	96	2	83	
	NEWCASTLE	EASTERN AIRWAYS	S	D	83	1	3	95	4	1	0	0	0	2	92	10	83	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	63	6	20	10	2	0	28	67	13	58	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	56	10	23	12	0	0	28	60	16	58	
<b>TOTAL ABERDEEN</b>					<b>1596</b>	<b>12</b>	<b>8</b>	<b>77</b>	<b>10</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>12</b>	<b>12</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS	S	A	26	0	0	73	15	8	0	4	0	16	90	5	31	
	GATWICK	ETIHAD AIRWAYS	S	D	25	0	0	68	20	4	8	0	0	17	67	19	30	
	HEATHROW	ETIHAD AIRWAYS	S	A	45	0	0	80	16	4	0	0	0	6	91	5	34	
	HEATHROW	ETIHAD AIRWAYS	S	D	45	0	0	69	18	7	7	0	0	17	65	14	34	
	HEATHROW	GULF AIR	S	A	36	0	0	69	3	11	17	0	0	21	61	29	36	
	HEATHROW	GULF AIR	S	D	34	0	0	65	21	9	6	0	0	16	67	42	42	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ABU DHABI INTERNATIONAL					<b>211</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>20</b>	<b>20</b>
ABUJA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	71	14	4	4	4	4	55	90	11	21
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	33	30	15	19	4	0	43	67	16	21
<b>TOTAL ABUJA</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>49</b>	<b>79</b>	<b>14</b>	<b>14</b>
ACAPULCO																	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	100	0	0	0	35	100	5	1
<b>TOTAL ACAPULCO</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>29</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>47</b>	<b>47</b>
ACCRA																	
	GATWICK	ASTRAEUS LTD	S	A	12	0	1	17	8	25	42	0	8	89	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	13	0	0	8	23	46	15	0	8	77	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	13	0	3	3	0	14	90	5	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	16	26	39	16	3	0	48	19	35	31
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	A	30	0	0	63	23	3	10	0	0	17	0	0	0
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	D	30	0	0	7	23	33	37	0	0	53	0	0	0
<b>TOTAL ACCRA</b>					<b>147</b>	<b>1</b>	<b>1</b>	<b>37</b>	<b>20</b>	<b>22</b>	<b>18</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>41</b>	<b>59</b>	<b>59</b>
ADDIS ABABA																	
	HEATHROW	BMED	S	A	22	0	0	77	9	0	5	9	0	23	67	17	18
	HEATHROW	BMED	S	D	22	0	0	27	27	32	14	0	0	35	28	44	18
	GATWICK	ETHIOPIAN AIRLINES	S	A	13	0	0	85	15	0	0	0	5	0	0	0	0
	GATWICK	ETHIOPIAN AIRLINES	S	D	13	0	0	23	31	23	8	15	0	58	0	0	0
	HEATHROW	ETHIOPIAN AIRLINES	S	A	14	0	0	79	0	14	7	0	0	14	56	31	18
	HEATHROW	ETHIOPIAN AIRLINES	S	D	14	0	0	43	36	7	14	0	0	28	38	32	21
<b>TOTAL ADDIS ABABA</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>31</b>	<b>31</b>
AGADIR																	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	100	4	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	0	5
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	67	0	17	17	0	0	35	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	11	0	0	55	18	18	9	0	0	30	75	11	8
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	4	100	15	1

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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		
<b>AGADIR</b>																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	4	50	19	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	17	43	40	7	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	0	20	0	0	22	57	20	7	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	75	25	0	0	0	30	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	75	25	0	0	0	29	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL AGADIR</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>18</b>	<b>18</b>	
<b>AGRA (KHERIA)</b>																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
<b>TOTAL AGRA (KHERIA)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>AHMEDABAD</b>																		
	HEATHROW	AIR INDIA	S	A	3	0	0	33	0	33	0	33	0	74	0	0	0	
	HEATHROW	AIR INDIA	S	D	2	0	0	0	100	0	0	0	0	25	0	0	0	
<b>TOTAL AHMEDABAD</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>ALGHERO/SASSARI</b>																		
	STANSTED	RYANAIR	S	A	30	0	0	77	13	10	0	0	0	12	75	13	28	
	STANSTED	RYANAIR	S	D	30	0	0	93	3	3	0	0	0	5	75	12	28	
<b>TOTAL ALGHERO/SASSARI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>12</b>	
<b>ALGIERS</b>																		
	HEATHROW	AIR ALGERIE	S	A	18	0	0	33	17	33	17	0	0	40	18	68	17	
	HEATHROW	AIR ALGERIE	S	D	18	0	0	17	17	44	17	6	0	52	50	47	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	50	25	19	6	0	0	18	50	30	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	44	38	13	6	0	0	22	56	26	16	
<b>TOTAL ALGIERS</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>24</b>	<b>28</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>43</b>	<b>43</b>	
<b>ALICANTE</b>																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	73	17	3	3	3	0	20	84	8	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	67	20	7	7	0	0	20	55	20	31	
	BIRMINGHAM	BMIBABY LTD	S	A	28	0	0	86	7	7	0	0	0	6	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	28	0	1	68	21	7	4	0	0	14	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	58	23	13	6	0	0	18	57	35	21	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ALICANTE																		
	MANCHESTER	BMIBABY LTD		S D	31	0	0	71	16	10	3	0	0	13	80	18	20	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	58	0	0	78	7	5	10	0	0	18	75	14	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	58	0	0	79	5	7	9	0	0	16	80	15	61	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	87	7	7	0	0	0	8	72	12	32	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	67	30	3	0	0	0	14	59	17	32	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	33	0	0	79	3	6	9	3	0	21	97	3	33	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	33	0	0	67	15	12	3	3	0	22	88	6	33	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	57	0	0	88	2	7	2	2	0	9	63	17	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	57	0	0	82	7	7	2	2	0	15	71	13	59	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	1	100	2	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	80	16	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	3	91	6	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	15	0	0	87	7	0	7	0	0	10	64	10	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	15	0	0	80	7	7	7	0	0	10	71	13	14	
	BIRMINGHAM	FLYBE LTD		S A	13	0	0	46	15	15	8	15	0	60	0	0	0	
	BIRMINGHAM	FLYBE LTD		S D	13	1	0	77	8	0	8	8	0	28	0	0	0	
	EDINBURGH	FLYGLOBESPAN		S A	9	0	0	56	22	22	0	0	0	15	0	0	0	
	EDINBURGH	FLYGLOBESPAN		S D	9	0	0	89	11	0	0	0	0	7	0	0	0	
	GLASGOW	FLYGLOBESPAN		S A	30	0	0	87	3	7	3	0	0	8	60	20	10	
	GLASGOW	FLYGLOBESPAN		S D	30	0	0	90	3	7	0	0	0	5	80	10	10	
	GATWICK	GB AIRWAYS LTD		S A	25	0	0	68	20	0	12	0	0	16	73	10	30	
	GATWICK	GB AIRWAYS LTD		S D	24	0	0	71	13	8	8	0	0	16	70	13	30	
	MANCHESTER	JET2.COM LTD		S A	22	0	0	91	5	0	5	0	0	7	0	0	0	
	MANCHESTER	JET2.COM LTD		S D	22	0	0	95	0	0	5	0	0	6	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		S A	19	0	0	74	21	5	0	0	0	6	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		S D	19	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MONARCH AIRLINES		S A	45	0	0	80	9	7	4	0	0	11	81	9	48	
	GATWICK	MONARCH AIRLINES		S D	45	0	0	80	9	7	4	0	0	11	75	9	48	
	LUTON	MONARCH AIRLINES		S A	25	0	0	76	8	4	4	8	0	29	77	12	26	
	LUTON	MONARCH AIRLINES		S D	25	0	0	80	4	8	0	8	0	27	65	17	26	
	MANCHESTER	MONARCH AIRLINES		S A	44	0	0	80	14	2	5	0	0	11	76	13	49	
	MANCHESTER	MONARCH AIRLINES		S D	44	0	0	82	14	2	2	0	0	9	82	10	49	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	11	0	0	82	0	0	9	9	0	30	55	16	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	80	0	0	10	10	0	34	73	9	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	18	75	5	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	11	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	10	10	0	0	16	73	7	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	30	0	10	0	0	13	92	9	12
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	2	78	9	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	5	90	19	10
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	89	0	11	0	0	0	7	88	70	8
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	22	11	0	0	0	14	100	0	8
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	88	8	8
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	88	5	8
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	10	100	3	4
	LUTON	THOMSONFLY LTD	C	D	5	1	0	60	20	0	20	0	0	18	75	11	4
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	67	0	11	11	11	0	47	76	26	17
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	56	11	0	22	11	0	54	89	8	18
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	4	88	6	8
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	1	8
<b>TOTAL ALICANTE</b>					<b>1182</b>	<b>5</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>13</b>
ALMA ATA	HEATHROW	AIR ASTANA	S	A	8	0	0	63	25	0	13	0	0	19	50	13	8
	HEATHROW	AIR ASTANA	S	D	8	0	0	88	0	13	0	0	0	12	88	8	8
	HEATHROW	BMED	S	A	13	0	0	77	15	8	0	0	0	6	31	39	13
	HEATHROW	BMED	S	D	14	0	0	57	7	36	0	0	0	21	54	34	13
<b>TOTAL ALMA ATA</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>26</b>	<b>26</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	62	29	10	0	0	0	11	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	62	24	14	0	0	0	15	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	97	0	3	0	0	0	3	83	7	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	23	7	3	0	0	14	76	9	29
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	53	35	12	0	0	0	15	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	88	12	0	0	0	0	6	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	50	78	2

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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
<b>ALMERIA</b>																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	50	70	2	
	STANSTED	RYANAIR	S	A	29	0	0	90	7	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	29	0	0	62	31	3	3	0	0	11	0	0	0	
<b>TOTAL ALMERIA</b>					<b>198</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>19</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>15</b>	
<b>ALTENBURG - WALLBURG</b>																		
	STANSTED	RYANAIR	S	A	29	0	0	79	10	3	7	0	0	11	76	11	17	
	STANSTED	RYANAIR	S	D	29	0	0	79	7	7	7	0	0	16	71	20	17	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>16</b>	<b>16</b>	
<b>ALTENRHEIN</b>																		
<b>AMMAN</b>																		
	HEATHROW	BMED	S	A	9	0	0	100	0	0	0	0	0	3	71	17	17	
	HEATHROW	BMED	S	D	9	0	0	33	33	33	0	0	0	26	33	40	18	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	77	6	10	3	3	0	19	87	7	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	32	42	16	6	3	0	33	44	24	32	
<b>TOTAL AMMAN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>60</b>	<b>20</b>	<b>20</b>	
<b>AMRITSAR</b>																		
<b>AMSTERDAM</b>																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	212	0	0	73	10	7	9	1	0	17	70	17	205	
	HEATHROW	BMI BRITISH MIDLAND	S	D	211	0	0	71	13	10	6	0	0	16	70	16	205	
	BIRMINGHAM	BMIBABY LTD	S	A	53	0	0	70	11	4	8	8	0	28	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	53	0	0	70	11	6	11	2	0	27	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	157	0	0	83	8	6	3	0	0	9	77	10	159	
	GATWICK	BRITISH AIRWAYS PLC	S	D	157	0	2	81	10	6	3	0	0	10	86	7	159	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	189	0	0	78	7	6	8	1	0	14	81	11	192	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	189	0	0	73	13	7	6	1	0	15	66	15	192	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	20	7	7	0	0	17	67	20	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	30	13	10	0	0	23	73	17	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	1	74	11	6	7	2	0	18	73	11	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	110	0	1	66	17	11	5	1	0	19	72	12	116	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	134	0	1	80	10	5	2	2	0	14	75	11	140	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	134	0	1	69	14	11	4	1	0	18	77	10	140	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	84	0	1	77	6	12	4	1	0	14	83	11	88	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	84	0	1	58	23	13	5	1	0	22	63	18	88
	MANCHESTER	JET2.COM LTD	S	A	73	0	0	78	11	7	3	1	0	14	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	73	0	0	90	4	1	4	0	0	6	0	0	0
	BIRMINGHAM	KLM	S	A	86	0	6	85	9	6	0	0	0	7	0	0	0
	BIRMINGHAM	KLM	S	D	86	0	6	81	9	7	2	0	0	12	0	0	0
	HEATHROW	KLM	S	A	255	0	1	77	7	7	8	1	0	15	84	8	257
	HEATHROW	KLM	S	D	255	0	1	65	13	9	11	2	0	25	64	17	257
	MANCHESTER	KLM	S	A	120	1	0	78	8	7	6	1	0	14	82	9	90
	MANCHESTER	KLM	S	D	122	0	0	80	7	6	8	0	0	13	81	10	91
	BIRMINGHAM	KLM CITYHOPPER	S	A	71	0	0	56	21	15	6	1	0	22	78	12	184
	BIRMINGHAM	KLM CITYHOPPER	S	D	71	0	0	59	20	15	3	3	0	23	71	18	180
	EDINBURGH	KLM CITYHOPPER	S	A	128	0	0	75	8	10	7	0	0	16	78	13	129
	EDINBURGH	KLM CITYHOPPER	S	D	129	0	0	73	12	7	8	0	0	16	57	23	129
	GLASGOW	KLM CITYHOPPER	S	A	104	0	0	77	11	7	4	2	0	14	88	8	99
	GLASGOW	KLM CITYHOPPER	S	D	105	0	0	67	17	10	6	0	0	18	76	15	100
	LONDON CITY	KLM CITYHOPPER	S	A	140	0	0	86	11	3	1	0	0	6	85	8	123
	LONDON CITY	KLM CITYHOPPER	S	D	139	0	0	60	24	14	3	0	0	17	63	19	124
	MANCHESTER	KLM CITYHOPPER	S	A	49	2	0	65	10	10	14	0	0	26	60	24	78
	MANCHESTER	KLM CITYHOPPER	S	D	49	0	0	69	4	10	16	0	0	25	53	27	75
	NEWCASTLE	KLM CITYHOPPER	S	A	133	2	0	74	9	8	9	0	0	15	81	11	133
	NEWCASTLE	KLM CITYHOPPER	S	D	133	2	0	70	15	8	7	0	0	16	82	13	134
	STANSTED	TRANSAVIA	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	A	56	0	5	88	4	5	4	0	0	7	0	0	0
	LONDON CITY	VLM (BELGIUM)	S	D	55	0	5	82	7	5	5	0	0	13	0	0	0
<b>TOTAL AMSTERDAM</b>					<b>4373</b>	<b>13</b>	<b>32</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>13</b>
ANCONA	STANSTED	RYANAIR	S	A	29	0	1	62	24	7	7	0	0	17	80	11	30
	STANSTED	RYANAIR	S	D	30	0	0	67	23	3	7	0	0	17	73	15	30
<b>TOTAL ANCONA</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>24</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>13</b>	<b>13</b>
ANTALYA	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	20	0	0	85	10	5	0	0	0	8	74	11	19
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	20	0	0	25	10	50	15	0	0	38	60	21	20
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	3	40	18	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	33	0	0	0	0	9	67	18	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	14	14	0	0	0	11	75	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	33	0	0	0	16	100	3	4	
<b>TOTAL ANTALYA</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>21</b>	<b>21</b>	
ANTIGUA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	0	60	40	0	0	67	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	0	40	0	0	0	21	40	35	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	64	14	7	14	0	0	19	92	5	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	36	14	36	14	0	0	38	43	28	14	
<b>TOTAL ANTIGUA</b>					<b>38</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>11</b>	<b>29</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>60</b>	<b>26</b>	<b>26</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	105	0	4	91	7	2	0	0	0	5	93	6	105	
	LONDON CITY	VLM (BELGIUM)	S	D	108	0	2	79	14	5	3	0	0	12	76	10	106	
<b>TOTAL ANTWERP</b>					<b>213</b>	<b>1</b>	<b>6</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>	
AQABA																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	50	25	0	0	0	19	25	25	4	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	9	75	12	4	
<b>TOTAL AQABA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>19</b>	<b>19</b>	
ARRECIFE																		
	GATWICK	AIR EUROPA	C	A	2	0	0	50	0	50	0	0	0	22	100	13	1	
	GATWICK	AIR EUROPA	C	D	7	0	0	86	0	14	0	0	0	9	33	45	3	
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	50	0	50	0	0	0	16	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	44	11	33	11	0	0	28	50	30	10	
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	42	25	17	17	0	0	29	64	33	14	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	8	71	74	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	67	22	11	0	0	0	12	56	57	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	83	17	0	0	0	0	6	95	3	19	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	8	17	0	0	0	13	73	14	22	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	80	4	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	35	100	5	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	7	100	1	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	2	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	87	7	0	0	0	7	31	73	27	15	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	94	0	6	0	0	0	5	89	13	18	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	80	18	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	18	80	32	5	
	GLASGOW	FLYGLOBESPAN	S	A	8	0	0	75	13	0	13	0	0	21	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	11	44	22	22	0	0	47	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	30	1	1	70	20	3	7	0	0	13	47	25	19	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	74	13	6	6	0	0	15	74	21	19	
	MANCHESTER	GB AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	6	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	7	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	7	83	30	6	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	0	100	5	6	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	67	17	0	17	0	0	26	62	22	13	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	0	13	13	0	0	19	87	30	15	
	LUTON	MONARCH AIRLINES	S	A	5	0	0	0	40	60	0	0	0	29	100	4	5	
	LUTON	MONARCH AIRLINES	S	D	5	0	0	40	40	20	0	0	0	17	80	10	5	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	67	0	17	17	0	0	26	40	48	5	
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	67	0	17	17	0	0	18	50	28	6	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	60	15	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	1	0	100	0	0	0	0	0	1	50	18	6	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	20	0	0	32	60	24	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	17	0	0	0	0	6	42	38	12	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	60	18	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	7	80	9	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	11	0	0	0	0	3	100	2	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	1	0	100	0	0	0	0	0	3	100	0	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	3	100	0	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	13	80	3	5	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ARRECIFE	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	8	83	27	6
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	8	100	2	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	40	0	10	0	0	16	77	25	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	23	8	15	0	0	23	81	18	16
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	5	100	0	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	8	100	2	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	0	0	50	13	25	6	6	0	39	87	6	23
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	61	17	11	6	6	0	37	100	2	23
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	80	8	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	1
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	33	0	0	0	0	11	100	2	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	50	0	25	13	13	0	63	67	23	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	38	13	13	25	0	13	77	67	14	9
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	77	0	8	8	8	0	34	100	1	14
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	85	0	0	8	8	0	36	93	7	14
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	80	14	5
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	6	5
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	10	100	2	5
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	8	60	11	5
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	62	38	0	0	0	0	13	86	11	14
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	92	8	0	0	0	0	3	86	16	14
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	1	5
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	1	5
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	BIRMINGHAM	VOLAR AIRLINES	C	A	5	0	0	60	20	0	20	0	0	22	0	0	0
	BIRMINGHAM	VOLAR AIRLINES	C	D	5	0	0	80	0	0	20	0	0	14	0	0	0
<b>TOTAL ARRECIFE</b>					<b>546</b>	<b>3</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>17</b>	<b>17</b>
ASHKHABAD	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	18	0	8	61	0	0	17	6	17	132	50	60	18
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	1	8	50	11	11	6	6	17	115	56	52	18
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	1	0	33	33	11	22	0	0	48	50	86	8

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

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Plan (8)											
ASHKHABAD	HEATHROW	TURKMENISTAN AIRLINES		S D	9	0	0	33	22	33	11	0	0	32	25	91	8
<b>TOTAL ASHKHABAD</b>					<b>54</b>	<b>2</b>	<b>16</b>	<b>48</b>	<b>13</b>	<b>11</b>	<b>13</b>	<b>4</b>	<b>11</b>	<b>96</b>	<b>48</b>	<b>66</b>	<b>66</b>
ASTANA																	
ASTURIAS	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	18	0	0	61	22	0	11	0	6	49	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	18	0	0	33	44	11	11	0	0	24	0	0	0
<b>TOTAL ASTURIAS</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>35</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>71</b>	<b>12</b>	<b>12</b>
ASWAN																	
	GATWICK	ASTRAEUS LTD		C A	4	0	0	50	50	0	0	0	0	16	0	142	4
	GATWICK	ASTRAEUS LTD		C D	4	0	0	100	0	0	0	0	0	7	75	106	4
<b>TOTAL ASWAN</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>11</b>	<b>38</b>	<b>124</b>	<b>124</b>
ATHENS																	
	HEATHROW	BRITISH AIRWAYS PLC		S A	88	0	2	73	11	7	6	3	0	22	79	11	90
	HEATHROW	BRITISH AIRWAYS PLC		S D	89	0	1	48	20	18	12	1	0	29	60	21	90
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	77	17	7	0	0	0	9	93	3	30
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	67	20	13	0	0	0	13	90	4	30
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	63	13	10	7	7	0	26	80	7	30
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	57	33	0	10	0	0	20	50	15	30
	GATWICK	OLYMPIC AIRLINES		S A	16	0	2	56	6	31	6	0	0	24	44	20	9
	GATWICK	OLYMPIC AIRLINES		S D	16	0	2	31	19	31	13	6	0	41	33	37	9
	HEATHROW	OLYMPIC AIRLINES		S A	69	0	0	57	19	14	10	0	0	23	79	10	73
	HEATHROW	OLYMPIC AIRLINES		S D	69	0	0	51	17	20	10	0	1	38	68	14	73
	MANCHESTER	OLYMPIC AIRLINES		S A	9	0	1	33	33	22	11	0	0	32	63	14	8
	MANCHESTER	OLYMPIC AIRLINES		S D	9	0	1	22	44	11	22	0	0	38	56	27	9
<b>TOTAL ATHENS</b>					<b>485</b>	<b>1</b>	<b>9</b>	<b>58</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>13</b>	<b>13</b>
ATLANTA																	
	GATWICK	BRITISH AIRWAYS PLC		S A	29	0	0	48	14	24	10	3	0	30	90	5	29
	GATWICK	BRITISH AIRWAYS PLC		S D	29	0	0	55	24	17	3	0	0	21	64	16	28
	GATWICK	DELTA AIRLINES		S A	75	0	0	57	23	16	4	0	0	17	70	15	93
	GATWICK	DELTA AIRLINES		S D	75	0	0	73	13	11	3	0	0	12	77	15	93
	MANCHESTER	DELTA AIRLINES		S A	31	0	0	55	23	16	6	0	0	20	81	9	31
	MANCHESTER	DELTA AIRLINES		S D	31	0	0	94	3	3	0	0	0	3	97	9	31

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
ATLANTA					<b>270</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>13</b>
AUCKLAND INTERNATIONAL																	
	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	81	16	3	0	0	0	6	81	11	31
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	68	16	6	10	0	0	19	71	48	31
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>30</b>	<b>30</b>



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
BAGDHAD (GEC)																		
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	62	0	0	76	5	8	8	3	0	23	70	22	61	
	HEATHROW	GULF AIR	S	D	62	0	0	47	26	16	11	0	0	24	67	16	52	
<b>TOTAL BAHRAIN</b>					<b>126</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>20</b>	<b>20</b>	
BAKU ( HEYDER ALIYEV INT'L																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	13	0	0	23	38	31	8	0	0	35	64	10	14	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	13	0	0	15	15	38	31	0	0	50	93	8	14	
	HEATHROW	BMED	S	A	29	1	0	69	21	10	0	0	0	10	82	23	17	
	HEATHROW	BMED	S	D	29	0	0	41	10	28	21	0	0	33	31	42	16	
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>					<b>85</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>20</b>	<b>24</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>22</b>	<b>22</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	7	0	0	0	0	2	97	3	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	30	43	20	7	0	0	24	48	22	29	
<b>TOTAL BALTIMORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>25</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>13</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	61	16	10	6	3	3	52	41	64	29	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	55	26	16	0	0	3	38	37	55	30	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>45</b>	<b>39</b>	<b>59</b>	<b>59</b>	
BANGALORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	0	86	10	0	5	0	0	7	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	32	41	27	0	0	0	23	0	0	0	
<b>TOTAL BANGALORE</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BANGKOK																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	82	11	5	0	0	2	15	75	10	57	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	0	56	21	18	3	2	0	23	65	17	57	
<b>TOTAL BANGKOK</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>70</b>	<b>21</b>	<b>21</b>	
BANGOR																		
BANJUL																		
	MANCHESTER	ASTRAEUS LTD	C	A	9	0	0	56	11	22	11	0	0	24	40	25	10	
	MANCHESTER	ASTRAEUS LTD	C	D	9	0	0	78	0	11	11	0	0	15	80	9	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	60	13	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	13	60	20	5	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	4	40	25	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	40	20	5		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	0	33	44	22	0	0	48	0	54	9		
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	20	50	10	20	0	0	33	22	38	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	0	40	20	0	84	20	37	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	33	0	50	0	17	0	73	60	10	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	10	75	17	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	5	75	16	4		
<b>TOTAL BANJUL</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>42</b>	<b>27</b>	<b>27</b>		
BARCELONA																			
	BIRMINGHAM	BA CONNECT LTD	S	A	15	0	0	87	0	7	7	0	0	11	94	4	18		
	BIRMINGHAM	BA CONNECT LTD	S	D	15	0	0	87	7	0	7	0	0	7	94	6	18		
	GATWICK	BRITISH AIRWAYS PLC	S	A	76	0	0	64	16	9	8	3	0	22	73	12	89		
	GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	0	74	8	11	7	1	0	19	76	11	89		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	0	56	18	18	8	0	0	24	57	23	118		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	118	0	0	50	25	17	8	0	0	23	53	21	118		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	88	0	0	80	8	7	6	0	0	13	58	18	89		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	68	17	11	3	0	0	14	70	16	89		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	2	74	13	10	3	0	0	13	83	8	89		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	88	0	1	67	16	14	3	0	0	18	73	12	89		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	7	7	3	3	0	20	93	2	30		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	30	7	3	3	0	26	83	8	30		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	83	7	5	3	2	0	12	83	11	59		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	64	21	9	7	0	0	19	68	18	59		
	EDINBURGH	FLYGLOBESPAN	S	A	21	0	0	100	0	0	0	0	0	1	0	0	0		
	EDINBURGH	FLYGLOBESPAN	S	D	21	0	0	95	5	0	0	0	0	1	0	0	0		
	GLASGOW	FLYGLOBESPAN	S	A	29	0	0	93	0	0	7	0	0	7	0	0	0		
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	90	7	0	3	0	0	7	0	0	0		
	HEATHROW	IBERIA	S	A	115	1	2	60	18	12	10	0	0	22	75	14	115		
	HEATHROW	IBERIA	S	D	118	0	0	70	12	11	5	2	0	19	80	13	116		
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	19	50	25	4		
	MANCHESTER	MONARCH AIRLINES	S	A	29	0	1	69	24	7	0	0	0	12	73	11	30		
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	97	0	3	0	0	0	3	87	5	30		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BARCELONA																	
<b>TOTAL BARCELONA</b>					<b>1341</b>	<b>4</b>	<b>6</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>15</b>
BARI (PALESE)																	
	STANSTED	RYANAIR	S	A	16	0	0	63	31	6	0	0	0	11	69	11	29
	STANSTED	RYANAIR	S	D	16	0	0	75	13	13	0	0	0	13	66	13	29
<b>TOTAL BARI (PALESE)</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>12</b>	<b>12</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	28	0	0	86	7	4	4	0	0	10	71	9	24
	GLASGOW	LOGANAIR	S	D	28	0	0	86	4	4	4	4	0	17	83	8	24
<b>TOTAL BARRA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>9</b>	<b>9</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	88	1	4	7	0	0	9	86	11	78
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	70	17	7	7	0	0	15	65	17	79
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	1	1	81	9	7	2	2	0	14	64	15	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	61	24	12	3	0	0	16	47	25	59
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	10	13	7	0	0	16	76	10	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	10	17	3	0	0	14	83	6	30
	LONDON CITY	SWISS AIRLINES	S	A	70	0	1	94	1	3	1	0	0	4	87	8	76
	LONDON CITY	SWISS AIRLINES	S	D	71	0	1	80	3	17	0	0	0	12	68	16	76
<b>TOTAL BASLE MULHOUSE</b>					<b>470</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>13</b>	<b>13</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	22	0	0	68	5	9	18	0	0	28	43	111	21
	HEATHROW	AIR CHINA	S	D	22	0	0	50	27	9	14	0	0	27	52	175	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	73	14	14	0	0	0	10	81	7	16
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	27	14	5	0	0	18	81	16	16
<b>TOTAL BEIJING</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>86</b>	<b>86</b>
BEIRUT																	
	HEATHROW	BMED	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	HEATHROW	BMED	S	D	5	0	0	20	20	20	40	0	0	60	0	0	0
	HEATHROW	MEA	S	A	22	0	0	73	14	9	5	0	0	14	77	9	22
	HEATHROW	MEA	S	D	22	0	0	36	9	27	27	0	0	34	29	34	21
<b>TOTAL BEIRUT</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>11</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>21</b>	<b>21</b>
BELFAST CITY																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
BELFAST CITY																		
	MANCHESTER	BA CONNECT LTD	S	A	156	0	0	63	19	14	4	0	0	18	76	17	157	
	MANCHESTER	BA CONNECT LTD	S	D	156	0	0	79	12	6	2	0	0	9	85	12	156	
	HEATHROW	BMI BRITISH MIDLAND	S	A	229	0	1	83	11	3	3	0	0	11	80	11	232	
	HEATHROW	BMI BRITISH MIDLAND	S	D	230	0	0	76	14	8	2	0	0	11	71	13	233	
	BIRMINGHAM	FLYBE LTD	S	A	165	1	2	86	3	5	5	0	0	11	89	8	171	
	BIRMINGHAM	FLYBE LTD	S	D	166	0	1	78	7	7	8	1	0	17	81	11	172	
	EDINBURGH	FLYBE LTD	S	A	101	0	2	74	10	8	7	1	0	16	77	14	93	
	EDINBURGH	FLYBE LTD	S	D	101	0	2	66	19	9	5	1	0	18	74	15	93	
	GATWICK	FLYBE LTD	S	A	106	0	0	82	5	7	7	0	0	15	84	7	107	
	GATWICK	FLYBE LTD	S	D	106	0	0	74	12	7	8	0	0	16	82	10	107	
	GLASGOW	FLYBE LTD	S	A	103	1	2	84	4	9	2	1	0	10	87	7	102	
	GLASGOW	FLYBE LTD	S	D	103	0	2	76	9	12	3	1	0	14	83	11	102	
	NEWCASTLE	FLYBE LTD	S	A	69	0	2	80	10	4	6	0	0	10	93	4	72	
	NEWCASTLE	FLYBE LTD	S	D	69	0	2	74	16	6	4	0	0	14	92	6	74	
<b>TOTAL BELFAST CITY</b>					<b>1860</b>	<b>2</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>11</b>	
BELFAST INTERNATIONAL																		
	BIRMINGHAM	BMIBABY LTD	S	A	69	0	2	83	9	7	1	0	0	8	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	69	0	2	84	6	9	0	1	0	11	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	109	0	2	82	7	7	4	0	0	9	80	18	93	
	MANCHESTER	BMIBABY LTD	S	D	109	0	2	92	2	3	4	0	0	6	86	14	95	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	106	0	0	74	15	7	5	0	0	13	72	14	116	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	106	0	0	78	10	7	5	0	0	13	73	14	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	113	0	0	68	18	7	6	1	0	18	65	17	115	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	113	0	0	58	26	12	4	0	0	18	65	16	115	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	107	0	2	87	6	1	6	1	0	9	92	7	116	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	107	0	2	88	6	0	6	1	0	10	87	7	116	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	135	0	0	85	7	7	1	0	0	6	85	8	138	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	135	0	0	65	14	18	3	0	0	16	72	14	138	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	80	0	1	74	9	9	6	3	0	22	90	5	82	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	80	0	1	75	9	8	6	3	0	23	82	8	82	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	135	0	1	82	7	5	4	0	1	13	90	5	139	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	135	0	1	70	15	11	3	1	0	17	65	16	139	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1710</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	76	6	12	6	0	0	15	61	11	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	76	24	0	0	0	0	8	67	16	18	
	HEATHROW	JATAIRWAYS	S	A	31	0	0	74	10	6	10	0	0	19	68	34	31	
	HEATHROW	JATAIRWAYS	S	D	31	0	0	58	16	16	6	3	0	28	55	43	31	
<b>TOTAL BELGRADE</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>29</b>	<b>29</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	47	0	0	83	4	9	2	2	0	15	77	15	35	
	GLASGOW	LOGANAIR	S	D	47	0	0	72	15	6	4	2	0	22	60	17	35	
<b>TOTAL BENBECULA</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>16</b>	<b>16</b>	
BERGAMO																		
	BIRMINGHAM	BA CONNECT LTD	C	D	2	0	0	50	50	0	0	0	0	11	100	5	2	
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	37	50	12	2	
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	75	25	0	0	0	0	12	100	2	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	5	100	0	2	
	LUTON	RYANAIR	S	A	55	0	0	71	16	5	7	0	0	18	95	2	58	
	LUTON	RYANAIR	S	D	55	0	0	73	13	9	5	0	0	16	78	9	58	
	NEWCASTLE	RYANAIR	S	A	27	0	1	89	11	0	0	0	0	4	0	0	0	
	NEWCASTLE	RYANAIR	S	D	27	0	1	78	11	7	4	0	0	8	0	0	0	
	STANSTED	RYANAIR	S	A	80	0	2	54	18	19	6	3	1	30	86	11	113	
	STANSTED	RYANAIR	S	D	80	0	1	41	30	20	8	1	0	27	78	10	111	
<b>TOTAL BERGAMO</b>					<b>336</b>	<b>0</b>	<b>5</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	28	0	0	68	11	11	11	0	0	16	79	12	28	
	GATWICK	BRAATHENS ASA	S	D	28	0	0	75	7	14	4	0	0	14	68	11	28	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	88	8	4	0	0	0	5	86	14	22	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	77	19	4	0	0	0	9	86	16	22	
<b>TOTAL BERGEN</b>					<b>108</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>11</b>	<b>78</b>	<b>13</b>	<b>13</b>	
BERGERAC																		
	BIRMINGHAM	FLYBE LTD	S	A	15	0	1	80	0	13	0	7	0	26	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	16	0	0	63	6	13	13	6	0	31	0	0	0	
	STANSTED	RYANAIR	S	A	27	0	2	93	0	4	0	4	0	14	90	5	29	
	STANSTED	RYANAIR	S	D	29	0	0	86	10	3	0	0	0	7	90	7	30	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL BERGERAC</b>					<b>87</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>6</b>	<b>6</b>
BERLIN (SCHONEFELD)																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	52	33	12	0	4	0	24	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	62	27	8	2	2	0	19	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	1	66	13	13	6	3	0	21	82	8	82
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	63	21	9	7	0	0	21	63	16	82
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	48	17	24	10	0	0	26	90	5	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	48	31	10	10	0	0	24	83	6	30
	STANSTED	RYANAIR	S	A	55	0	0	84	4	9	4	0	0	9	79	8	57
	STANSTED	RYANAIR	S	D	55	0	0	78	13	5	4	0	0	12	70	14	57
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>433</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>11</b>	<b>11</b>
BERLIN (TEGEL)																	
	STANSTED	AIR BERLIN	S	A	92	0	0	82	7	8	4	0	0	11	91	4	58
	STANSTED	AIR BERLIN	S	D	92	0	0	61	20	14	5	0	0	16	57	16	58
	MANCHESTER	BA CONNECT LTD	S	A	27	1	0	74	19	4	4	0	0	11	93	7	28
	MANCHESTER	BA CONNECT LTD	S	D	28	0	0	89	4	4	4	0	0	7	93	8	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	0	60	13	15	10	1	1	38	67	18	139
	HEATHROW	BRITISH AIRWAYS PLC	S	D	139	0	0	63	19	11	6	1	0	19	66	18	139
<b>TOTAL BERLIN (TEGEL)</b>					<b>518</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>14</b>	<b>14</b>
BERMUDA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	76	12	6	6	0	0	17	76	9	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	89	6	0	0	6	0	16	69	16	16
<b>TOTAL BERMUDA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>13</b>	<b>13</b>
BERNE																	
	BIRMINGHAM	FLYBE LTD	S	A	4	0	2	25	25	0	50	0	0	49	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	5	0	0	80	20	0	0	0	0	9	0	0	0
	GATWICK	FLYBE LTD	C	D	2	0	0	50	0	0	50	0	0	55	0	0	0
	MANCHESTER	FLYBE LTD	C	A	2	0	0	0	50	50	0	0	0	41	0	0	0
	MANCHESTER	FLYBE LTD	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0
	MANCHESTER	TITAN AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	TITAN AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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		
BERNE																		
	STANSTED	TITAN AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	13	0	0	0	0
<b>TOTAL BERNE</b>					<b>26</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>19</b>	<b>4</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIARRITZ																		
	STANSTED	RYANAIR		S A	27	0	3	85	4	4	7	0	0	10	83	6	30	
	STANSTED	RYANAIR		S D	30	0	0	90	7	3	0	0	0	5	60	14	30	
<b>TOTAL BIARRITZ</b>					<b>57</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>10</b>	<b>10</b>	
BIGGIN HILL																		
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	52	0	3	92	2	0	6	0	0	6	83	13	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	52	0	3	54	33	8	6	0	0	19	47	25	59	
	HEATHROW	IBERIA		S A	30	0	0	67	20	3	10	0	0	22	77	22	30	
	HEATHROW	IBERIA		S D	30	0	0	77	7	13	3	0	0	11	70	12	30	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	50	0	0	50	0	0	87	50	31	2	
<b>TOTAL BILBAO</b>					<b>168</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>19</b>	<b>19</b>	
BILLUND																		
	GATWICK	MAERSK AIR		S A	78	0	0	60	24	9	5	1	0	20	74	13	76	
	GATWICK	MAERSK AIR		S D	78	0	0	72	9	12	5	3	0	18	76	11	76	
	BIRMINGHAM	SUN AIR OF SCANDINAVIA		S A	7	0	1	14	71	14	0	0	0	24	0	0	0	
	BIRMINGHAM	SUN AIR OF SCANDINAVIA		S D	7	0	1	43	29	29	0	0	0	21	0	0	0	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	42	0	0	62	17	14	7	0	0	20	13	41	45	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S D	42	0	0	76	12	10	2	0	0	11	44	33	45	
<b>TOTAL BILLUND</b>					<b>254</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>21</b>	<b>21</b>	
BIRMINGHAM																		
	EDINBURGH	BA CONNECT LTD		S A	115	0	0	84	8	3	5	0	0	8	91	5	100	
	EDINBURGH	BA CONNECT LTD		S D	124	0	0	82	10	6	2	0	0	9	85	6	103	
	GLASGOW	BA CONNECT LTD		S A	114	0	0	83	7	5	4	1	0	10	89	6	110	
	GLASGOW	BA CONNECT LTD		S D	136	0	0	85	6	6	1	1	1	12	88	7	108	
	EDINBURGH	BMIBABY LTD		S A	52	0	0	85	8	4	4	0	0	10	0	0	0	
	EDINBURGH	BMIBABY LTD		S D	51	0	1	75	12	8	4	2	0	17	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS		S A	56	1	2	86	7	2	5	0	0	8	93	4	59	
	NEWCASTLE	EASTERN AIRWAYS		S D	57	0	1	93	0	0	7	0	0	7	93	3	59	
	EDINBURGH	FLYBE LTD		S A	137	1	2	74	12	9	5	0	0	13	80	10	142	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BIRMINGHAM																		
	EDINBURGH	FLYBE LTD	S	D	138	0	1	80	7	8	6	0	0	13	80	12	141	
	GLASGOW	FLYBE LTD	S	A	128	0	5	80	9	2	7	1	0	12	74	12	141	
	GLASGOW	FLYBE LTD	S	D	129	0	1	77	11	5	6	1	0	14	78	12	138	
	MANCHESTER	THOMSONFLY LTD	C	A	3	2	0	67	0	0	0	33	0	77	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	2	2	0	0	50	0	0	50	0	148	0	0	0	
<b>TOTAL BIRMINGHAM</b>					<b>1253</b>	<b>7</b>	<b>13</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>9</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMED	S	A	10	0	0	50	0	20	20	10	0	64	64	19	11	
	HEATHROW	BMED	S	D	11	0	0	45	0	18	27	9	0	54	8	62	12	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>19</b>	<b>24</b>	<b>10</b>	<b>0</b>	<b>59</b>	<b>35</b>	<b>41</b>	<b>41</b>	
BLACKPOOL																		
	STANSTED	RYANAIR	S	A	43	0	1	86	9	2	2	0	0	5	76	8	51	
	STANSTED	RYANAIR	S	D	44	0	0	80	9	9	2	0	0	13	75	11	51	
<b>TOTAL BLACKPOOL</b>					<b>88</b>	<b>4</b>	<b>1</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>9</b>	<b>9</b>	
BOGOTA																		
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	77	0	0	69	13	16	3	0	0	15	79	16	78	
	GATWICK	BRITISH AIRWAYS PLC	S	D	76	0	0	74	9	12	5	0	0	15	74	14	78	
<b>TOTAL BOLOGNA</b>					<b>153</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	<b>14</b>	
BORDEAUX																		
	BIRMINGHAM	BMIBABY LTD	S	A	13	0	1	46	15	23	8	8	0	42	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	13	1	1	69	8	0	15	8	0	40	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	26	0	0	35	38	12	15	0	0	33	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	26	0	0	96	0	4	0	0	0	4	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	54	0	0	65	20	9	6	0	0	16	75	11	57	
	GATWICK	BRITISH AIRWAYS PLC	S	D	54	0	0	63	26	7	4	0	0	15	82	10	57	
<b>TOTAL BORDEAUX</b>					<b>186</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>10</b>	<b>10</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	55	0	0	71	16	9	2	2	0	18	74	24	57	
	HEATHROW	AMERICAN AIRLINES	S	D	56	0	0	84	11	4	2	0	0	9	88	7	57	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	90	3	3	3	0	0	8	0	0	0	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	97	0	0	3	0	0	3	0	0	0	



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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOSTON																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	83	9	5	3	0	0	8	92	11	84	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	48	29	14	9	0	0	21	64	17	83	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	83	3	7	7	0	0	15	73	27	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	63	17	13	3	3	0	21	53	32	30	
<b>TOTAL BOSTON</b>					<b>406</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>17</b>	<b>17</b>	
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	5	0	0	40	0	20	40	0	0	44	0	178	6	
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	5	0	0	80	20	0	0	0	0	8	0	96	6	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	59	28	7	3	3	0	23	70	15	23	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	33	30	30	3	3	0	35	52	23	23	
	STANSTED	RYANAIR	S	A	56	0	2	61	21	9	7	2	0	21	0	0	0	
	STANSTED	RYANAIR	S	D	58	0	0	57	26	10	7	0	0	21	0	0	0	
	MANCHESTER	SKY EUROPE	S	A	13	0	0	69	0	23	8	0	0	20	0	0	0	
	MANCHESTER	SKY EUROPE	S	D	13	0	0	69	0	23	8	0	0	18	0	0	0	
	STANSTED	SKY EUROPE	S	A	39	0	0	74	10	3	13	0	0	17	73	26	30	
	STANSTED	SKY EUROPE	S	D	39	0	0	38	26	15	21	0	0	41	63	37	30	
<b>TOTAL BRATISLAVA</b>					<b>287</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>37</b>	<b>37</b>	
BREMEN																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	62	17	21	0	0	0	16	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	38	14	34	14	0	0	29	0	0	0	
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	A	40	0	1	55	30	13	3	0	0	16	98	5	41	
	LONDON CITY	OLTOSTFRIESISCHE LUFFTRANSPORT	S	D	40	0	1	50	20	28	3	0	0	19	90	8	41	
<b>TOTAL BREMEN</b>					<b>138</b>	<b>0</b>	<b>4</b>	<b>51</b>	<b>21</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>94</b>	<b>6</b>	<b>6</b>	
BRESCIA/MONTICHIARI																		
	STANSTED	RYANAIR	S	A	30	0	0	63	20	10	0	3	3	42	75	15	56	
	STANSTED	RYANAIR	S	D	30	0	0	57	37	7	0	0	0	14	63	15	57	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>28</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>28</b>	<b>69</b>	<b>15</b>	<b>15</b>	
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	9	0	0	78	0	11	11	0	0	23	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	9	0	0	56	22	0	22	0	0	34	0	0	0	
<b>TOTAL BREST</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>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
BRIDGETOWN	MANCHESTER	BMI BRITISH MIDLAND	S	A	10	0	0	30	40	30	0	0	0	18	90	6	10
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	56	0	33	11	0	0	22	82	16	11
	GATWICK	BRITISH AIRWAYS PLC	S	A	40	0	0	55	18	20	8	0	0	19	64	20	39
	GATWICK	BRITISH AIRWAYS PLC	S	D	41	0	0	76	12	5	7	0	0	15	72	13	39
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	0	0	20	80	0	0	83	25	104	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	35	40	64	5
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	0	0	20	80	0	0	78	0	106	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	35	40	61	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	11	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	17	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	101	50	15	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	0	25	25	25	25	0	85	0	34	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	11	22	22	33	11	0	68	0	52	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	11	33	22	0	0	42	25	39	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	14	29	14	14	0	68	22	47	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	43	0	0	43	14	0	88	63	35	8
	BIRMINGHAM	THOMSONFLY LTD	C	A	6	0	0	50	0	17	17	17	0	63	29	27	7
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	60	0	20	20	0	0	23	67	26	6
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	33	33	0	33	0	0	35	67	14	3
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	33	33	33	0	0	0	23	33	23	3
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	20	0	20	20	0	81	22	39	9
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	38	38	13	13	0	0	26	80	13	10
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	55	29	6	10	0	0	21	83	8	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	29	29	29	13	0	0	32	55	23	31
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	25	25	25	25	0	0	40	0	0	0
<b>TOTAL BRIDGETOWN</b>					<b>269</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>56</b>	<b>26</b>	<b>26</b>
BRINDISI	STANSTED	RYANAIR	S	A	12	0	0	0	58	25	17	0	0	44	25	32	28
	STANSTED	RYANAIR	S	D	12	0	0	75	0	17	8	0	0	22	50	17	28
<b>TOTAL BRINDISI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>29</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>38</b>	<b>24</b>	<b>24</b>
BRISTOL	MANCHESTER	AIR SOUTHWEST	S	A	17	0	0	65	24	12	0	0	0	17	82	9	17

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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
BRISTOL																		
	MANCHESTER	AIR SOUTHWEST		S D	18	0	0	89	6	6	0	0	0	4	94	4	17	
	EDINBURGH	BA CONNECT LTD		S A	110	0	0	78	11	5	5	1	0	13	66	21	98	
	EDINBURGH	BA CONNECT LTD		S D	111	0	0	78	12	7	3	0	0	12	77	13	106	
	GLASGOW	BA CONNECT LTD		S A	68	1	0	91	3	4	1	0	0	6	86	7	72	
	GLASGOW	BA CONNECT LTD		S D	94	0	0	90	6	3	0	0	0	5	84	10	94	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	80	0	0	74	15	8	4	0	0	11	88	4	82	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	80	0	0	50	26	16	8	0	0	22	72	11	82	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	80	0	0	81	6	8	4	1	0	12	91	5	81	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	80	0	0	64	19	8	9	1	0	19	80	8	81	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	82	0	2	67	12	11	7	2	0	23	88	9	86	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	82	0	2	68	11	13	6	1	0	24	88	10	86	
<b>TOTAL BRISTOL</b>					<b>902</b>	<b>1</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>10</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR		S A	29	0	1	93	7	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR		S D	30	0	0	80	17	3	0	0	0	9	0	0	0	
<b>TOTAL BRNO (TURANY)</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRUSSELS																		
	MANCHESTER	BA CONNECT LTD		S A	57	0	0	79	9	11	2	0	0	12	84	9	56	
	MANCHESTER	BA CONNECT LTD		S D	58	0	0	90	2	7	2	0	0	7	82	8	56	
	HEATHROW	BMI BRITISH MIDLAND		S A	153	0	1	83	5	5	7	0	0	13	62	22	152	
	HEATHROW	BMI BRITISH MIDLAND		S D	152	0	1	77	11	9	4	0	0	12	59	21	151	
	EDINBURGH	BMI REGIONAL		S A	56	0	0	89	5	4	2	0	0	7	87	6	53	
	EDINBURGH	BMI REGIONAL		S D	56	0	0	93	4	2	2	0	0	5	93	5	54	
	HEATHROW	BRITISH AIRWAYS PLC		S A	205	0	1	84	5	3	6	1	0	12	78	11	213	
	HEATHROW	BRITISH AIRWAYS PLC		S D	206	0	0	70	11	11	7	1	0	17	67	18	213	
	BIRMINGHAM	SN BRUSSELS AIRLINES		S A	102	0	1	91	4	3	2	0	0	6	89	6	107	
	BIRMINGHAM	SN BRUSSELS AIRLINES		S D	103	0	2	93	2	3	2	0	0	4	94	4	109	
	GATWICK	SN BRUSSELS AIRLINES		S A	44	0	0	82	14	0	5	0	0	11	73	13	45	
	GATWICK	SN BRUSSELS AIRLINES		S D	44	0	0	66	14	9	11	0	0	19	62	18	45	
	GLASGOW	SN BRUSSELS AIRLINES		S A	31	0	0	94	6	0	0	0	0	5	0	0	0	
	GLASGOW	SN BRUSSELS AIRLINES		S D	32	0	0	84	9	6	0	0	0	6	0	0	0	
	HEATHROW	SN BRUSSELS AIRLINES		S A	3	0	0	100	0	0	0	0	0	1	100	0	4	
	HEATHROW	SN BRUSSELS AIRLINES		S D	3	0	0	67	0	33	0	0	0	16	50	10	4	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	72	0	1	79	13	7	1	0	0	10	76	10	76	
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	72	0	1	92	3	4	1	0	0	5	86	5	76	
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	57	0	0	89	2	7	2	0	0	6	89	5	63	
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	58	0	0	86	5	7	2	0	0	7	86	6	64	
	LONDON CITY	VLM (BELGIUM)	S	A	87	0	3	82	14	5	0	0	0	8	71	15	82	
	LONDON CITY	VLM (BELGIUM)	S	D	87	0	3	84	14	2	0	0	0	7	65	14	81	
<b>TOTAL BRUSSELS</b>					<b>1738</b>	<b>1</b>	<b>14</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	<b>12</b>	
BUCHAREST (BANEASA)																		
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	13	20	3	0	0	15	67	17	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	27	3	0	0	20	63	19	30	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	TAROM	S	A	30	0	0	60	13	10	13	3	0	31	90	14	29	
	HEATHROW	TAROM	S	D	30	0	0	53	20	10	10	7	0	35	83	18	29	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>123</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>18</b>	<b>18</b>	
BUDAPEST																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	71	12	18	0	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	65	29	0	6	0	0	15	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	0	0	63	15	15	6	1	0	19	72	38	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	41	24	24	10	0	0	28	57	28	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	13	7	13	0	0	20	20	52	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	20	13	7	0	0	19	70	14	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	57	0	1	79	7	11	0	4	0	14	72	13	58	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	66	17	12	5	0	0	20	78	11	59	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	50	19	6	13	6	6	121	96	1	28	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	15	1	1	60	7	20	7	7	0	34	83	7	29	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	71	24	6	0	0	0	11	83	12	29	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	100	0	0	0	0	0	1	87	27	30	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	60	0	0	72	12	7	10	0	0	17	82	15	60	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	61	0	0	84	7	5	5	0	0	11	77	12	61	
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	A	29	1	0	52	31	14	3	0	0	17	43	37	40	
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	D	30	0	0	10	30	47	7	7	0	53	15	46	40	
	LUTON	WIZZ AIR	S	A	28	2	0	89	4	4	4	0	0	11	79	15	58	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
BUDAPEST	LUTON	WIZZ AIR		S D	30	0	0	60	17	10	7	7	0	38	55	25	58	
<b>TOTAL BUDAPEST</b>					<b>692</b>	<b>6</b>	<b>2</b>	<b>64</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>22</b>	<b>22</b>	
BUENOS AIRES	HEATHROW	BRITISH AIRWAYS PLC		S A	17	0	0	100	0	0	0	0	0	2	61	16	18	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	44	28	22	6	0	0	25	61	28	18	
<b>TOTAL BUENOS AIRES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>22</b>	<b>22</b>	
BURGAS																		
BYDGOSZCZ/SZWEREDOWO	STANSTED	RYANAIR		S A	29	0	1	86	10	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR		S D	30	0	0	87	7	7	0	0	0	9	0	0	0	
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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		
CAGLIARI (ELMAS)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	47	29	24	0	0	0	17	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	53	24	24	0	0	0	18	0	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>13</b>	<b>13</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	4	84	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	19	13	10	0	0	22	39	30	31	
	HEATHROW	EGYPT AIR	S	A	31	0	0	77	10	6	6	0	0	14	39	25	31	
	HEATHROW	EGYPT AIR	S	D	31	0	0	45	32	10	13	0	0	25	26	40	35	
<b>TOTAL CAIRO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>46</b>	<b>28</b>	<b>28</b>	
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	13	0	1	15	8	38	23	0	15	186	0	0	0	
	HEATHROW	AIR INDIA	S	D	14	0	0	7	7	36	29	0	21	216	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	6	79	114	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	7	50	29	14	0	0	34	38	50	13	
<b>TOTAL CALCUTTA</b>					<b>54</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>0</b>	<b>9</b>	<b>111</b>	<b>59</b>	<b>83</b>	<b>83</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	31	0	0	58	19	16	3	0	3	34	71	13	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	58	23	19	0	0	0	15	48	22	31	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	50	0	50	0	0	0	23	50	71	2	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	0	20	40	40	0	0	52	33	16	3	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	26	0	0	0	
	GATWICK	ZOOM AIRLINES	S	A	3	0	0	33	0	33	33	0	0	64	0	0	0	
	GATWICK	ZOOM AIRLINES	S	D	3	0	0	33	0	0	67	0	0	74	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	A	3	0	0	67	0	0	33	0	0	27	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	D	4	0	0	25	0	0	75	0	0	98	0	0	0	
<b>TOTAL CALGARY</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>59</b>	<b>19</b>	<b>19</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	41	0	0	90	7	0	0	2	0	8	88	7	33	
	GLASGOW	LOGANAIR	S	D	41	0	0	85	7	5	0	2	0	11	80	8	35	
<b>TOTAL CAMPBELTOWN</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
CANCUN																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
CANCUN																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	12	40	85	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	14	75	13	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	2	75	21	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	60	75	14	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	5	80	9	5		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	0	0	50	25	25	0	110	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	40	20	0	20	20	0	82	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	10	80	7	5		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	25	50	0	0	30	50	14	4		
	MANCHESTER	THOMSONFLY LTD	C	A	2	2	0	0	50	0	50	0	80	60	103	5		
	MANCHESTER	THOMSONFLY LTD	C	D	3	2	0	67	0	0	33	0	57	80	76	5		
<b>TOTAL CANCUN</b>					<b>37</b>	<b>4</b>	<b>0</b>	<b>49</b>	<b>14</b>	<b>14</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>67</b>	<b>33</b>	<b>33</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	54	0	1	89	4	2	4	0	2	18	94	7	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	54	0	0	43	31	20	6	0	0	26	41	26	54	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	87	0	0	13	0	0	14	92	7	38	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	74	13	6	6	0	0	15	61	16	38	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	69	15	0	8	8	0	33	82	6	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	0	46	46	8	0	0	32	44	21	18	
<b>TOTAL CAPE TOWN</b>					<b>196</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>15</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	30	0	0	77	7	13	3	0	0	16	93	2	30	
	STANSTED	RYANAIR	S	D	30	0	0	37	43	17	3	0	0	26	90	6	30	
<b>TOTAL CARCASSONNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>92</b>	<b>4</b>	<b>4</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	A	60	0	1	92	7	2	0	0	0	4	82	10	61	
	EDINBURGH	BMIBABY LTD	S	D	60	0	1	75	23	0	2	0	0	10	89	9	61	
<b>TOTAL CARDIFF WALES</b>					<b>120</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>9</b>	<b>9</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	50	23	10	17	0	0	32	35	34	31	
	HEATHROW	ROYAL AIR MAROC	S	D	4	0	0	25	50	0	25	0	0	34	50	53	2	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>36</b>	<b>36</b>	<b>36</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	69	31	0	0	0	0	12	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	14	0	0	79	14	7	0	0	0	9	0	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>8</b>	<b>8</b>	<b>8</b>
CHALONS SUR MARNE																		
CHAMBERY																		
	BIRMINGHAM	AIR MALTA		C A	2	0	0	0	0	50	50	0	0	94	0	0	0	0
	BIRMINGHAM	AIR MALTA		C D	3	0	0	0	0	33	67	0	0	72	0	0	0	0
	GATWICK	ASTRAEUS LTD		C A	18	0	0	28	17	17	22	17	0	79	30	64	10	10
	GATWICK	ASTRAEUS LTD		C D	27	0	0	37	11	15	30	7	0	65	23	52	13	13
	MANCHESTER	ASTRAEUS LTD		C A	6	0	0	33	33	0	33	0	0	56	0	76	3	3
	MANCHESTER	ASTRAEUS LTD		C D	9	0	0	67	11	11	11	0	0	25	60	20	5	5
	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	7	0	144	7	7
	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	8	44	23	9	9
	BIRMINGHAM	FLYBE LTD		C A	2	1	0	50	0	50	0	0	0	26	0	395	1	1
	BIRMINGHAM	FLYBE LTD		S A	8	0	2	50	13	25	13	0	0	39	0	0	0	0
	BIRMINGHAM	FLYBE LTD		C D	3	0	0	0	100	0	0	0	0	19	0	34	2	2
	BIRMINGHAM	FLYBE LTD		S D	9	0	0	44	11	33	11	0	0	28	0	0	0	0
	EDINBURGH	FLYBE LTD		C D	2	0	0	50	0	0	50	0	0	59	0	117	1	1
	MANCHESTER	JET2.COM LTD		S A	8	0	0	50	25	0	25	0	0	26	0	0	0	0
	MANCHESTER	JET2.COM LTD		S D	8	0	0	63	25	13	0	0	0	12	0	0	0	0
	STANSTED	TITAN AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	0	12	67	15	3	3
	STANSTED	TITAN AIRWAYS LTD		C D	3	0	0	33	0	67	0	0	0	33	50	24	4	4
<b>TOTAL CHAMBERY</b>					<b>117</b>	<b>2</b>	<b>2</b>	<b>42</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>29</b>	<b>58</b>	<b>58</b>	<b>58</b>
CHARLOTTE																		
	GATWICK	US AIRWAYS		S A	30	0	1	63	23	3	3	7	0	30	97	5	31	31
	GATWICK	US AIRWAYS		S D	30	0	1	87	7	3	3	0	0	8	52	24	31	31
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>14</b>	<b>14</b>	<b>14</b>
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA		S A	13	0	0	69	15	8	8	0	0	16	85	5	13	13
	HEATHROW	AIR INDIA		S D	13	0	0	15	23	23	23	15	0	65	54	16	13	13
	HEATHROW	AMERICAN AIRLINES		S A	97	0	0	56	16	18	8	2	0	26	82	9	123	123
	HEATHROW	AMERICAN AIRLINES		S D	98	0	0	71	22	5	1	0	0	11	89	8	123	123



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
CHICAGO (O'HARE)																		
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	58	16	16	6	3	0	23	87	11	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	94	0	0	3	0	3	18	94	4	31	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	30	0	0	70	10	17	3	0	0	14	86	4	28	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	30	0	0	57	23	7	10	3	0	27	86	7	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	59	7	15	16	2	2	37	90	6	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	40	27	18	15	0	0	27	63	15	60	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	0	13	50	38	0	0	56	44	24	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	89	0	0	11	0	0	12	67	12	9	
	HEATHROW	UNITED AIRLINES	S	A	94	0	1	56	12	13	17	1	1	34	74	15	93	
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	80	11	9	1	0	0	10	90	5	93	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>668</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>82</b>	<b>9</b>	<b>9</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	30	0	1	80	17	0	3	0	0	10	77	27	31	
	GATWICK	DELTA AIRLINES	S	D	30	0	1	73	7	10	3	7	0	33	74	17	31	
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>77</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>22</b>	<b>22</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	31	0	0	65	26	10	0	0	0	12	72	9	29	
	GLASGOW	LOGANAIR	S	D	30	0	0	77	13	10	0	0	0	13	50	23	28	
	MANCHESTER	LOGANAIR	S	A	26	0	0	62	15	15	8	0	0	19	0	0	0	
	MANCHESTER	LOGANAIR	S	D	26	0	0	62	15	15	8	0	0	19	0	0	0	
	STANSTED	RYANAIR	S	A	50	0	0	82	8	6	4	0	0	9	97	1	30	
	STANSTED	RYANAIR	S	D	50	0	0	48	38	12	2	0	0	19	100	2	30	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>213</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>7</b>	
COLOGNE (BONN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	60	15	13	12	0	0	23	65	20	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	58	12	21	9	0	0	23	69	15	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	69	3	21	7	0	0	18	59	21	56	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	59	14	14	14	0	0	20	68	17	56	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	96	0	4	0	0	0	3	0	0	0	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	76	8	4	12	0	0	16	0	0	0	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	12	0	0	75	25	0	0	0	0	10	79	10	14	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	12	0	0	33	42	25	0	0	0	24	21	28	14	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	58	0	0	81	10	3	5	0	0	11	74	12	58	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
COLOGNE (BONN)																		
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	58	0	0	57	24	12	7	0	0	21	50	21	58	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	25	0	0	64	24	0	12	0	0	21	76	8	37	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	25	0	0	60	20	8	12	0	0	22	78	16	37	
	HEATHROW	LUFTHANSA CITY LINE	S	A	69	0	0	74	10	6	10	0	0	21	78	15	60	
	HEATHROW	LUFTHANSA CITY LINE	S	D	69	0	0	68	16	4	10	1	0	22	80	13	60	
	MANCHESTER	VLM (BELGIUM)	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0	
	MANCHESTER	VLM (BELGIUM)	C	D	4	0	0	25	25	25	0	25	0	67	0	0	0	
<b>TOTAL COLOGNE (BONN)</b>					<b>620</b>	<b>2</b>	<b>2</b>	<b>66</b>	<b>14</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>17</b>	<b>17</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES	S	A	53	0	0	72	15	11	0	2	0	14	65	16	51	
	HEATHROW	SRILANKAN AIRLINES	S	D	53	0	0	36	32	23	6	4	0	34	39	31	51	
<b>TOTAL COLOMBO</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>26</b>	<b>26</b>	
CONNAUGHT																		
	BIRMINGHAM	BMIBABY LTD	S	A	28	0	0	64	14	11	4	7	0	29	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	28	0	0	50	14	32	4	0	0	22	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	83	3	7	0	7	0	19	73	27	30	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	87	3	7	3	0	0	9	70	29	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	76	10	7	7	0	0	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	30	13	10	0	0	23	0	0	0	
	GATWICK	RYANAIR	S	A	26	0	2	77	4	12	8	0	0	14	0	0	0	
	GATWICK	RYANAIR	S	D	29	0	0	76	3	14	7	0	0	17	0	0	0	
	LUTON	RYANAIR	S	A	28	0	2	89	0	4	4	4	0	20	0	0	0	
	LUTON	RYANAIR	S	D	30	0	0	70	17	10	3	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	A	29	0	1	86	7	0	7	0	0	13	73	25	33	
	STANSTED	RYANAIR	S	D	30	0	0	80	13	3	3	0	0	11	76	13	33	
<b>TOTAL CONNAUGHT</b>					<b>347</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>24</b>	<b>24</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	40	0	0	90	8	0	0	3	0	9	84	6	45	
	EDINBURGH	BMI REGIONAL	S	D	40	0	0	93	8	0	0	0	0	5	98	2	45	
	GLASGOW	BMI REGIONAL	S	A	28	0	0	93	4	0	4	0	0	9	73	15	22	
	GLASGOW	BMI REGIONAL	S	D	28	0	0	96	4	0	0	0	0	4	91	6	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	164	0	0	66	10	15	9	1	0	19	70	15	164	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	164	0	0	59	20	14	7	1	0	21	68	19	163	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	84	0	1	76	12	6	5	0	1	16	83	7	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	84	0	1	61	23	10	7	0	0	19	64	16	88	
	GATWICK	MAERSK AIR	S	A	84	0	0	76	8	8	6	1	0	16	82	10	79	
	GATWICK	MAERSK AIR	S	D	84	0	0	68	13	11	6	2	0	20	62	18	79	
	BIRMINGHAM	SAS	S	A	48	0	0	79	8	10	2	0	0	11	95	3	65	
	BIRMINGHAM	SAS	S	D	48	0	0	71	15	10	2	2	0	16	92	5	66	
	HEATHROW	SAS	S	A	137	0	0	58	21	12	8	1	0	22	71	15	164	
	HEATHROW	SAS	S	D	138	0	0	53	24	14	7	2	0	26	70	20	165	
	LONDON CITY	SAS	S	A	44	0	0	89	7	2	2	0	0	4	0	0	0	
	LONDON CITY	SAS	S	D	44	0	0	52	32	9	5	2	0	22	0	0	0	
	MANCHESTER	SAS	S	A	73	0	0	78	12	3	7	0	0	13	83	9	77	
	MANCHESTER	SAS	S	D	73	0	0	84	8	4	4	0	0	13	88	6	78	
	NEWCASTLE	SAS	S	A	28	0	0	64	18	14	4	0	0	15	97	5	30	
	NEWCASTLE	SAS	S	D	28	0	0	64	18	14	4	0	0	18	97	4	30	
	HEATHROW	VARIG	S	A	13	0	0	77	8	8	8	0	0	11	86	3	14	
	HEATHROW	VARIG	S	D	13	0	0	8	8	15	62	8	0	82	0	40	14	
<b>TOTAL COPENHAGEN</b>					<b>1489</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>13</b>	
CORFU																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	0	0	50	0	0	56	100	0	2	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	0	33	0	0	0	14	100	2	2	
<b>TOTAL CORFU</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>24</b>	<b>24</b>	
CORK																		
	BIRMINGHAM	AER ARRAN	S	A	53	0	1	91	2	2	4	2	0	13	94	4	54	
	BIRMINGHAM	AER ARRAN	S	D	53	0	1	91	0	0	6	2	2	22	91	15	54	
	EDINBURGH	AER ARRAN	S	A	42	0	0	88	5	0	2	2	2	42	67	14	27	
	EDINBURGH	AER ARRAN	S	D	42	0	0	86	7	0	2	2	2	41	85	10	27	
	HEATHROW	AER LINGUS	S	A	118	0	0	73	18	6	3	0	0	13	79	17	92	
	HEATHROW	AER LINGUS	S	D	118	0	0	78	10	9	2	1	0	13	68	26	93	
	BIRMINGHAM	BMIBABY LTD	S	A	29	0	1	72	3	10	10	3	0	23	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	80	3	7	7	3	0	22	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	29	0	1	62	28	7	3	0	0	15	85	17	27	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	90	7	3	0	0	0	7	75	26	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	77	0	0	82	3	12	3	1	0	14	0	0	0	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
CORK																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	71	13	10	5	1	0	17	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	11	0	1	64	9	18	9	0	0	17	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	11	0	1	82	0	9	9	0	0	13	0	0	0	
	GLASGOW	LOGANAIR	S	A	20	0	0	85	5	0	5	5	0	22	78	10	23	
	GLASGOW	LOGANAIR	S	D	21	0	0	57	24	10	10	0	0	22	61	19	23	
	GATWICK	RYANAIR	S	A	58	0	1	97	2	2	0	0	0	2	0	0	0	
	GATWICK	RYANAIR	S	D	56	0	1	89	4	7	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	116	0	1	75	12	9	3	0	0	12	66	15	90	
	STANSTED	RYANAIR	S	D	116	0	1	64	22	9	4	0	0	15	70	13	90	
<b>TOTAL CORK</b>					<b>1108</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>17</b>	<b>17</b>	
CUNAGUA ( CAYO COCO)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	0	0	17	33	0	94	80	10	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	25	25	0	84	60	22	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	12	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	100	5	4	
<b>TOTAL CUNAGUA ( CAYO COCO)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>57</b>	<b>83</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	22	0	0	36	14	9	23	9	9	99	36	87	25	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	23	0	0	22	13	35	26	4	0	60	0	79	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	71	7	7	7	7	0	38	62	23	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0	46	31	23	0	0	45	29	29	14	
<b>TOTAL DACCA</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>65</b>	<b>27</b>	<b>63</b>	<b>63</b>	
DALAMAN																		
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	20	40	40	0	0	0	25	0	0	0	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	60	20	20	0	0	0	12	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	0	25	0	0	0	19	0	0	0	
	GATWICK	ONUR AIR	C	A	3	0	0	33	0	0	67	0	0	61	0	0	0	
	GATWICK	ONUR AIR	C	D	3	0	0	0	0	33	67	0	0	71	0	0	0	
	MANCHESTER	ONUR AIR	C	A	3	0	0	67	0	0	33	0	0	28	0	0	0	
	MANCHESTER	ONUR AIR	C	D	3	0	0	0	33	0	67	0	0	66	0	0	0	
<b>TOTAL DALAMAN</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>17</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	63	0	0	60	19	14	6	0	0	19	73	16	73	
	GATWICK	AMERICAN AIRLINES	S	D	63	0	0	78	6	8	8	0	0	15	73	13	73	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	57	23	10	10	0	0	21	87	14	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	70	13	7	10	0	0	18	70	16	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>15</b>	<b>15</b>	
DAMASCUS																		
	HEATHROW	BMED	S	A	27	0	0	78	4	4	11	4	0	26	79	12	29	
	HEATHROW	BMED	S	D	27	0	0	67	15	11	4	4	0	25	54	23	28	
	HEATHROW	SYRIANAIR	S	A	12	0	0	33	17	33	17	0	0	36	38	23	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	31	23	23	23	0	0	39	31	44	13	
	MANCHESTER	SYRIANAIR	S	A	7	0	1	43	0	57	0	0	0	23	42	23	12	
	MANCHESTER	SYRIANAIR	S	D	7	0	0	29	14	43	14	0	0	34	50	25	12	
<b>TOTAL DAMASCUS</b>					<b>93</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>12</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>54</b>	<b>23</b>	<b>23</b>	
DAMMAM																		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	3	0	0	33	33	0	33	0	0	47	0	0	0	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DAMMAM																	
<b>TOTAL DAMMAM</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>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
DAR-ES-SALAAM																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	46	23	23	8	0	0	20	77	8	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	14	14	7	0	0	23	69	20	13
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>14</b>
DEAUVILLE																	
DEER LAKE (NEWFOUNDLAN																	
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	0	0	50	50	0	0	67	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	33	0	67	0	0	0	34	0	0	0
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>100</b>	<b>0</b>	<b>0</b>
DELHI																	
	BIRMINGHAM	AIR INDIA	S	A	9	0	0	11	33	33	11	11	0	68	0	0	0
	BIRMINGHAM	AIR INDIA	S	D	10	0	0	40	0	20	10	30	0	94	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	71	10	16	3	0	0	13	81	9	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	23	42	29	6	0	0	30	42	26	31
	HEATHROW	JET AIRWAYS	S	A	31	0	0	74	13	10	3	0	0	13	0	0	0
	HEATHROW	JET AIRWAYS	S	D	31	0	0	61	13	10	16	0	0	22	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	39	23	23	13	3	0	37	0	150	13
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	52	32	16	0	0	0	18	50	19	14
<b>TOTAL DELHI</b>					<b>205</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>38</b>	<b>38</b>
DENVER INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	10	7	3	0	0	9	83	17	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	10	0	0	0	11	48	34	29
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL DENVER INTERNATIONAL</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>66</b>	<b>25</b>	<b>25</b>
DETROIT																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	13	17	17	0	3	79	73	18	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	23	27	3	0	0	22	47	27	30
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	81	6	10	3	0	0	10	97	3	31
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	77	19	3	0	0	0	9	84	12	31
<b>TOTAL DETROIT</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>75</b>	<b>15</b>	<b>15</b>
DINARD																	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
DINARD																		
	STANSTED	RYANAIR		S A	30	0	0	87	10	0	3	0	0	6	0	0	0	
	STANSTED	RYANAIR		S D	30	0	0	77	17	3	3	0	0	12	0	0	0	
<b>TOTAL DINARD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>4</b>	<b>4</b>	
DJIBOUTI																		
	GATWICK	DAALLO AIRLINES		S A	5	0	0	40	20	20	20	0	0	34	20	62	5	
	GATWICK	DAALLO AIRLINES		S D	4	0	0	0	0	75	25	0	0	63	20	44	5	
<b>TOTAL DJIBOUTI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>11</b>	<b>44</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>53</b>	<b>53</b>	
DOHA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	100	0	0	0	0	0	0	100	0	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	50	30	10	10	0	0	22	43	20	30	
	GATWICK	QATAR AIRWAYS		S A	31	0	0	81	16	0	3	0	0	8	90	4	31	
	GATWICK	QATAR AIRWAYS		S D	31	0	0	74	23	3	0	0	0	9	61	14	31	
	HEATHROW	QATAR AIRWAYS		S A	62	0	0	48	21	19	11	0	0	25	82	9	62	
	HEATHROW	QATAR AIRWAYS		S D	62	0	0	58	31	10	2	0	0	14	63	32	62	
	MANCHESTER	QATAR AIRWAYS		S A	17	0	0	41	24	24	6	6	0	32	94	3	18	
	MANCHESTER	QATAR AIRWAYS		S D	17	0	0	88	0	0	12	0	0	15	83	8	18	
<b>TOTAL DOHA</b>					<b>280</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>14</b>	<b>14</b>	
DONCASTER SHEFFIELD																		
DORTMUND																		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	51	0	0	86	8	4	2	0	0	6	75	9	52	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	51	0	0	61	18	18	4	0	0	20	52	20	52	
<b>TOTAL DORTMUND</b>					<b>102</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>15</b>	<b>15</b>	
DOUALA																		
	GATWICK	ASTRAEUS LTD		C A	2	0	0	50	0	50	0	0	0	23	0	0	0	
	GATWICK	ASTRAEUS LTD		C D	2	0	0	50	50	0	0	0	0	11	0	0	0	
<b>TOTAL DOUALA</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBAI																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	82	6	5	6	0	0	12	85	19	80	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	31	31	29	8	2	0	35	62	16	81	
	BIRMINGHAM	EMIRATES		S A	62	0	0	61	19	16	3	0	0	16	84	14	31	
	BIRMINGHAM	EMIRATES		S D	62	0	0	53	27	16	2	2	0	21	71	20	31	
	GATWICK	EMIRATES		S A	93	0	0	69	16	13	1	1	0	15	78	9	93	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DUBAI																		
	GATWICK	EMIRATES	S	D	93	0	0	72	17	9	1	1	0	14	75	12	93	
	GLASGOW	EMIRATES	S	A	31	0	0	26	45	23	6	0	0	26	77	9	31	
	GLASGOW	EMIRATES	S	D	31	0	0	55	23	16	6	0	0	21	45	21	31	
	HEATHROW	EMIRATES	S	A	154	0	0	69	19	9	2	1	0	14	77	9	124	
	HEATHROW	EMIRATES	S	D	155	0	0	32	35	24	8	1	0	28	60	18	124	
	MANCHESTER	EMIRATES	S	A	62	0	0	53	23	19	5	0	0	19	74	10	62	
	MANCHESTER	EMIRATES	S	D	62	0	2	40	34	16	6	2	2	34	71	14	63	
<b>TOTAL DUBAI</b>					<b>929</b>	<b>1</b>	<b>2</b>	<b>55</b>	<b>24</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>14</b>	<b>14</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	121	0	0	82	12	3	2	0	0	8	82	10	110	
	BIRMINGHAM	AER LINGUS	S	D	121	0	0	72	16	8	4	0	0	13	78	13	109	
	EDINBURGH	AER LINGUS	S	A	31	0	0	84	10	3	3	0	0	8	63	19	59	
	EDINBURGH	AER LINGUS	S	D	31	0	0	61	26	13	0	0	0	14	55	22	58	
	GLASGOW	AER LINGUS	S	A	69	0	0	78	12	7	3	0	0	10	83	8	88	
	GLASGOW	AER LINGUS	S	D	69	0	0	62	23	9	6	0	0	15	77	10	87	
	HEATHROW	AER LINGUS	S	A	372	0	0	81	9	5	5	0	0	12	81	11	370	
	HEATHROW	AER LINGUS	S	D	374	0	0	82	9	4	4	1	0	13	86	10	370	
	MANCHESTER	AER LINGUS	S	A	124	0	0	92	6	1	1	0	0	5	82	9	145	
	MANCHESTER	AER LINGUS	S	D	124	0	0	89	7	1	3	0	0	6	81	9	145	
	HEATHROW	BMI BRITISH MIDLAND	S	A	178	0	0	66	16	10	8	0	0	18	73	15	184	
	HEATHROW	BMI BRITISH MIDLAND	S	D	179	0	0	69	18	8	5	0	0	15	72	13	185	
	GATWICK	BRITISH AIRWAYS PLC	S	A	112	0	0	73	13	12	3	0	0	13	64	16	113	
	GATWICK	BRITISH AIRWAYS PLC	S	D	113	0	0	79	11	6	4	0	0	11	81	9	113	
	LONDON CITY	CITY JET	S	A	102	0	0	81	9	6	3	0	1	14	95	6	111	
	LONDON CITY	CITY JET	S	D	102	0	0	62	20	12	6	0	1	23	80	12	112	
	GLASGOW	LOGANAIR	S	A	29	0	0	69	7	7	14	3	0	29	0	0	0	
	GLASGOW	LOGANAIR	S	D	28	0	0	68	29	4	0	0	0	12	0	0	0	
	MANCHESTER	LUXAIR	S	A	30	0	0	70	17	7	3	3	0	17	73	14	30	
	MANCHESTER	LUXAIR	S	D	29	0	0	76	14	7	3	0	0	11	80	12	30	
	BIRMINGHAM	RYANAIR	S	A	64	0	0	66	20	11	2	2	0	15	91	4	75	
	BIRMINGHAM	RYANAIR	S	D	64	0	0	53	17	25	2	2	2	28	83	9	75	
	EDINBURGH	RYANAIR	S	A	74	0	0	72	18	4	7	0	0	13	92	4	84	
	EDINBURGH	RYANAIR	S	D	74	0	0	76	8	8	8	0	0	16	89	7	84	



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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																		
	GATWICK	RYANAIR		S A	142	1	0	75	13	6	5	1	0	14	90	6	177	
	GATWICK	RYANAIR		S D	143	0	0	71	10	10	8	1	0	20	88	7	177	
	LUTON	RYANAIR		S A	108	2	0	66	19	9	5	1	0	17	65	13	110	
	LUTON	RYANAIR		S D	108	0	0	78	10	7	4	1	0	14	75	10	110	
	MANCHESTER	RYANAIR		S A	96	0	1	70	17	9	4	0	0	16	88	4	114	
	MANCHESTER	RYANAIR		S D	96	0	1	77	11	6	5	0	0	12	89	5	114	
	NEWCASTLE	RYANAIR		S A	51	3	1	84	4	6	6	0	0	12	93	3	54	
	NEWCASTLE	RYANAIR		S D	51	0	1	71	16	4	6	4	0	24	91	4	54	
	STANSTED	RYANAIR		S A	238	0	6	60	20	15	5	0	0	20	84	7	383	
	STANSTED	RYANAIR		S D	242	0	3	61	21	15	3	0	0	17	85	8	384	
<b>TOTAL DUBLIN</b>					<b>3891</b>	<b>9</b>	<b>13</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>9</b>	<b>9</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	83	17	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	67	33	0	0	0	0	11	0	0	0	
	HEATHROW	CROATIA AIRLINES		S A	2	1	0	50	0	50	0	0	0	29	0	0	0	
<b>TOTAL DUBROVNIK</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUNDEE																		
	LONDON CITY	SCOT AIRWAYS		S A	82	0	3	68	13	6	12	0	0	20	85	11	79	
	LONDON CITY	SCOT AIRWAYS		S D	81	0	4	64	22	6	7	0	0	17	71	12	79	
<b>TOTAL DUNDEE</b>					<b>163</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>18</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>11</b>	<b>11</b>	
DURHAM TEES VALLEY																		
	HEATHROW	BMI BRITISH MIDLAND		S A	78	0	1	68	21	4	8	0	0	16	80	14	109	
	HEATHROW	BMI BRITISH MIDLAND		S D	78	0	1	81	10	4	5	0	0	11	76	11	109	
	GATWICK	BMIBABY LTD		S A	23	0	2	87	0	4	4	4	0	16	0	0	0	
	GATWICK	BMIBABY LTD		S D	23	0	2	87	0	9	0	4	0	15	0	0	0	
<b>TOTAL DURHAM TEES VALLEY</b>					<b>202</b>	<b>2</b>	<b>6</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>13</b>	
DUSSELDORF																		
	STANSTED	AIR BERLIN		S A	91	0	1	92	5	1	1	0	0	5	94	5	64	
	STANSTED	AIR BERLIN		S D	91	0	1	70	14	14	1	0	0	13	66	14	64	
	BIRMINGHAM	BA CONNECT LTD		S A	86	0	0	93	3	3	0	0	0	3	88	5	84	
	BIRMINGHAM	BA CONNECT LTD		S D	85	0	0	92	4	5	0	0	0	5	87	8	83	
	MANCHESTER	BA CONNECT LTD		S A	65	0	0	91	3	3	3	0	0	7	89	6	87	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
DUSSELDORF	MANCHESTER	BA CONNECT LTD	S	D	65	0	0	91	3	3	3	0	0	5	91	5	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	157	0	2	73	13	6	8	1	0	16	66	18	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	157	0	1	63	13	12	11	0	0	22	62	18	155	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	55	0	0	80	7	9	4	0	0	11	71	13	51	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	55	0	0	73	16	5	5	0	0	12	69	15	51	
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	31	0	0	87	3	6	3	0	0	9	0	0	0	
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	31	0	0	55	26	13	6	0	0	22	0	0	0	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	20	0	0	80	0	20	0	0	0	10	100	1	22	
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	20	0	0	75	10	15	0	0	0	13	95	4	22	
	HEATHROW	LUFTHANSA	S	A	124	0	0	82	10	2	6	0	0	11	80	10	119	
	HEATHROW	LUFTHANSA	S	D	124	0	0	80	9	5	6	0	0	14	82	8	119	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	63	0	0	81	16	2	2	0	0	8	81	8	59	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	63	0	0	95	2	0	3	0	0	5	88	5	59	
<b>TOTAL DUSSELDORF</b>					<b>1383</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	BIRMINGHAM	BA CONNECT LTD	S	A	139	1	0	89	6	4	1	0	0	6	91	4	143
	BIRMINGHAM	BA CONNECT LTD	S	D	137	0	0	87	6	2	5	0	0	8	92	5	142
	LONDON CITY	BA CONNECT LTD	S	A	95	0	0	82	13	4	1	0	0	8	90	8	60
	LONDON CITY	BA CONNECT LTD	S	D	94	0	0	57	28	9	6	0	0	19	75	14	61
	MANCHESTER	BA CONNECT LTD	S	A	128	0	0	74	12	9	5	0	0	13	81	15	133
	MANCHESTER	BA CONNECT LTD	S	D	127	0	0	82	9	8	2	0	0	8	84	13	130
	HEATHROW	BMI BRITISH MIDLAND	S	A	220	0	2	84	9	3	4	0	0	9	70	17	224
	HEATHROW	BMI BRITISH MIDLAND	S	D	221	0	2	87	8	3	2	0	0	8	67	17	224
	MANCHESTER	BMI REGIONAL	S	A	95	0	0	89	5	1	4	0	0	7	88	5	101
	MANCHESTER	BMI REGIONAL	S	D	94	0	0	95	3	1	1	0	0	3	94	6	101
	BIRMINGHAM	BMIBABY LTD	S	A	51	0	2	84	2	10	2	2	0	12	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	52	0	1	81	8	8	2	2	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	145	0	0	63	19	11	7	0	0	19	69	14	190
	GATWICK	BRITISH AIRWAYS PLC	S	D	144	0	0	77	10	10	3	0	0	12	81	10	190
	HEATHROW	BRITISH AIRWAYS PLC	S	A	342	0	3	60	16	13	10	1	0	22	69	16	351
	HEATHROW	BRITISH AIRWAYS PLC	S	D	344	0	0	61	18	11	9	1	0	21	65	16	351
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	108	0	1	71	11	11	5	2	0	17	65	17	111
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	68	15	13	4	1	0	17	54	22	111
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	153	0	1	82	10	5	3	0	0	9	80	9	164
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	153	0	1	73	15	8	3	0	0	14	70	14	164
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	159	0	1	84	9	3	3	0	0	8	73	12	176
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	160	0	5	63	21	11	6	0	0	17	61	15	176
	BIRMINGHAM	FLYBE LTD	S	A	138	1	5	85	4	6	6	0	0	10	87	7	141
	BIRMINGHAM	FLYBE LTD	S	D	136	0	2	70	15	9	7	0	0	15	76	13	140
	STANSTED	FLYGLOBESPAN	S	A	52	0	0	94	4	0	2	0	0	3	0	0	0
	STANSTED	FLYGLOBESPAN	S	D	52	0	0	85	10	2	4	0	0	10	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	49	0	1	86	6	4	4	0	0	10	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	49	0	1	90	8	0	2	0	0	6	0	0	0
	LONDON CITY	SCOT AIRWAYS	S	A	140	0	21	79	13	7	1	0	0	10	79	10	155
	LONDON CITY	SCOT AIRWAYS	S	D	141	1	20	81	11	4	4	0	0	12	87	8	159
<b>TOTAL EDINBURGH</b>					<b>4032</b>	<b>10</b>	<b>69</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>13</b>
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	A	34	0	0	85	12	0	3	0	0	9	0	0	0

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	D	34	0	0	68	21	6	3	3	0	20	0	0	0
	STANSTED	RYANAIR	S	A	47	0	3	77	11	6	4	2	0	18	76	45	51
	STANSTED	RYANAIR	S	D	48	0	1	56	33	10	0	0	0	14	78	11	50
<b>TOTAL EINDHOVEN</b>					<b>163</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>22</b>	<b>22</b>
EKATERINBURG																	
ELAT																	
ENONTEKIO	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	10	100	0	1
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	11	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	12	50	28	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	1
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	15	100	0	2
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	17	100	15	1
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	13	4
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	6	75	7	4
<b>TOTAL ENONTEKIO</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>62</b>	<b>18</b>	<b>18</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	0	15	0	0	25	57	20	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	23	38	8	0	0	27	54	20	13
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>20</b>	<b>20</b>
ERBIL INTERNATIONAL																	
ERFURT																	
ESBJERG	STANSTED	RYANAIR	S	A	29	0	0	72	10	7	10	0	0	15	86	6	29
	STANSTED	RYANAIR	S	D	29	0	0	48	24	14	14	0	0	25	80	13	30
<b>TOTAL ESBJERG</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>10</b>	<b>10</b>
EVENES																	
<b>TOTAL EVENES</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>11</b>	<b>50</b>	<b>19</b>	<b>19</b>
EXETER	EDINBURGH	FLYBE LTD	S	A	52	0	3	73	10	6	12	0	0	17	87	16	30
	EDINBURGH	FLYBE LTD	S	D	53	0	2	60	17	8	15	0	0	23	90	10	30
	GLASGOW	FLYBE LTD	S	A	29	0	1	83	3	14	0	0	0	8	34	29	29

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004					
			CHARTER/ SCHED	ARR/ DEP	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
EXETER	GLASGOW	FLYBE LTD	S	D	29	0	1	90	3	7	0	0	0	7	66	17	29
	NEWCASTLE	FLYBE LTD	S	A	29	0	1	69	21	3	7	0	0	17	77	9	30
	NEWCASTLE	FLYBE LTD	S	D	29	0	1	69	17	7	7	0	0	17	63	12	30
<b>TOTAL EXETER</b>					<b>221</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>15</b>	<b>15</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FAGERNES/LEIRIN	GATWICK	ASTRAEUS LTD	C	A	3	0	0	67	0	33	0	0	0	14	100	0	1
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	10	50	22	2
<b>TOTAL FAGERNES/LEIRIN</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>10</b>	<b>78</b>	<b>10</b>	<b>10</b>
FARNBOROUGH																	
FARO	HEATHROW	AIR PORTUGAL	S	A	19	0	0	42	26	21	11	0	0	26	33	30	18
	HEATHROW	AIR PORTUGAL	S	D	19	0	0	37	21	32	11	0	0	30	47	30	17
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	82	11	0	7	0	0	10	76	11	29
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	89	4	0	7	0	0	10	76	13	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	3	3	7	0	0	7	81	8	16
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	17	17	7	0	0	19	75	10	16
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	14	0	0	93	0	0	7	0	0	7	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	71	7	14	7	0	0	17	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	94	3	0	3	0	0	3	88	16	33
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	63	29	6	3	0	0	14	61	15	33
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	14	100	1	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	23	100	2	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	71	14	14	0	0	0	11	100	4	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	4	83	5	6
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	85	0	0	15	0	0	13	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	85	0	8	8	0	0	13	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	63	20	7	10	0	0	21	83	6	30
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	73	10	13	3	0	0	16	47	21	30
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	83	8	8	0	0	0	10	100	0	1
	MANCHESTER	JET2.COM LTD	S	D	12	0	0	92	8	0	0	0	0	2	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	88	0	4	8	0	0	10	89	5	19
	GATWICK	MONARCH AIRLINES	S	D	24	0	0	71	4	13	13	0	0	22	65	18	20
	LUTON	MONARCH AIRLINES	S	A	16	0	0	94	6	0	0	0	0	3	90	3	10
	LUTON	MONARCH AIRLINES	S	D	16	0	0	75	19	6	0	0	0	7	90	8	10
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	77	20	0	0	0	3	25	83	9	23
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	90	0	10	0	0	0	7	96	3	23

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
FARO																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	3	100	0	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	2	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	17	75	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	3	50	12	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	7	100	5	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	17	0	0	0	0	5	83	8	6	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	0	12	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	11	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	16	100	1	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	12	100	0	5	
<b>TOTAL FARO</b>					<b>573</b>	<b>1</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>75</b>	<b>13</b>	<b>13</b>	
FEZ																		
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	75	13	0	13	0	0	11	75	10	4	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	25	0	25	0	0	23	0	0	0	
<b>TOTAL FEZ</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>10</b>	<b>10</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	61	0	9	43	21	13	20	3	0	39	78	12	27	
	GATWICK	MERIDIANA AIR	S	D	61	0	9	54	13	16	13	3	0	31	81	11	26	
<b>TOTAL FLORENCE</b>					<b>122</b>	<b>0</b>	<b>18</b>	<b>48</b>	<b>17</b>	<b>15</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>79</b>	<b>11</b>	<b>11</b>	
FORLI																		
	STANSTED	RYANAIR	S	A	40	0	0	58	20	10	8	5	0	34	50	19	54	
	STANSTED	RYANAIR	S	D	40	0	0	68	25	3	5	0	0	14	52	20	54	
<b>TOTAL FORLI</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>51</b>	<b>20</b>	<b>20</b>	
FORT LAUDERDALE																		
	GLASGOW	THOMSONFLY LTD	C	A	2	0	0	0	0	50	50	0	0	78	0	0	0	
<b>TOTAL FORT LAUDERDALE</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>50</b>	<b>50</b>	
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	49	0	0	88	2	6	4	0	0	9	81	7	48	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	49	0	0	45	37	12	6	0	0	23	46	23	48	
	BIRMINGHAM	BA CONNECT LTD	S	A	109	1	0	83	6	9	3	0	0	9	88	5	101	
	BIRMINGHAM	BA CONNECT LTD	S	D	108	1	0	82	6	6	5	0	0	11	90	7	100	
	GLASGOW	BA CONNECT LTD	S	A	17	0	0	76	18	6	0	0	0	7	56	25	18	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FRANKFURT MAIN																		
	LONDON CITY	BA CONNECT LTD	S	A	52	0	0	83	2	6	10	0	0	14	79	10	53	
	LONDON CITY	BA CONNECT LTD	S	D	51	0	0	51	27	8	14	0	0	30	53	24	53	
	MANCHESTER	BA CONNECT LTD	S	A	92	0	0	77	9	8	7	0	0	14	73	15	116	
	MANCHESTER	BA CONNECT LTD	S	D	92	0	0	84	7	5	4	0	0	10	85	11	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	205	0	1	66	13	11	10	0	0	19	74	19	190	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	205	0	0	48	22	20	9	0	0	25	56	23	190	
	BIRMINGHAM	LUFTHANSA	S	A	112	0	0	83	6	7	4	0	0	10	81	9	85	
	BIRMINGHAM	LUFTHANSA	S	D	113	0	0	82	8	5	4	0	0	11	76	14	87	
	EDINBURGH	LUFTHANSA	S	A	88	0	0	82	9	5	5	0	0	10	0	0	0	
	EDINBURGH	LUFTHANSA	S	D	89	0	0	73	20	3	3	0	0	13	0	0	0	
	HEATHROW	LUFTHANSA	S	A	290	0	0	74	11	7	7	0	0	14	78	12	291	
	HEATHROW	LUFTHANSA	S	D	291	0	0	67	16	10	7	0	0	19	73	14	291	
	MANCHESTER	LUFTHANSA	S	A	119	0	0	71	18	7	3	0	0	14	80	12	122	
	MANCHESTER	LUFTHANSA	S	D	119	0	0	77	12	8	3	0	0	10	81	10	121	
<b>TOTAL FRANKFURT MAIN</b>					<b>2250</b>	<b>4</b>	<b>1</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>14</b>	<b>14</b>	
FREETOWN																		
	GATWICK	ASTRAEUS LTD	S	A	16	2	3	81	13	0	0	0	6	32	13	99	8	
	GATWICK	ASTRAEUS LTD	S	D	18	0	0	11	39	39	6	0	6	57	8	51	12	
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)	S	A	10	0	2	20	10	20	20	10	20	232	0	0	0	
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)	S	D	11	0	1	18	27	27	18	0	9	107	0	0	0	
<b>TOTAL FREETOWN</b>					<b>55</b>	<b>2</b>	<b>6</b>	<b>35</b>	<b>24</b>	<b>22</b>	<b>9</b>	<b>2</b>	<b>9</b>	<b>91</b>	<b>12</b>	<b>75</b>	<b>75</b>	
FRIEDRICHSHAFEN																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	50	0	0	0	0	17	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	2	0	0	50	0	0	50	0	0	33	0	0	0	
	STANSTED	RYANAIR	S	A	34	0	0	88	6	6	0	0	0	6	83	8	30	
	STANSTED	RYANAIR	S	D	34	0	0	59	32	6	3	0	0	15	60	17	30	
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>17</b>	
FUERTEVENTURA																		
	GATWICK	AIR EUROPA	C	D	3	0	0	67	0	0	33	0	0	29	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	2	0	0	50	0	0	50	0	0	81	0	0	0	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FUERTEVENTURA																		
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	50	0	0	50	0	0	45	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	0	50	0	50	0	0	43	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	25	100	1	3	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	17	75	16	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	0	100	0	0	0	0	21	0	23	2	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	100	0	3	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	100	0	0	0	0	0	1	60	19	20	20
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	2	0	92	8	0	0	0	0	6	65	24	20	20
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	100	5	5	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	20	80	7	5	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	82	9	9	0	0	0	6	73	6	11	11
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	82	18	0	0	0	0	7	83	9	12	12
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	80	11	5	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	4	5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	5	60	12	5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	15	80	8	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	1	0	75	25	0	0	0	0	6	50	14	10	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	11	0	0	0	6	64	15	11	11
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	42	60	13	5	5
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	8	100	0	5	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	1	89	4	9	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	0	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	11	11	0	0	15	73	11	11	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	1	0	70	20	0	10	0	0	18	67	15	15	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	52	80	39	5	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	22	83	34	6	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	22	0	0	0	11	92	5	12	12
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	9	0	0	0	0	2	93	4	14	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	100	6	2	2
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	2	2
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	26	50	15	4	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	36	75	13	4	4
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	67	0	22	11	0	0	18	100	3	9	9

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
FUERTEVENTURA																			
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	11	11	22	0	0	35	89	7	9		
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	56	11	11	22	0	0	37	63	168	8		
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	67	0	11	22	0	0	36	78	9	9		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	14	80	7	5		
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	20	80	15	5		
<b>TOTAL FUERTEVENTURA</b>					<b>248</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>16</b>	<b>16</b>		
FUNCHAL																			
	GATWICK	AIR PORTUGAL	S	A	22	0	0	45	23	23	5	5	0	32	38	31	13		
	GATWICK	AIR PORTUGAL	S	D	22	0	0	59	18	18	0	5	0	23	54	21	13		
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	11	22	44	22	0	0	41	22	33	9		
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	33	22	22	22	0	0	39	11	40	9		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	40	43	5		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	42	60	26	5		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	45	75	5	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	56	75	11	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	19	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	20	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	34	100	2	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	57	100	2	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4		
	GATWICK	GB AIRWAYS LTD	S	A	28	0	0	89	4	4	4	0	0	7	59	22	27		
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	71	18	11	0	0	0	13	50	27	26		
	NEWCASTLE	SATA	C	A	4	0	0	100	0	0	0	0	0	0	75	5	4		
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	3	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	10	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	34	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	35	4		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	20	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	20	4		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	8	4		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
FUNCHAL																	
<b>TOTAL FUNCHAL</b>					204	0	0	69	13	10	6	1	0	19	62	20	20

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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	25	0	0	84	8	4	4	0	0	7	94	1	18	
	EDINBURGH	AER ARRAN		S D	25	0	0	88	4	4	4	0	0	8	83	8	18	
	LUTON	AER ARRAN		S A	53	0	0	81	8	4	6	2	0	15	88	10	40	
	LUTON	AER ARRAN		S D	52	0	1	77	8	4	12	0	0	20	80	16	40	
	MANCHESTER	AER ARRAN		S A	42	0	0	83	5	5	7	0	0	10	93	5	30	
	MANCHESTER	AER ARRAN		S D	42	0	0	93	0	2	2	2	0	7	93	4	29	
<b>TOTAL GALWAY</b>					<b>239</b>	<b>1</b>	<b>1</b>	<b>84</b>	<b>5</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>13</b>	<b>13</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC		S A	144	0	0	77	12	8	3	0	0	11	81	9	190	
	EDINBURGH	BRITISH AIRWAYS PLC		S D	145	0	0	62	21	10	6	0	0	19	73	14	190	
	GLASGOW	BRITISH AIRWAYS PLC		S A	155	0	0	69	20	6	4	1	0	15	82	9	158	
	GLASGOW	BRITISH AIRWAYS PLC		S D	155	0	0	59	23	10	6	3	0	23	76	12	158	
	MANCHESTER	BRITISH AIRWAYS PLC		S A	181	0	0	77	13	6	4	0	0	11	82	8	189	
	MANCHESTER	BRITISH AIRWAYS PLC		S D	181	0	0	76	12	7	5	0	0	12	83	9	189	
	NEWCASTLE	BRITISH AIRWAYS PLC		S A	106	0	0	70	14	11	5	0	0	15	80	10	113	
	NEWCASTLE	BRITISH AIRWAYS PLC		S D	106	0	1	69	15	8	8	0	0	17	84	10	113	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	109	0	0	76	9	10	4	1	0	12	66	17	111	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	108	0	1	56	20	13	9	1	0	23	50	25	111	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	5	0	0	40	20	20	20	0	0	40	50	13	2	
	MANCHESTER	JET2.COM LTD		S A	67	0	0	84	10	6	0	0	0	7	0	0	0	
	MANCHESTER	JET2.COM LTD		S D	67	0	0	90	7	3	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C A	6	0	0	67	0	17	17	0	0	20	86	7	7	
	MANCHESTER	MONARCH AIRLINES		C D	6	0	0	50	0	33	17	0	0	35	67	7	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	3	0	100	0	0	0	0	0	2	0	144	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	6	4	0	50	17	17	17	0	0	30	0	0	0	
	MANCHESTER	ZOOM AIRLINES		S A	3	0	0	33	0	0	67	0	0	82	0	0	0	
	MANCHESTER	ZOOM AIRLINES		S D	2	0	0	50	50	0	0	0	0	10	0	0	0	
<b>TOTAL GATWICK</b>					<b>1556</b>	<b>16</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>12</b>	
GDANSK																		
	STANSTED	RYANAIR		S A	25	0	4	92	8	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR		S D	29	0	0	59	14	28	0	0	0	18	0	0	0	
	LUTON	WIZZ AIR		S A	38	1	0	61	24	11	5	0	0	16	20	51	25	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GDANSK	LUTON	WIZZ AIR		S D	39	1	0	59	15	21	5	0	0	19	37	44	27
<b>TOTAL GDANSK</b>					<b>131</b>	<b>2</b>	<b>4</b>	<b>66</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>31</b>	<b>46</b>	<b>46</b>
GENEVA	STANSTED	AIR BERLIN		C A	2	0	0	50	0	50	0	0	0	30	0	0	0
	STANSTED	AIR BERLIN		C D	3	0	0	33	33	33	0	0	0	25	0	0	0
	GATWICK	ASTRAEUS LTD		C A	2	0	0	0	0	50	0	50	0	156	100	4	3
	GATWICK	ASTRAEUS LTD		C D	2	0	0	0	0	50	0	50	0	185	100	8	3
	BIRMINGHAM	BA CONNECT LTD		S A	7	0	0	29	29	43	0	0	0	27	0	0	0
	BIRMINGHAM	BA CONNECT LTD		S D	6	0	0	100	0	0	0	0	0	4	0	0	0
	LONDON CITY	BA CONNECT LTD		S A	55	0	0	87	5	5	2	0	0	5	86	8	59
	LONDON CITY	BA CONNECT LTD		S D	57	0	0	54	21	12	12	0	0	24	52	25	60
	MANCHESTER	BA CONNECT LTD		S A	39	0	0	67	13	13	8	0	0	20	76	19	51
	MANCHESTER	BA CONNECT LTD		S D	38	1	0	76	11	8	5	0	0	11	78	16	51
	EDINBURGH	BMI BRITISH MIDLAND		C D	2	0	0	50	0	50	0	0	0	20	67	13	3
	HEATHROW	BMI BRITISH MIDLAND		C A	3	0	0	0	33	67	0	0	0	40	0	42	2
	HEATHROW	BMI BRITISH MIDLAND		C D	3	0	0	33	67	0	0	0	0	17	0	21	2
	BIRMINGHAM	BMIBABY LTD		S A	13	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	13	0	0	77	0	23	0	0	0	14	0	0	0
	MANCHESTER	BMIBABY LTD		S A	8	0	0	88	13	0	0	0	0	4	0	0	0
	MANCHESTER	BMIBABY LTD		S D	8	0	0	75	0	25	0	0	0	12	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		C A	17	0	0	82	6	12	0	0	0	9	27	32	11
	GATWICK	BRITISH AIRWAYS PLC		S A	91	0	1	89	2	3	5	0	0	10	69	15	93
	GATWICK	BRITISH AIRWAYS PLC		C D	19	0	0	63	26	5	5	0	0	19	57	21	14
	GATWICK	BRITISH AIRWAYS PLC		S D	91	0	0	76	15	7	2	0	0	12	67	14	92
	HEATHROW	BRITISH AIRWAYS PLC		S A	235	0	0	77	7	8	7	1	0	16	68	13	230
	HEATHROW	BRITISH AIRWAYS PLC		S D	235	0	0	65	16	10	9	0	0	19	60	17	230
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	24	0	5	50	29	13	8	0	0	20	75	10	8
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	24	0	5	54	17	17	13	0	0	22	75	9	8
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	4	0	0	25	50	25	0	0	0	26	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	4	0	0	100	0	0	0	0	0	8	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	133	0	4	62	14	14	9	1	0	23	77	9	136
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	134	0	3	55	19	16	9	1	0	25	68	15	136
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	1	1	52	23	16	10	0	0	21	63	19	16

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	1	35	35	16	13	0	0	28	50	22	16
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	56	19	13	13	0	0	27	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	81	6	13	0	0	0	11	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	A	14	0	2	36	14	21	29	0	0	39	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	14	0	2	29	14	21	36	0	0	46	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	105	0	2	69	15	7	10	0	0	18	81	8	110
	GATWICK	EASYJET SWITZERLAND	S	D	105	0	2	57	19	10	12	1	0	25	59	15	110
	GLASGOW	EASYJET SWITZERLAND	S	A	2	0	0	50	0	0	50	0	0	75	0	0	0
	GLASGOW	EASYJET SWITZERLAND	S	D	2	0	0	0	0	50	50	0	0	98	0	0	0
	STANSTED	EASYJET SWITZERLAND	S	A	15	0	1	47	20	20	13	0	0	27	0	0	0
	STANSTED	EASYJET SWITZERLAND	S	D	16	0	0	25	31	19	25	0	0	43	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	30	30	20	20	0	0	39	0	56	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	12	0	0	33	25	42	0	0	0	25	38	34	8
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	25	50	37	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	67	0	0	0	31	67	21	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	27	0	28	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	32	0	25	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	21	0	18	1
	BIRMINGHAM	FLYBE LTD	C	A	2	0	0	50	0	0	50	0	0	56	50	18	2
	BIRMINGHAM	FLYBE LTD	S	A	3	0	1	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	33	33	0	33	0	0	52	50	20	2
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	67	33	0	0	0	0	12	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	9	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	2	0	0	100	0	0	0	0	0	0	50	29	4
	GLASGOW	FLYGLOBESPAN	S	D	2	0	0	100	0	0	0	0	0	0	75	14	4
	STANSTED	FLYGLOBESPAN	S	A	9	0	0	89	0	0	11	0	0	9	0	0	0
	STANSTED	FLYGLOBESPAN	S	D	9	0	0	44	44	0	11	0	0	20	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	15	1	0	80	13	7	0	0	0	9	92	11	13
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	87	7	7	0	0	0	7	62	23	13
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	2	0	21	1
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	8	100	7	2
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	75	25	0	0	45	33	19	3

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GENEVA	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	80	107	5
	STANSTED	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	9	100	8	2
	HEATHROW	SWISS AIRLINES	S	A	4	0	2	0	0	50	50	0	0	73	0	0	0
	HEATHROW	SWISS AIRLINES	S	D	4	0	2	0	0	50	50	0	0	84	0	0	0
	LONDON CITY	SWISS AIRLINES	S	A	98	0	1	80	12	5	3	0	0	9	81	8	101
	LONDON CITY	SWISS AIRLINES	S	D	100	0	1	49	30	13	8	0	0	25	56	23	101
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	38	40	28	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	100	0	0	0	0	25	67	12	6
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	50	50	0	0	0	0	11	100	4	1
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	0	33	33	33	0	0	52	100	9	2
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	38	13	25	25	0	0	36	40	34	5
	GATWICK	THOMSONFLY LTD	C	D	10	0	0	70	20	0	10	0	0	21	38	34	8
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	15	100	10	2
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	10	0	30	2
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	11	50	29	4
<b>TOTAL GENEVA</b>					<b>2023</b>	<b>12</b>	<b>37</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>16</b>	<b>16</b>
GENOA	STANSTED	RYANAIR	S	A	29	0	0	55	21	7	14	3	0	30	73	13	30
	STANSTED	RYANAIR	S	D	29	0	0	59	28	7	7	0	0	22	63	14	30
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	0	100	0	0	0	0	26	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL GENOA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>25</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>17</b>	<b>17</b>
GERONA	BIRMINGHAM	BA CONNECT LTD	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	0	100	0	0	141	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	71	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	LUTON	RYANAIR	S	A	28	0	0	89	4	4	4	0	0	7	0	0	0
	LUTON	RYANAIR	S	D	28	0	0	79	7	14	0	0	0	10	0	0	0
	STANSTED	RYANAIR	S	A	109	0	1	80	12	6	2	0	1	15	86	9	117
	STANSTED	RYANAIR	S	D	110	0	0	65	18	15	1	0	0	14	81	8	116
<b>TOTAL GERONA</b>					<b>289</b>	<b>3</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>9</b>
GIBRALTAR																	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	73	10	0	13	3	0	31	63	17	52	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	1	70	23	7	0	0	0	11	50	20	52	
	HEATHROW	GB AIRWAYS LTD	S	A	27	0	0	67	22	0	7	4	0	26	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	29	0	0	72	21	7	0	0	0	10	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	20	0	2	75	5	10	10	0	0	13	83	13	23	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	68	23	0	9	0	0	15	74	18	23	
	MANCHESTER	MONARCH AIRLINES	S	A	13	0	0	69	8	8	0	15	0	45	69	11	16	
	MANCHESTER	MONARCH AIRLINES	S	D	13	0	0	92	8	0	0	0	0	2	81	10	16	
<b>TOTAL GIBRALTAR</b>					<b>184</b>	<b>0</b>	<b>3</b>	<b>72</b>	<b>16</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>16</b>	<b>16</b>	
GLASGOW																		
	STANSTED	AIR BERLIN	S	A	22	1	0	32	9	36	23	0	0	40	0	0	0	
	STANSTED	AIR BERLIN	S	D	22	1	0	23	23	27	27	0	0	43	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	S	A	133	1	0	91	4	4	2	0	0	5	94	4	130	
	BIRMINGHAM	BA CONNECT LTD	S	D	136	0	0	83	7	5	5	0	0	11	89	7	129	
	MANCHESTER	BA CONNECT LTD	S	A	127	0	0	80	7	8	6	0	0	12	81	14	125	
	MANCHESTER	BA CONNECT LTD	S	D	128	0	0	81	7	9	2	0	0	9	82	17	125	
	HEATHROW	BMI BRITISH MIDLAND	S	A	207	0	0	81	10	4	5	0	0	11	82	11	213	
	HEATHROW	BMI BRITISH MIDLAND	S	D	208	0	0	81	10	7	2	0	0	8	83	10	213	
	MANCHESTER	BMI REGIONAL	S	A	72	0	0	83	11	0	4	1	0	10	89	6	90	
	MANCHESTER	BMI REGIONAL	S	D	72	0	0	92	1	1	6	0	0	7	95	3	91	
	GATWICK	BRITISH AIRWAYS PLC	S	A	155	0	0	58	20	12	7	3	0	24	77	13	158	
	GATWICK	BRITISH AIRWAYS PLC	S	D	155	0	0	69	17	9	4	1	0	17	79	10	158	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	301	0	2	67	15	10	7	0	0	17	74	15	319	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	302	0	0	60	19	12	9	0	0	21	66	18	317	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	159	0	1	90	5	3	1	1	0	7	94	4	167	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	159	0	1	79	11	8	1	1	0	12	89	7	167	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	136	0	0	92	4	2	1	0	0	5	88	5	139	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	76	16	4	3	1	0	15	73	13	139	
	BIRMINGHAM	FLYBE LTD	S	A	126	1	3	87	6	3	3	1	0	8	82	8	139	
	BIRMINGHAM	FLYBE LTD	S	D	127	0	4	78	10	6	5	2	0	15	70	15	141	
	STANSTED	FLYGLOBESPAN	S	A	52	0	0	92	0	0	8	0	0	7	0	0	0	
	STANSTED	FLYGLOBESPAN	S	D	51	0	0	84	8	0	8	0	0	12	0	0	0	
<b>TOTAL GLASGOW</b>					<b>2991</b>	<b>5</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>11</b>	<b>11</b>	



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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		
GOA																				
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	43	14	14	29	0	0	38	44	33	9			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	0	25	0	0	25	78	9	9			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	0	0	25	127	0	0	0			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	133	0	0	0			
	GATWICK	MONARCH AIRLINES	C	A	22	0	0	32	23	36	9	0	0	29	39	51	18			
	GATWICK	MONARCH AIRLINES	C	D	23	0	0	65	13	17	4	0	0	15	63	42	19			
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	21	21	21	26	0	11	152	42	67	12			
	MANCHESTER	MONARCH AIRLINES	C	D	20	0	0	55	15	15	15	0	0	31	57	28	14			
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	11	11	0	0	15	25	38	4			
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	10	0	0	0	0	5	25	53	4			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	6	60	113	5			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	1	0	50	25	25	0	0	0	16	80	113	5			
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	0	25	25	50	0	0	64	0	0	0			
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	22	0	0	0			
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	0	20	80	0	0	0	33	33	42	3			
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	67	13	3			
<b>TOTAL GOA</b>					<b>153</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>49</b>	<b>46</b>	<b>46</b>			
GOOSE BAY																				
GOTEBORG																				
	BIRMINGHAM	CITY AIRLINE	S	A	18	0	0	78	17	6	0	0	0	11	58	16	24			
	BIRMINGHAM	CITY AIRLINE	S	D	37	0	0	76	11	11	3	0	0	11	73	12	26			
	MANCHESTER	CITY AIRLINE	S	A	41	0	0	39	49	7	5	0	0	22	76	12	41			
	MANCHESTER	CITY AIRLINE	S	D	41	0	0	85	7	5	2	0	0	9	95	5	41			
	HEATHROW	SAS	S	A	56	0	0	64	25	5	4	2	0	16	75	13	56			
	HEATHROW	SAS	S	D	56	0	0	82	11	0	7	0	0	11	75	13	56			
<b>TOTAL GOTEBORG</b>					<b>249</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	<b>11</b>			
GOTEBORG (SAVE)																				
	STANSTED	RYANAIR	S	A	68	0	1	57	16	24	1	1	0	19	88	5	81			
	STANSTED	RYANAIR	S	D	69	0	0	38	29	30	3	0	0	24	72	12	82			
<b>TOTAL GOTEBORG (SAVE)</b>					<b>137</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>23</b>	<b>27</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>8</b>	<b>8</b>			
GRANADA																				
	GATWICK	MONARCH AIRLINES	S	A	24	0	0	92	0	4	4	0	0	7	0	0	0			

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
GRANADA																		
	GATWICK	MONARCH AIRLINES		S D	24	0	0	79	4	8	8	0	0	14	0	0	0	
	STANSTED	RYANAIR		S A	42	0	0	64	12	14	7	2	0	23	0	0	0	
	STANSTED	RYANAIR		S D	42	0	0	50	29	17	5	0	0	20	0	0	0	
<b>TOTAL GRANADA</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	18	0	0	72	11	6	11	0	0	15	87	86	15	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	28	22	22	28	0	0	43	63	18	16	
<b>TOTAL GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>74</b>	<b>51</b>	<b>51</b>	
GRAZ																		
	STANSTED	RYANAIR		S A	29	0	0	66	17	10	7	0	0	17	93	4	30	
	STANSTED	RYANAIR		S D	29	0	0	48	34	10	7	0	0	20	83	7	30	
<b>TOTAL GRAZ</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>26</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>6</b>	<b>6</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	33	11	11	44	0	0	64	56	22	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	44	22	11	22	0	0	42	44	22	9	
	GATWICK	EXCEL AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	25	181	8		
	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	50	0	50	0	0	0	17	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	5	0	0	0	0	20	60	20	0	114	50	40	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	5	0	0	40	20	20	20	0	0	39	50	23	4	
<b>TOTAL GRENADA</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>12</b>	<b>15</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>44</b>	<b>61</b>	<b>61</b>	
GRENOBLE																		
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	69	0	23	8	0	0	19	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C A	2	0	0	100	0	0	0	0	0	50	14	2		
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	54	15	15	15	0	0	28	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C D	2	0	0	50	50	0	0	0	0	20	100	0	2	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	15	0	0	47	20	20	13	0	0	27	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	15	0	0	60	13	20	7	0	0	24	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	70	7	17	3	0	3	31	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	77	10	10	3	0	0	14	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	50	0	0	50	0	0	39	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C D	3	0	0	67	33	0	0	0	0	5	0	0	0	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	4	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
GRENOBLE																		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	10	50	17	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	2	0	33	17	33	17	0	0	35	38	52	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	50	25	17	8	0	0	20	38	47	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	0	50	0	0	54	60	16	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	23	20	32	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR	S	A	32	0	1	78	9	6	6	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	32	0	1	66	22	6	6	0	0	16	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	40	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL GRENOBLE</b>					<b>243</b>	<b>4</b>	<b>2</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>31</b>	<b>31</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES	S	A	116	0	0	78	9	3	5	3	0	19	81	11	119	
	GATWICK	AURIGNY AIR SERVICES	S	D	116	0	1	73	13	5	4	4	0	21	78	17	119	
	MANCHESTER	AURIGNY AIR SERVICES	S	A	51	0	2	55	31	8	4	2	0	23	72	14	78	
	MANCHESTER	AURIGNY AIR SERVICES	S	D	51	0	3	65	18	8	8	2	0	25	74	13	78	
	STANSTED	AURIGNY AIR SERVICES	S	A	29	0	1	69	14	14	3	0	0	14	78	18	99	
	STANSTED	AURIGNY AIR SERVICES	S	D	29	0	1	62	21	10	7	0	0	19	72	23	98	
	BIRMINGHAM	FLYBE LTD	S	A	24	0	3	71	17	8	4	0	0	13	52	28	27	
	BIRMINGHAM	FLYBE LTD	S	D	24	0	0	83	13	4	0	0	0	7	73	22	26	
	GATWICK	FLYBE LTD	S	A	131	0	0	85	3	5	6	0	0	11	91	5	129	
	GATWICK	FLYBE LTD	S	D	129	1	1	84	3	6	6	0	0	12	88	6	130	
<b>TOTAL GUERNSEY</b>					<b>700</b>	<b>1</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>14</b>	<b>14</b>	
GURYEV																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	104	0	1	74	9	12	4	1	1	18	77	13	113	
	STANSTED	RYANAIR	S	D	105	0	0	59	26	12	2	1	0	18	68	14	113	
<b>TOTAL HAHN</b>					<b>209</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>13</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	25	1	1	56	16	8	20	0	0	26	50	36	28	
	HEATHROW	AIR CANADA	S	D	26	0	1	69	27	4	0	0	0	12	50	17	28	
<b>TOTAL HALIFAX INT</b>					<b>52</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>23</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>27</b>	<b>27</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN	S	A	13	0	0	77	8	0	8	8	0	28	89	8	27	
	MANCHESTER	AIR BERLIN	S	D	13	0	0	92	0	0	0	8	0	23	85	9	27	
	BIRMINGHAM	BA CONNECT LTD	S	A	35	0	0	83	6	9	3	0	0	7	90	5	40	
	BIRMINGHAM	BA CONNECT LTD	S	D	38	1	0	84	8	3	5	0	0	9	83	9	40	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	117	0	1	69	15	9	7	0	0	15	76	13	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	117	0	0	62	17	15	5	0	0	17	64	16	118	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	61	0	1	64	10	18	7	2	0	22	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	61	0	1	44	28	20	7	2	0	28	0	0	0	
	EDINBURGH	HAPAG LLOYD EXPRESS	S	A	12	0	0	100	0	0	0	0	0	3	100	1	11	
	EDINBURGH	HAPAG LLOYD EXPRESS	S	D	10	0	2	90	0	10	0	0	0	6	82	7	11	
	HEATHROW	LUFTHANSA	S	A	87	0	1	87	5	7	1	0	0	7	88	8	82	
	HEATHROW	LUFTHANSA	S	D	87	0	1	87	3	7	2	0	0	8	82	8	82	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	45	0	0	84	7	4	4	0	0	9	79	9	39	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	45	0	0	89	2	4	4	0	0	7	90	5	39	
<b>TOTAL HAMBURG</b>					<b>741</b>	<b>1</b>	<b>7</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>10</b>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	31	0	0	81	3	13	3	0	0	10	90	5	31	
	STANSTED	AIR BERLIN	S	D	31	0	0	81	6	6	6	0	0	14	90	5	31	
	BIRMINGHAM	BA CONNECT LTD	S	A	29	0	0	83	10	0	7	0	0	10	97	2	30	
	BIRMINGHAM	BA CONNECT LTD	S	D	29	0	0	90	3	3	3	0	0	7	93	4	30	
	MANCHESTER	BA CONNECT LTD	S	A	41	0	0	85	5	2	5	2	0	13	91	5	43	
	MANCHESTER	BA CONNECT LTD	S	D	41	0	0	93	2	0	5	0	0	6	88	6	43	
	HEATHROW	BMI BRITISH MIDLAND	S	A	64	0	0	88	6	2	5	0	0	7	70	13	71	
	HEATHROW	BMI BRITISH MIDLAND	S	D	64	0	0	92	5	0	3	0	0	8	66	13	71	
	GATWICK	BRITISH AIRWAYS PLC	S	A	71	0	0	77	3	10	8	0	1	21	81	9	74	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	BRITISH AIRWAYS PLC		S D	70	0	0	74	9	11	6	0	0	15	78	8	73	
	NEWCASTLE	HAPAG LLOYD EXPRESS		S A	15	0	1	80	13	0	7	0	0	12	64	15	14	
	NEWCASTLE	HAPAG LLOYD EXPRESS		S D	15	0	1	47	20	27	7	0	0	20	43	25	14	
<b>TOTAL HANOVER</b>					<b>501</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>9</b>	<b>9</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE		S A	14	0	12	14	7	0	57	21	0	116	29	101	14	
	GATWICK	AIR ZIMBABWE		S D	14	0	7	7	21	36	7	29	0	92	19	118	16	
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	85	8	0	8	0	0	14	93	4	14	
	HEATHROW	BRITISH AIRWAYS PLC		S D	14	0	0	50	43	0	7	0	0	22	62	15	13	
<b>TOTAL HARARE</b>					<b>55</b>	<b>0</b>	<b>19</b>	<b>38</b>	<b>20</b>	<b>9</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>62</b>	<b>49</b>	<b>62</b>	<b>62</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE		C A	9	0	0	0	56	33	11	0	0	41	13	41	8	
	GATWICK	AIR ALGERIE		C D	9	0	0	56	22	0	22	0	0	32	50	27	8	
	GATWICK	ASTRAEUS LTD		C A	12	0	0	33	17	25	25	0	0	44	43	22	14	
	GATWICK	ASTRAEUS LTD		C D	12	0	0	67	17	8	8	0	0	16	79	12	14	
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	78	22	0	0	0	0	8	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>23</b>	<b>23</b>	
HAUGESUND																		
	STANSTED	RYANAIR		S A	28	0	0	93	4	4	0	0	0	3	72	13	29	
	STANSTED	RYANAIR		S D	28	0	0	93	4	4	0	0	0	5	77	13	30	
<b>TOTAL HAUGESUND</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>13</b>	<b>13</b>	
HAVANA																		
	GATWICK	CUBANA		S A	9	0	0	22	22	33	22	0	0	40	56	18	9	
	GATWICK	CUBANA		S D	9	0	0	0	33	33	33	0	0	50	44	63	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	9	0	0	56	11	33	0	0	0	18	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	9	0	0	56	11	33	0	0	0	19	0	0	0	
<b>TOTAL HAVANA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>19</b>	<b>33</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>50</b>	<b>41</b>	<b>41</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND		S A	221	0	3	86	8	3	2	0	0	7	70	15	224	
	EDINBURGH	BMI BRITISH MIDLAND		S D	220	0	3	81	10	5	4	0	0	12	64	20	224	
	GLASGOW	BMI BRITISH MIDLAND		S A	208	0	3	82	9	7	2	0	0	8	81	11	213	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HEATHROW																		
	GLASGOW	BMI BRITISH MIDLAND	S	D	207	0	3	81	9	5	5	0	0	12	78	14	213	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	185	0	0	74	17	6	3	0	0	11	61	17	181	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	185	0	1	86	5	4	5	0	0	9	73	16	182	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	344	0	0	58	18	13	10	1	0	22	63	17	351	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	343	0	2	58	18	13	9	1	0	26	71	15	349	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	302	1	0	56	20	15	9	0	0	22	63	20	317	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	301	0	2	69	11	13	7	0	0	17	76	15	319	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	308	0	0	56	22	13	9	0	0	22	53	22	316	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	308	0	0	80	7	6	6	0	0	13	75	15	316	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	192	0	1	60	21	11	7	1	0	21	62	19	195	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	194	0	1	78	9	4	8	1	0	15	80	11	196	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	2	0	0	50	0	50	0	0	0	25	0	0	0	
<b>TOTAL HEATHROW</b>					<b>3522</b>	<b>5</b>	<b>20</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>16</b>	
HELSINKI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	66	14	12	5	3	0	21	65	16	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	51	15	20	14	0	0	28	71	13	59	
	BIRMINGHAM	CITY AIRLINE	S	A	23	0	0	65	22	9	4	0	0	16	81	12	16	
	BIRMINGHAM	CITY AIRLINE	S	D	4	0	0	100	0	0	0	0	0	7	79	10	14	
	HEATHROW	FINNAIR	S	A	107	0	0	72	18	6	5	0	0	13	86	7	108	
	HEATHROW	FINNAIR	S	D	108	0	0	60	18	15	6	1	0	23	72	14	109	
	MANCHESTER	FINNAIR	S	A	44	0	0	43	39	16	2	0	0	21	69	19	45	
	MANCHESTER	FINNAIR	S	D	44	0	0	66	23	9	2	0	0	13	82	13	45	
<b>TOTAL HELSINKI</b>					<b>448</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>13</b>	<b>13</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	60	77	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	17	0	79	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	20	20	40	0	111	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	51	40	16	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	0	33	0	73	75	22	4	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>45</b>	<b>42</b>	<b>50</b>	<b>50</b>	
HONG KONG (CHEP LAP KOK)																		

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	95	3	2	0	0	0	2	97	1	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	56	22	17	4	1	0	22	58	19	73	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	124	0	3	93	4	2	2	0	0	4	92	4	91	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	124	0	0	56	31	10	2	1	0	19	56	18	93	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>434</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>12</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	47	0	0	74	13	4	9	0	0	13	78	9	41	
	GATWICK	BRITISH AIRWAYS PLC	S	D	46	0	0	59	22	11	9	0	0	20	68	14	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	10	13	16	3	0	27	77	9	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	35	3	0	0	0	13	48	18	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	56	0	0	63	21	2	13	2	0	24	78	9	58	
	GATWICK	CONTINENTAL AIRLINES	S	D	57	0	0	72	16	7	5	0	0	15	74	12	58	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	0	33	33	33	0	0	45	78	9	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	100	0	0	0	0	0	0	89	6	9	
<b>TOTAL HOUSTON</b>					<b>285</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>11</b>	<b>11</b>	
HURGHADA																		
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	0	0	50	50	0	0	105	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	0	0	0	50	50	0	129	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	0	20	60	20	0	0	45	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	0	0	60	40	0	0	61	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	0	40	60	0	0	0	41	0	97	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	20	60	0	0	0	34	100	7	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	0	40	40	20	0	0	38	10	68	10	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	21	60	45	10	
	GATWICK	GB AIRWAYS LTD	S	A	10	0	0	60	40	0	0	0	0	11	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	10	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	40	0	0	0	22	50	15	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	0	60	0	0	0	26	0	32	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	20	40	40	0	0	0	25	20	37	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	17	17	0	0	44	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	52	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	74	50	31	6	

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

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
HURGHADA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	83	9	6	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	23	40	18	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	16	60	14	5	
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	33	0	33	33	0	0	40	43	28	7	
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	50	0	50	0	0	0	16	75	10	8	
<b>TOTAL HURGHADA</b>					<b>105</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>30</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>48</b>	<b>39</b>	<b>39</b>	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
INNSBRUCK																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	0	0	50	0	50	0	199	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	0	33	0	0	0	23	0	0	0	0
	LUTON	AUSTRIAN ARROWS	C	D	2	0	0	50	50	0	0	0	0	15	0	0	0	0
	MANCHESTER	AUSTRIAN ARROWS	C	A	2	0	0	100	0	0	0	0	0	5	0	0	0	0
	MANCHESTER	AUSTRIAN ARROWS	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	0
	BIRMINGHAM	BA CONNECT LTD	C	D	2	0	0	50	0	50	0	0	0	18	100	0	0	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	11	0	0	55	27	0	18	0	0	21	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	55	18	27	0	0	0	21	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	0	67	0	0	33	0	121	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	0	100	0	0	0	0	21	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	3	2	2
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	50	15	2	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	80	7	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	9	88	9	8	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	3	100	0	2	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	67	12	3	3
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	16	100	0	1	1
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	19	100	10	2	2
	NEWCASTLE	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	9	0	57	2	2
	GATWICK	LAUDA-AIR	C	A	2	0	0	50	0	0	50	0	0	38	0	24	1	1
	GATWICK	LAUDA-AIR	S	A	11	0	0	91	9	0	0	0	0	5	91	21	11	11
	GATWICK	LAUDA-AIR	C	D	3	0	0	67	0	0	33	0	0	36	50	28	2	2
	GATWICK	LAUDA-AIR	S	D	11	0	0	73	27	0	0	0	0	8	82	23	11	11
	MANCHESTER	LAUDA-AIR	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	1
	MANCHESTER	LAUDA-AIR	C	D	3	0	0	100	0	0	0	0	0	1	0	18	1	1
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	43	14	14	0	14	14	102	40	66	5	5
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	13	13	13	0	0	29	86	38	7	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	12	100	6	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	0	2	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	2	2
<b>TOTAL INNSBRUCK</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>69</b>	<b>27</b>	<b>27</b>	<b>27</b>
INVERNESS																		
	GATWICK	BA CONNECT LTD	S	A	79	0	0	75	9	11	5	0	0	13	77	12	81	81

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
INVERNESS																			
	GATWICK	BA CONNECT LTD		S D	78	0	0	68	13	13	6	0	0	16	79	13	81		
	HEATHROW	BMI BRITISH MIDLAND		S A	30	0	0	80	7	0	13	0	0	16	77	20	30		
	HEATHROW	BMI BRITISH MIDLAND		S D	30	0	0	83	10	3	3	0	0	11	93	6	30		
	BIRMINGHAM	EASTERN AIRWAYS		S A	45	0	3	87	7	2	4	0	0	10	85	13	48		
	BIRMINGHAM	EASTERN AIRWAYS		S D	47	0	1	87	4	2	6	0	0	10	92	8	48		
	MANCHESTER	EASTERN AIRWAYS		S A	45	1	2	87	9	0	4	0	0	8	73	18	48		
	MANCHESTER	EASTERN AIRWAYS		S D	46	0	3	96	0	0	4	0	0	4	85	16	48		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	63	17	13	7	0	0	16	40	29	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	70	20	7	3	0	0	11	37	29	30		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	67	10	17	3	3	0	24	70	12	30		
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	47	30	23	0	0	0	19	57	17	30		
	EDINBURGH	LOGANAIR		S A	49	0	0	82	10	4	4	0	0	10	76	16	66		
<b>TOTAL INVERNESS</b>					<b>569</b>	<b>5</b>	<b>9</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>15</b>	<b>15</b>		
ISLAMABAD																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	38	8	38	8	8	0	44	31	41	13		
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	31	15	54	0	0	0	28	23	30	13		
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S A	22	0	0	64	14	18	0	5	0	21	92	13	13		
	BIRMINGHAM	PAKISTAN INTL AIRLINES		S D	22	0	0	82	5	0	5	5	5	83	85	12	13		
	GLASGOW	PAKISTAN INTL AIRLINES		S A	5	0	0	40	20	20	0	20	0	66	0	0	0		
	GLASGOW	PAKISTAN INTL AIRLINES		S D	4	0	1	75	25	0	0	0	0	9	0	0	0		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	17	0	0	53	35	0	12	0	0	21	31	30	13		
	HEATHROW	PAKISTAN INTL AIRLINES		S D	17	0	0	12	53	29	6	0	0	28	0	51	13		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	26	0	0	50	8	31	12	0	0	29	32	40	19		
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	17	0	0	53	24	18	6	0	0	18	37	40	19		
<b>TOTAL ISLAMABAD</b>					<b>156</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>19</b>	<b>21</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>41</b>	<b>33</b>	<b>33</b>		
ISLAY																			
	GLASGOW	LOGANAIR		S A	47	0	0	83	2	9	6	0	0	12	77	14	39		
	GLASGOW	LOGANAIR		S D	47	0	0	66	17	9	9	0	0	22	69	17	42		
<b>TOTAL ISLAY</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>15</b>	<b>15</b>		
ISLE OF MAN																			
	LUTON	AER ARRAN		S A	49	0	3	76	4	10	10	0	0	16	0	0	0		
	LUTON	AER ARRAN		S D	49	0	3	67	12	8	10	0	2	33	0	0	0		
	MANCHESTER	AER ARRAN		S A	74	0	5	77	8	7	8	0	0	17	0	0	0		

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
ISLE OF MAN																		
	MANCHESTER	AER ARRAN	S	D	74	0	5	85	3	4	8	0	0	12	0	0	0	
	GATWICK	BA CONNECT LTD	S	A	77	0	0	75	17	8	0	0	0	10	84	11	81	
	GATWICK	BA CONNECT LTD	S	D	77	0	0	71	17	6	5	0	0	13	77	14	81	
	LUTON	BA CONNECT LTD	S	A	18	0	0	94	0	6	0	0	0	3	97	7	29	
	LUTON	BA CONNECT LTD	S	D	18	0	0	78	17	6	0	0	0	9	93	10	29	
	MANCHESTER	BA CONNECT LTD	S	A	127	0	0	82	10	6	2	0	0	10	69	21	131	
	MANCHESTER	BA CONNECT LTD	S	D	129	0	0	88	9	2	2	0	0	6	76	16	132	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	50	0	2	84	12	0	2	2	0	11	94	8	50	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	51	0	1	92	4	4	0	0	0	5	92	11	51	
	NEWCASTLE	EASTERN AIRWAYS	S	A	24	0	0	88	8	0	4	0	0	8	96	1	25	
	NEWCASTLE	EASTERN AIRWAYS	S	D	24	0	0	83	8	4	0	4	0	12	80	5	25	
	LONDON CITY	EUROMANX GMBH	S	A	73	0	2	89	7	4	0	0	0	6	0	0	0	
	LONDON CITY	EUROMANX GMBH	S	D	73	0	2	74	19	5	1	0	0	13	0	0	0	
	MANCHESTER	EUROMANX GMBH	S	A	76	0	2	80	13	5	1	0	0	11	0	0	0	
	MANCHESTER	EUROMANX GMBH	S	D	77	0	1	95	3	1	1	0	0	3	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	25	0	0	76	12	8	4	0	0	14	80	7	30	
	BIRMINGHAM	FLYBE LTD	S	D	25	0	0	80	12	4	4	0	0	12	73	10	30	
	GLASGOW	LOGANAIR	S	A	33	1	0	67	21	9	3	0	0	13	59	23	27	
	GLASGOW	LOGANAIR	S	D	33	1	0	70	24	3	3	0	0	14	59	17	27	
	LONDON CITY	VLM (BELGIUM)	S	A	16	0	1	88	13	0	0	0	0	7	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	D	16	0	1	69	19	13	0	0	0	14	0	0	0	
<b>TOTAL ISLE OF MAN</b>					<b>1288</b>	<b>6</b>	<b>29</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>15</b>	
ISTANBUL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	52	20	20	8	0	0	21	80	13	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	52	25	16	7	0	0	22	56	18	61	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	92	0	0	38	26	22	14	0	0	29	78	14	92	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	93	0	0	53	15	17	15	0	0	27	69	19	93	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	32	42	19	6	0	0	28	77	12	31	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	26	29	23	19	3	0	39	71	13	31	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	9	0	0	33	33	22	0	11	0	36	0	0	0	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ISTANBUL	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	9	0	0	33	0	44	11	11	0	62	0	0	0
<b>TOTAL ISTANBUL</b>					<b>387</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>23</b>	<b>20</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>69</b>	<b>17</b>	<b>17</b>
IVALO	STANSTED	ADRIA AIRWAYS	C	A	3	0	0	67	0	33	0	0	0	20	0	0	0
	STANSTED	ADRIA AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	19	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	15	0	0	87	0	7	0	7	0	25	88	14	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	14	0	0	57	29	7	0	7	0	32	38	30	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	100	8	1
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	1
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	52	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	26	0	0	0
	GLASGOW	THOMSONFLY LTD	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL IVALO</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>59</b>	<b>26</b>	<b>26</b>
IZMIR (ADNAM MENDERES)	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	44	11	22	22	0	0	41	38	18	8
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	11	22	56	11	0	0	47	25	43	8
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	6	0	0	33	33	0	17	17	0	62	83	6	6
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	6	0	0	33	17	17	17	17	0	79	83	5	6
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>20</b>	<b>27</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>54</b>	<b>54</b>	<b>20</b>	<b>20</b>

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
JEDDAH																		
	MANCHESTER	NOUVELAIR TUNISIE	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	97	0	3	0	0	0	4	96	6	27	27
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	60	33	7	0	0	0	14	74	13	27	27
<b>TOTAL JEDDAH</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>20</b>	<b>20</b>	<b>20</b>
JEREZ																		
	STANSTED	RYANAIR	S	A	48	0	0	77	10	10	2	0	0	9	83	5	30	30
	STANSTED	RYANAIR	S	D	48	0	0	48	38	10	4	0	0	20	90	7	30	30
<b>TOTAL JEREZ</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>6</b>	<b>6</b>	<b>6</b>
JERSEY																		
	MANCHESTER	BA CONNECT LTD	S	A	27	1	0	81	11	4	4	0	0	11	76	23	29	29
	MANCHESTER	BA CONNECT LTD	S	D	28	1	0	86	11	4	0	0	0	6	90	18	30	30
	MANCHESTER	BMIBABY LTD	S	A	24	0	0	50	17	21	13	0	0	28	57	26	21	21
	MANCHESTER	BMIBABY LTD	S	D	24	0	0	67	21	4	8	0	0	18	62	17	21	21
	GATWICK	BRITISH AIRWAYS PLC	S	A	148	0	0	70	15	10	5	1	0	17	66	21	143	143
	GATWICK	BRITISH AIRWAYS PLC	S	D	148	0	1	80	10	6	4	0	0	10	75	16	144	144
	BIRMINGHAM	FLYBE LTD	S	A	25	1	0	48	28	16	8	0	0	25	65	24	31	31
	BIRMINGHAM	FLYBE LTD	S	D	26	0	1	65	31	0	4	0	0	15	81	14	32	32
	GATWICK	FLYBE LTD	S	A	115	0	0	80	12	5	2	1	0	12	82	9	126	126
	GATWICK	FLYBE LTD	S	D	113	0	0	77	13	3	6	0	1	14	76	12	127	127
	LONDON CITY	VLM (BELGIUM)	S	A	22	0	1	91	0	0	9	0	0	9	90	10	72	72
	LONDON CITY	VLM (BELGIUM)	S	D	21	0	2	52	24	14	10	0	0	26	85	16	72	72
<b>TOTAL JERSEY</b>					<b>721</b>	<b>4</b>	<b>5</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>15</b>	<b>15</b>	<b>15</b>
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	94	3	3	0	0	0	6	90	3	62	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	48	23	23	5	2	0	24	53	24	62	62
	GATWICK	NATIONWIDE AIR	S	A	15	0	1	33	13	47	7	0	0	32	58	12	12	12
	GATWICK	NATIONWIDE AIR	S	D	15	0	1	73	13	0	7	7	0	27	92	7	12	12
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	61	0	0	59	23	15	3	0	0	18	82	7	61	61
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	62	0	0	61	23	13	3	0	0	16	58	17	62	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	29	42	16	10	3	0	36	52	16	31	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	43	23	27	7	0	0	28	45	19	31	31
<b>TOTAL JOHANNESBURG</b>					<b>338</b>	<b>1</b>	<b>3</b>	<b>59</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	13	1	0	38	38	15	0	8	0	38	64	15	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	31	38	23	0	8	0	40	14	49	14	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	43	0	1	56	16	14	7	0	7	61	44	66	45	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	48	1	1	33	17	19	27	2	2	57	57	42	44	
<b>TOTAL KARACHI</b>					<b>117</b>	<b>2</b>	<b>2</b>	<b>42</b>	<b>21</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>55</b>	<b>48</b>	<b>49</b>	<b>49</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	47	0	0	77	13	4	4	2	0	15	82	7	50	
	STANSTED	RYANAIR	S	D	47	0	0	62	23	11	2	2	0	23	57	16	51	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>11</b>	<b>11</b>	
KATOWICE																		
	LUTON	WIZZ AIR	S	A	46	1	0	76	13	2	7	2	0	16	74	26	50	
	LUTON	WIZZ AIR	S	D	45	2	0	38	33	18	11	0	0	28	46	37	50	
<b>TOTAL KATOWICE</b>					<b>91</b>	<b>3</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>31</b>	<b>31</b>	
KAUNAS																		
	STANSTED	RYANAIR	S	A	30	0	0	80	10	10	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	40	43	17	0	0	0	21	0	0	0	
<b>TOTAL KAUNAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KEFLAVIK																		
	GLASGOW	ICELANDAIR	S	A	17	0	0	41	35	18	6	0	0	24	38	30	16	
	GLASGOW	ICELANDAIR	S	D	17	0	0	76	18	0	6	0	0	17	63	20	16	
	HEATHROW	ICELANDAIR	S	A	56	1	1	64	13	16	7	0	0	18	73	12	56	
	HEATHROW	ICELANDAIR	S	D	56	1	1	61	11	18	11	0	0	25	75	13	56	
	STANSTED	JET X	S	A	32	0	0	75	6	13	6	0	0	13	0	0	0	
	STANSTED	JET X	S	D	32	0	0	66	13	13	9	0	0	17	0	0	0	
<b>TOTAL KEFLAVIK</b>					<b>210</b>	<b>2</b>	<b>2</b>	<b>64</b>	<b>13</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>20</b>	<b>20</b>	
KEMI																		
KENT INTERNATIONAL																		
KERRY COUNTY																		
	MANCHESTER	AER ARRAN	S	A	22	0	0	95	0	5	0	0	0	3	79	9	14	
	MANCHESTER	AER ARRAN	S	D	22	0	0	86	9	0	5	0	0	6	93	6	14	
	STANSTED	RYANAIR	S	A	30	0	0	87	3	3	7	0	0	9	84	8	32	
	STANSTED	RYANAIR	S	D	30	0	0	80	10	7	3	0	0	11	81	11	32	

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
<b>KERRY COUNTY</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>9</b>	<b>9</b>
<b>TOTAL KERRY COUNTY</b>																	
<b>KHARTOUM</b>																	
	HEATHROW	BMED	S	A	18	0	0	72	6	6	17	0	0	27	67	36	12
	HEATHROW	BMED	S	D	17	0	0	18	29	29	24	0	0	43	8	108	12
<b>TOTAL KHARTOUM</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>17</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>38</b>	<b>72</b>	<b>72</b>
<b>KIEV (BORISPOL)</b>																	
	BIRMINGHAM	AEROSVIT AIRLINES	S	A	8	0	0	63	13	13	13	0	0	25	0	0	0
	BIRMINGHAM	AEROSVIT AIRLINES	S	D	8	0	0	88	13	0	0	0	0	3	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	3	10	0	0	16	67	13	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	87	3	3	7	0	0	11	77	11	30
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	67	23	0	10	0	0	18	87	10	30
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	77	13	3	7	0	0	15	73	10	30
<b>TOTAL KIEV (BORISPOL)</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	<b>11</b>
<b>KINGSTON</b>																	
	HEATHROW	AIR JAMAICA	S	A	31	0	0	32	26	16	26	0	0	36	25	138	36
	HEATHROW	AIR JAMAICA	S	D	31	0	0	16	26	26	23	6	3	76	8	165	37
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	50	7	14	21	0	7	66	69	31	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	8	31	23	0	8	80	14	35	14
<b>TOTAL KINGSTON</b>					<b>89</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>20</b>	<b>21</b>	<b>24</b>	<b>2</b>	<b>3</b>	<b>61</b>	<b>23</b>	<b>112</b>	<b>112</b>
<b>KINLOSS</b>																	
<b>KIRKWALL</b>																	
	EDINBURGH	LOGANAIR	S	A	24	0	0	79	13	8	0	0	0	8	50	11	6
	EDINBURGH	LOGANAIR	S	D	51	0	0	73	20	2	6	0	0	13	53	18	51
<b>TOTAL KIRKWALL</b>					<b>75</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>17</b>	<b>17</b>
<b>KITTILA</b>																	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	0	75	25	0	0	0	30	100	2	1
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	67	33	0	0	0	0	9	100	11	1
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	1	100	4	3
	EDINBURGH	EUROPEAN AIR CHARTER	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	100	0	1

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KITTILA	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	61	100	0	1
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	1	0	50	0	33	17	0	0	39	50	18	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	57	14	14	14	0	0	32	43	30	7
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	40	7	7	40	7	0	52	50	20	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	80	7	7	7	0	0	20	90	4	10
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	24	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0
	BIRMINGHAM	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	11	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	8	75	18	4
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	50	36	4
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	47	6	29	18	0	0	37	47	20	19
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	83	11	6	0	0	0	8	61	14	18
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	36	18	18	27	0	0	38	70	14	10
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	73	0	18	9	0	0	15	73	9	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	32	60	24	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	4	5
	EDINBURGH	THOMAS COOK BELGIUM	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0
	EDINBURGH	THOMAS COOK BELGIUM	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	25	50	25	0	0	65	0	162	4
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	67	0	33	0	0	0	17	50	26	2
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	50	0	0	50	0	0	76	40	18	5
	STANSTED	THOMSONFLY LTD	C	A	6	0	0	67	33	0	0	0	0	8	89	9	9
	STANSTED	THOMSONFLY LTD	C	D	8	0	0	50	25	13	0	13	0	38	91	7	11
<b>TOTAL KITTILA</b>					<b>207</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>24</b>	<b>24</b>
KLAGENFURT	LUTON	STYRIAN SPIRIT	S	A	7	0	0	86	14	0	0	0	0	3	0	0	0
	LUTON	STYRIAN SPIRIT	S	D	6	0	0	50	17	33	0	0	0	19	0	0	0
<b>TOTAL KLAGENFURT</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>10</b>
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	52	5	24	19	0	0	32	85	5	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	52	24	5	19	0	0	28	85	11	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	75	6	6	6	6	0	25	70	16	30



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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	50	31	9	9	0	0	24	50	20	30
	GATWICK	LOT-POLISH AIRLINES	S	A	31	0	0	58	13	13	13	3	0	30	83	13	30
	GATWICK	LOT-POLISH AIRLINES	S	D	31	0	0	65	16	6	13	0	0	24	57	26	30
	STANSTED	RYANAIR	S	A	56	0	1	80	11	4	5	0	0	11	0	0	0
	STANSTED	RYANAIR	S	D	57	0	0	75	14	9	2	0	0	13	0	0	0
	MANCHESTER	SKY EUROPE	S	A	14	0	0	64	7	7	21	0	0	37	0	0	0
	MANCHESTER	SKY EUROPE	S	D	14	0	0	64	14	0	21	0	0	33	0	0	0
	STANSTED	SKY EUROPE	S	A	30	0	0	87	3	0	3	3	3	26	88	15	24
	STANSTED	SKY EUROPE	S	D	30	0	0	70	10	7	7	3	3	36	63	24	24
<b>TOTAL KRAKOW</b>					<b>369</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>13</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>70</b>	<b>17</b>	<b>17</b>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	79	0	0	86	6	4	3	1	0	10	72	15	79
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	79	0	0	76	11	10	3	0	0	13	38	20	79
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	18	1	0	78	6	11	6	0	0	12	94	4	18
	MANCHESTER	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	18	0	0	89	6	0	0	6	0	21	89	3	18
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>194</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>15</b>	<b>15</b>
KUUSAMO	GATWICK	BRITISH AIRWAYS PLC	C	A	3	0	0	0	0	100	0	0	0	51	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	33	33	0	33	0	0	58	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL KUUSAMO</b>					<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>7</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>92</b>	<b>92</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	0	3	0	3	0	8	97	1	34
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	31	38	21	10	0	0	27	57	14	37
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	42	19	23	16	0	0	33	61	17	31
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	52	32	13	3	0	0	19	65	18	31
<b>TOTAL KUWAIT</b>					<b>121</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>22</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>13</b>	<b>13</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LA CORUNA																		
LA ROCHELLE																		
	STANSTED	RYANAIR		S A	24	0	0	79	0	17	4	0	0	12	0	0	0	0
	STANSTED	RYANAIR		S D	24	0	0	58	21	17	4	0	0	18	0	0	0	0
<b>TOTAL LA ROCHELLE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>10</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
LA ROMANA																		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	4	75	5	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	50	13	4	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	4	50	15	4	4
<b>TOTAL LA ROMANA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>8</b>
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	41	0	0	39	29	22	10	0	0	25	68	18	31	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	41	0	0	10	24	34	32	0	0	50	10	43	31	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	87	10	0	3	0	0	8	77	13	30	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	0	47	40	13	0	0	39	13	34	30	30
<b>TOTAL LAGOS</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>27</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>42</b>	<b>28</b>	<b>28</b>	<b>28</b>
LAHORE																		
	GLASGOW	PAKISTAN INTL AIRLINES		S A	3	0	1	0	0	33	33	0	33	178	0	0	0	0
	GLASGOW	PAKISTAN INTL AIRLINES		S D	3	0	1	0	0	33	33	0	33	183	0	0	0	0
	HEATHROW	PAKISTAN INTL AIRLINES		S A	14	0	0	29	29	14	7	21	0	74	15	60	13	13
	HEATHROW	PAKISTAN INTL AIRLINES		S D	14	0	0	21	21	29	29	0	0	58	0	58	13	13
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	5	0	0	0	60	0	40	0	0	75	33	29	9	9
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	9	0	0	33	33	11	22	0	0	41	67	23	9	9
<b>TOTAL LAHORE</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>27</b>	<b>19</b>	<b>23</b>	<b>6</b>	<b>4</b>	<b>77</b>	<b>34</b>	<b>40</b>	<b>40</b>	<b>40</b>
LARNACA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	45	32	10	13	0	0	27	55	21	31	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	45	13	29	13	0	0	32	42	21	31	31
	BIRMINGHAM	CYPRUS AIRWAYS		S A	5	0	0	60	20	20	0	0	0	14	75	7	4	4
	BIRMINGHAM	CYPRUS AIRWAYS		S D	5	0	0	40	20	40	0	0	0	25	50	16	4	4
	HEATHROW	CYPRUS AIRWAYS		S A	61	0	0	57	15	18	7	3	0	29	71	18	55	55
	HEATHROW	CYPRUS AIRWAYS		S D	61	0	0	41	23	28	5	3	0	33	36	32	56	56
	MANCHESTER	CYPRUS AIRWAYS		S A	14	0	0	86	14	0	0	0	0	6	92	6	13	13

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	CYPRUS AIRWAYS	S	D	9	0	0	67	33	0	0	0	0	12	70	19	10	
	STANSTED	CYPRUS AIRWAYS	S	A	9	0	0	78	11	0	0	11	0	35	100	1	9	
	STANSTED	CYPRUS AIRWAYS	S	D	9	0	0	56	11	22	0	11	0	45	67	17	9	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	0	0	100	0	0	0	43	0	0	0	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	0	50	50	0	0	63	0	0	0	
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	14	0	0	0	0	
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	34	0	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	22	0	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	28	0	0	0	0	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	A	5	0	0	20	0	60	20	0	59	50	15	2	2	
	BIRMINGHAM	HELIOS AIRWAYS LTD	S	D	5	0	0	20	0	20	40	0	240	50	24	2	2	
	GATWICK	HELIOS AIRWAYS LTD	S	D	6	0	0	50	0	0	17	17	17	145	33	92	3	
	HEATHROW	HELIOS AIRWAYS LTD	S	A	8	0	1	50	13	13	25	0	40	35	29	17	17	
	HEATHROW	HELIOS AIRWAYS LTD	S	D	8	0	1	50	25	0	25	0	33	82	9	17	17	
	LUTON	HELIOS AIRWAYS LTD	S	A	21	0	2	76	5	10	10	0	15	82	10	28	28	
	LUTON	HELIOS AIRWAYS LTD	S	D	20	2	2	35	35	15	10	5	34	57	24	28	28	
	MANCHESTER	HELIOS AIRWAYS LTD	S	A	5	0	0	80	0	0	0	0	20	134	0	0	0	
	MANCHESTER	HELIOS AIRWAYS LTD	S	D	5	0	0	80	0	0	0	0	20	136	40	11	5	
<b>TOTAL LARNACA</b>					<b>330</b>	<b>2</b>	<b>6</b>	<b>52</b>	<b>18</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>59</b>	<b>20</b>	<b>20</b>	
LAS PALMAS	GATWICK	AIR EUROPA	C	A	2	0	0	50	0	0	50	0	0	50	0	85	1	
	GATWICK	AIR EUROPA	C	D	4	0	0	75	0	0	25	0	0	27	100	3	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	30	100	4	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	22	100	3	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	17	50	13	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	100	0	3	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	67	14	12	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	29	0	0	0	0	8	57	25	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	90	13	10	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	91	0	0	9	0	0	10	70	21	10	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	25	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	25	0	0	43	100	4	4	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	67	11	22	0	0	0	16	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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																		
	GLASGOW	FLYGLOBESPAN		S D	9	0	0	33	33	33	0	0	0	26	0	0	0	
	GATWICK	GB AIRWAYS LTD		S A	31	0	1	74	10	10	6	0	0	13	39	36	18	
	GATWICK	GB AIRWAYS LTD		S D	32	0	0	50	34	13	3	0	0	19	61	19	18	
	MANCHESTER	GB AIRWAYS LTD		S A	10	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	GB AIRWAYS LTD		S D	11	0	0	91	9	0	0	0	0	5	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		C A	3	0	0	67	33	0	0	0	0	6	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		C D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	11	25	105	4	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	0	50	102	4	
	LUTON	MONARCH AIRLINES		S A	4	0	0	100	0	0	0	0	0	4	25	23	4	
	LUTON	MONARCH AIRLINES		S D	4	0	0	100	0	0	0	0	0	4	50	13	4	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	5	75	9	4	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	4	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	1	0	100	0	0	0	0	0	0	75	5	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	5	0	0	100	0	0	0	0	0	1	75	10	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	0	0	0	25	0	46	0	98	4	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	100	0	0	0	0	0	1	0	40	2	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	2	0	0	100	0	0	0	0	0	3	50	20	4	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	1	100	6	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	9	0	0	89	11	0	0	0	0	4	44	61	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	9	0	0	100	0	0	0	0	0	0	56	55	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	2	100	2	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	0	7	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	0	83	4	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	0	100	3	7	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	9	0	0	89	11	0	0	0	0	4	36	26	14	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	10	0	0	100	0	0	0	0	0	2	67	31	15	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	1	86	6	7	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	3	100	0	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	9	0	0	78	0	11	11	0	0	13	56	24	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	11	0	0	73	9	9	9	0	0	23	78	21	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	6	0	0	83	0	0	0	17	0	43	71	17	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	6	0	0	100	0	0	0	0	0	0	88	14	8	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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																			
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	89	0	0	11	0	0	14	78	12	9		
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	78	11	0	11	0	0	19	89	13	9		
	GATWICK	THOMSONFLY LTD	C	A	14	0	0	86	14	0	0	0	0	5	85	23	13		
	GATWICK	THOMSONFLY LTD	C	D	16	0	0	75	19	6	0	0	0	12	54	18	13		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	52	6		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	55	5		
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	9	80	32	5		
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	8	40	32	5		
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	69	8	8	8	0	8	91	85	11	13		
	MANCHESTER	THOMSONFLY LTD	C	D	14	1	0	71	14	0	14	0	0	18	92	8	13		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	46	100	0	4		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	12	100	0	4		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	100	4	8			
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	13	8		
<b>TOTAL LAS PALMAS</b>					<b>420</b>	<b>2</b>	<b>1</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>23</b>	<b>23</b>		
LAS VEGAS																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	67	11	11	11	0	0	30	92	6	13		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	89	0	11	0	0	0	10	67	23	12		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	56	11	15	15	4	0	32	95	4	19		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	26	0	0	50	15	19	12	4	0	37	67	15	18		
<b>TOTAL LAS VEGAS</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>81</b>	<b>11</b>	<b>11</b>		
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	98	0	0	86	6	3	5	0	0	10	81	9	99		
	HEATHROW	BMI BRITISH MIDLAND	S	D	98	0	0	84	11	1	4	0	0	9	73	14	98		
	EDINBURGH	BMI REGIONAL	S	A	58	0	0	98	2	0	0	0	0	3	76	9	46		
	EDINBURGH	BMI REGIONAL	S	D	58	0	0	93	5	2	0	0	0	4	73	13	45		
	GLASGOW	BMI REGIONAL	S	A	49	0	0	96	4	0	0	0	0	2	98	2	40		
	GLASGOW	BMI REGIONAL	S	D	49	0	0	96	2	0	2	0	0	3	85	10	41		
<b>TOTAL LEEDS BRADFORD</b>					<b>410</b>	<b>2</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>80</b>	<b>10</b>	<b>10</b>		
LEIPZIG																			
	STANSTED	AIR BERLIN	S	A	20	0	0	80	10	10	0	0	0	9	0	0	0		
	STANSTED	AIR BERLIN	S	D	20	0	0	50	5	30	15	0	0	29	0	0	0		
<b>TOTAL LEIPZIG</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
LILLE																		
LIMOGES																		
	STANSTED	RYANAIR		S A	30	0	0	97	0	3	0	0	0	3	91	8	22	
	STANSTED	RYANAIR		S D	30	0	0	80	7	10	3	0	0	12	82	7	22	
<b>TOTAL LIMOGES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>7</b>	<b>7</b>	
LINZ																		
	STANSTED	RYANAIR		S A	29	0	0	90	3	7	0	0	0	5	90	8	31	
	STANSTED	RYANAIR		S D	29	0	0	79	10	7	3	0	0	10	90	6	30	
<b>TOTAL LINZ</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>7</b>	<b>7</b>	
LISBON																		
	GATWICK	AIR PORTUGAL		S A	59	0	0	58	32	3	7	0	0	18	33	30	60	
	GATWICK	AIR PORTUGAL		S D	73	0	0	49	15	22	14	0	0	28	56	30	73	
	HEATHROW	AIR PORTUGAL		S A	107	0	0	47	27	18	8	0	0	23	50	23	107	
	HEATHROW	AIR PORTUGAL		S D	90	0	0	74	11	8	7	0	0	13	65	17	91	
	HEATHROW	BRITISH AIRWAYS PLC		S A	115	0	0	66	13	15	6	0	0	17	65	20	113	
	HEATHROW	BRITISH AIRWAYS PLC		S D	115	0	0	55	23	12	10	1	0	23	54	21	114	
	GATWICK	MONARCH AIRLINES		S A	29	0	0	62	24	10	3	0	0	18	0	0	0	
	GATWICK	MONARCH AIRLINES		S D	29	0	0	90	0	7	3	0	0	9	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C A	3	0	0	0	0	67	33	0	0	72	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	MANCHESTER	PORTUGALIA		S A	28	0	0	25	39	29	7	0	0	28	63	19	27	
	MANCHESTER	PORTUGALIA		S D	25	0	0	56	20	20	4	0	0	21	83	7	6	
<b>TOTAL LISBON</b>					<b>678</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>22</b>	<b>22</b>	
LIVERPOOL																		
	LONDON CITY	VLM (BELGIUM)		S A	100	0	5	87	10	1	2	0	0	6	84	8	111	
	LONDON CITY	VLM (BELGIUM)		S D	100	0	5	78	17	4	1	0	0	9	81	10	110	
<b>TOTAL LIVERPOOL</b>					<b>202</b>	<b>5</b>	<b>10</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>9</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS		S A	25	0	0	64	20	12	4	0	0	18	71	14	24	
	GATWICK	ADRIA AIRWAYS		S D	25	0	0	64	12	16	8	0	0	21	67	21	24	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	90	0	7	3	0	0	11	77	7	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	77	17	3	3	0	0	11	87	6	30	
<b>TOTAL LJUBLJANA</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	<b>11</b>	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LODZ LUBLINEK																		
	STANSTED	RYANAIR		S A	27	0	2	81	4	4	7	0	4	25	0	0	0	
	STANSTED	RYANAIR		S D	29	0	0	76	14	10	0	0	0	10	0	0	0	
<b>TOTAL LODZ LUBLINEK</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LONDON CITY																		
	EDINBURGH	BA CONNECT LTD		S A	94	0	0	76	14	5	5	0	0	12	85	9	61	
	EDINBURGH	BA CONNECT LTD		S D	95	0	0	71	20	9	0	0	0	12	83	10	60	
	EDINBURGH	SCOT AIRWAYS		S A	142	2	20	68	20	8	4	1	0	18	71	11	159	
	EDINBURGH	SCOT AIRWAYS		S D	142	1	25	80	13	4	4	0	0	10	85	7	156	
	MANCHESTER	VLM (BELGIUM)		S A	132	0	6	74	14	8	2	0	1	15	84	7	168	
	MANCHESTER	VLM (BELGIUM)		S D	132	1	6	88	7	4	2	0	0	6	95	2	169	
<b>TOTAL LONDON CITY</b>					<b>737</b>	<b>6</b>	<b>57</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>7</b>	<b>7</b>	
LONDON ONTARIO																		
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	30	0	0	80	13	3	3	0	0	9	87	4	30	
	HEATHROW	AMERICAN AIRLINES		S D	30	0	0	57	23	17	3	0	0	18	73	11	30	
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	0	70	16	11	2	0	0	12	69	11	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	61	0	0	44	28	20	8	0	0	24	44	25	62	
	HEATHROW	UNITED AIRLINES		S A	31	0	0	74	19	3	3	0	0	8	84	9	31	
	HEATHROW	UNITED AIRLINES		S D	31	0	0	87	6	3	3	0	0	8	84	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	58	0	1	69	17	9	5	0	0	14	66	17	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	58	1	1	50	31	9	10	0	0	23	32	30	59	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>360</b>	<b>1</b>	<b>2</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>16</b>	<b>16</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	4	0	0	75	25	0	0	0	0	11	75	7	4	
	HEATHROW	BRITISH AIRWAYS PLC		S D	5	0	0	20	80	0	0	0	0	17	20	57	5	
<b>TOTAL LUANDA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>35</b>	<b>35</b>	
LUBECK																		
	STANSTED	RYANAIR		S A	75	0	0	76	9	9	5	0	0	12	93	6	82	
	STANSTED	RYANAIR		S D	75	0	0	76	15	8	1	0	0	11	85	7	82	
<b>TOTAL LUBECK</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	<b>7</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	14	0	0	79	14	0	7	0	0	15	54	207	13	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	46	23	8	0	0	33	57	85	14
<b>TOTAL LUSAKA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>144</b>	<b>144</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	153	0	1	82	9	6	3	0	0	9	76	10	164
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	154	0	0	72	16	7	5	0	0	13	65	14	164
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	159	0	1	86	8	4	1	1	0	8	92	4	167
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	159	0	1	84	7	6	2	1	0	11	88	7	167
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	20	20	20	0	0	26	50	28	4
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	0	0	50	0	0	63	50	55	4
<b>TOTAL LUTON</b>					<b>638</b>	<b>3</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>9</b>
LUXEMBOURG	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	88	5	5	2	0	0	9	68	12	44
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	0	81	14	2	2	0	0	10	91	8	44
	HEATHROW	LUXAIR	S	A	62	0	0	68	23	5	5	0	0	16	46	26	61
	HEATHROW	LUXAIR	S	D	62	0	0	81	6	10	2	2	0	13	66	17	61
	LONDON CITY	LUXAIR	S	A	96	0	2	90	7	3	0	0	0	6	74	12	72
	LONDON CITY	LUXAIR	S	D	96	0	2	88	7	5	0	0	0	8	61	15	72
	MANCHESTER	LUXAIR	S	A	29	0	0	76	17	3	3	0	0	11	73	15	30
	MANCHESTER	LUXAIR	S	D	30	0	0	80	10	7	3	0	0	12	87	8	30
	LONDON CITY	VLM (BELGIUM)	S	A	62	0	3	81	13	3	3	0	0	12	81	8	63
	LONDON CITY	VLM (BELGIUM)	S	D	62	0	3	74	16	6	3	0	0	14	56	16	63
<b>TOTAL LUXEMBOURG</b>					<b>583</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>14</b>	<b>14</b>
LUXOR	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	50	0	0	0	0	11	0	0	0
	HEATHROW	EGYPT AIR	S	A	4	0	0	100	0	0	0	0	0	3	75	9	4
	HEATHROW	EGYPT AIR	S	D	4	0	0	100	0	0	0	0	0	5	50	18	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	60	20	0	0	0	26	33	35	12
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	20	0	0	0	15	58	27	12



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Matched	Unmatched
LUXOR																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	50	50	0	0	0	30	50	26	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	5	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	31	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	33	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	0	25	400	25	20	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	80	11	5	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	16	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	40	21	5	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	60	20	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	5	
<b>TOTAL LUXOR</b>					<b>85</b>	<b>5</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>59</b>	<b>20</b>	<b>20</b>	
LYON																		
	HEATHROW	AIR FRANCE	S	A	29	0	2	69	17	10	3	0	0	13	70	17	77	
	HEATHROW	AIR FRANCE	S	D	29	0	2	83	7	7	3	0	0	8	74	12	77	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	C	A	2	1	0	50	0	50	0	0	0	31	0	50	1	
	BIRMINGHAM	BA CONNECT LTD	S	A	48	0	0	65	15	10	10	0	0	20	83	11	46	
	BIRMINGHAM	BA CONNECT LTD	S	D	48	0	0	81	8	6	4	0	0	12	82	11	45	
	BIRMINGHAM	BA CONNECT LTD	C	D	5	0	0	80	20	0	0	0	0	7	50	16	2	
	MANCHESTER	BA CONNECT LTD	S	A	31	0	0	94	3	0	0	3	0	14	70	27	30	
	MANCHESTER	BA CONNECT LTD	S	D	31	0	0	87	13	0	0	0	0	3	80	16	30	
	HEATHROW	BMI BRITISH MIDLAND	S	A	21	0	0	43	14	24	19	0	0	33	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	22	0	0	77	5	14	5	0	0	14	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	0	50	0	0	50	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	A	5	0	0	40	20	0	20	0	20	91	50	21	2	
	GATWICK	BRITISH AIRWAYS PLC	C	D	5	0	0	60	20	20	0	0	0	13	67	12	3	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	74	9	4	11	1	0	18	73	13	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	0	0	57	22	15	7	0	0	19	65	18	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	78	9	7	6	0	0	14	73	10	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	59	22	15	4	0	0	19	65	17	52	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	50	50	0	0	82	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	EUROPEAN AIR CHARTER	C	D	3	0	0	33	0	0	67	0	0	69	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	50	50	0	0	63	0	0	0	
	STANSTED	EUROPEAN AIR CHARTER	C	D	3	0	0	0	33	67	0	0	0	46	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	0	33	0	0	0	15	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	0	80	0	0	80	0	77	4	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	43	29	0	29	0	0	31	80	47	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	50	0	0	0	18	100	8	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	0	17	33	0	0	36	40	24	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	16	40	35	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	31	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	100	8	2	
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	71	0	29	0	0	0	14	17	42	6	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	63	25	13	0	0	0	10	63	18	8	
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	51	0	50	3	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	33	30	3	
	NEWCASTLE	THOMSONFLY LTD	C	A	2	0	0	0	50	0	50	0	0	62	100	0	1	
	NEWCASTLE	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	4	100	4	2	
<b>TOTAL LYON</b>					<b>647</b>	<b>1</b>	<b>4</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MADRAS/CHENNAI	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	1	88	0	4	8	0	0	7	78	9	9
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	42	19	35	4	0	0	26	50	23	8
<b>TOTAL MADRAS/CHENNAI</b>					<b>52</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>10</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>16</b>	<b>16</b>
MADRID	GATWICK	AEROLINEAS ARGENTINAS	S	A	31	0	0	48	19	23	10	0	0	24	38	44	16
	GATWICK	AEROLINEAS ARGENTINAS	S	D	31	0	0	58	16	16	10	0	0	23	53	46	15
	BIRMINGHAM	BA CONNECT LTD	S	A	27	0	0	81	7	11	0	0	0	7	80	8	30
	BIRMINGHAM	BA CONNECT LTD	S	D	28	0	0	86	7	7	0	0	0	8	80	9	30
	EDINBURGH	BA CONNECT LTD	S	A	22	0	0	82	14	5	0	0	0	6	90	4	21
	EDINBURGH	BA CONNECT LTD	S	D	15	0	0	80	13	7	0	0	0	8	88	6	17
	MANCHESTER	BA CONNECT LTD	S	A	47	0	0	79	9	4	9	0	0	12	80	12	46
	MANCHESTER	BA CONNECT LTD	S	D	48	0	0	85	4	6	4	0	0	10	76	14	46
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	33	27	37	3	0	0	27	70	16	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	43	33	20	3	0	0	21	73	16	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	53	22	18	7	0	0	22	61	14	89
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	66	15	12	7	0	0	17	78	11	89
	HEATHROW	BRITISH AIRWAYS PLC	S	A	148	0	0	64	18	11	7	1	0	19	51	25	147
	HEATHROW	BRITISH AIRWAYS PLC	S	D	148	0	0	56	24	15	5	1	0	20	61	25	147
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	81	8	8	4	0	0	9	60	14	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	68	11	14	8	0	0	18	77	10	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	58	0	1	69	12	14	3	2	0	17	84	8	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	59	0	0	66	14	19	2	0	0	17	66	14	62
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	54	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	30	1
	HEATHROW	IBERIA	S	A	178	0	0	49	25	13	11	1	0	29	60	17	178
	HEATHROW	IBERIA	S	D	179	0	0	57	18	12	11	2	0	27	62	19	178
<b>TOTAL MADRID</b>					<b>1423</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>18</b>	<b>18</b>
MAHON	GATWICK	AIR NOSTRUM	S	A	12	0	0	75	8	17	0	0	0	14	0	0	0
	GATWICK	AIR NOSTRUM	S	D	12	0	0	75	17	8	0	0	0	8	0	0	0
	LUTON	MONARCH AIRLINES	S	A	9	0	0	100	0	0	0	0	0	1	80	47	5
	LUTON	MONARCH AIRLINES	S	D	9	0	0	89	11	0	0	0	0	5	40	27	5
<b>TOTAL MAHON</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>26</b>	<b>26</b>

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALABO	GATWICK	ASTRAEUS LTD	S	A	5	0	0	100	0	0	0	0	0	3	80	8	5
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	75	0	0	25	0	0	16	50	43	4
<b>TOTAL MALABO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>24</b>	<b>24</b>
MALAGA	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	60	17	17	7	0	0	18	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	73	10	13	3	0	0	13	0	0	0
	MANCHESTER	BMIBABY LTD	S	A	32	0	0	50	19	25	6	0	0	22	25	66	20
	MANCHESTER	BMIBABY LTD	S	D	32	0	0	72	9	16	3	0	0	13	33	42	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	71	16	7	7	0	0	15	80	8	59
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	76	16	3	5	0	0	13	85	7	59
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	64	1	0	77	16	6	2	0	0	12	79	7	73
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	52	32	14	2	0	0	19	67	13	72
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	83	3	10	0	3	0	16	93	3	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	90	3	7	0	0	0	5	97	4	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	1	81	10	8	2	0	0	7	69	9	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	56	21	21	3	0	0	18	82	8	62
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	57	2
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	62	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	4	88	5	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	15	63	12	8
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	9	1
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	0	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	2	80	25	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	0	80	18	10
	BIRMINGHAM	FLYBE LTD	S	A	11	0	1	55	0	18	0	18	9	87	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	12	0	0	58	25	17	0	0	0	15	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	9	0	0	78	22	0	0	0	0	5	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	56	33	11	0	0	0	14	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	26	0	0	85	12	4	0	0	0	4	44	45	18
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	93	0	7	0	0	0	7	71	12	17
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	70	20	7	3	0	0	13	75	8	32
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	57	37	7	0	0	0	15	67	12	33
	HEATHROW	GB AIRWAYS LTD	S	A	59	0	0	69	20	2	8	0	0	17	59	20	59

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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	GB AIRWAYS LTD	S	D	59	0	0	80	12	5	3	0	0	12	68	16	59
	MANCHESTER	GB AIRWAYS LTD	S	A	30	0	0	63	17	10	10	0	0	19	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	29	0	1	79	10	7	3	0	0	10	0	0	0
	HEATHROW	IBERIA	S	A	31	0	0	42	29	16	13	0	0	31	55	16	31
	HEATHROW	IBERIA	S	D	31	0	0	58	6	16	16	3	0	39	81	12	31
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	81	12	8	0	0	0	10	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	88	4	0	8	0	0	12	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	0	0	77	19	4	0	0	0	8	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	26	0	1	100	0	0	0	0	0	1	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	45	0	0	51	24	18	2	4	0	26	50	28	48
	GATWICK	MONARCH AIRLINES	S	D	45	0	0	82	4	9	0	4	0	17	71	18	49
	LUTON	MONARCH AIRLINES	S	A	32	1	0	59	25	9	6	0	0	20	57	19	30
	LUTON	MONARCH AIRLINES	S	D	32	0	0	75	9	13	3	0	0	13	70	15	30
	MANCHESTER	MONARCH AIRLINES	S	A	45	1	0	76	18	2	2	2	0	15	70	14	46
	MANCHESTER	MONARCH AIRLINES	S	D	45	0	0	98	0	0	2	0	0	3	89	7	46
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	83	0	17	0	0	0	8	33	20	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	100	0	0	0	0	0	0	71	16	7
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	12	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	9	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	11	50	10	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	1	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	89	3	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	9
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	67	22	0	11	0	0	19	78	24	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	11	0	11	0	0	20	67	28	9
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	15	75	6	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	26	100	1	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	8	100	8	4
	MANCHESTER	THOMSONFLY LTD	C	A	10	0	0	70	30	0	0	0	0	7	75	7	12
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	1	92	4	12
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	3	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL MALAGA</b>					<b>1420</b>	<b>9</b>	<b>5</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>16</b>	<b>16</b>
MALE INTERNATIONAL																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	67	0	33	0	0	0	19	20	249	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	13	67	7	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	50	50	0	0	0	33	25	68	8
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	9	57	54	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	0	0	25	115	40	122	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	12	100	7	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	25	0	49	60	136	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	40	50	98	4
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	28	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	41	3
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	13	50	54	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>51</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>28</b>	<b>45</b>	<b>90</b>	<b>90</b>
MALMO																	
	STANSTED	RYANAIR	S	A	48	0	0	58	15	15	10	0	2	32	55	18	51
	STANSTED	RYANAIR	S	D	48	0	0	42	40	13	6	0	0	21	37	25	51
<b>TOTAL MALMO</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>46</b>	<b>22</b>	<b>22</b>
MALTA																	
	BIRMINGHAM	AIR MALTA	S	A	11	0	0	82	9	9	0	0	0	8	78	14	9
	BIRMINGHAM	AIR MALTA	S	D	11	0	0	73	9	9	9	0	0	14	56	20	9
	GATWICK	AIR MALTA	S	A	37	0	0	73	16	3	5	0	3	21	78	9	37
	GATWICK	AIR MALTA	S	D	37	0	0	68	16	5	8	0	3	27	63	17	38
	GLASGOW	AIR MALTA	S	A	7	0	0	86	14	0	0	0	0	6	43	26	7
	GLASGOW	AIR MALTA	S	D	7	0	0	71	14	14	0	0	0	10	29	36	7
	HEATHROW	AIR MALTA	S	A	61	0	0	87	7	3	3	0	0	6	85	11	60
	HEATHROW	AIR MALTA	S	D	61	0	0	70	15	10	5	0	0	15	65	21	60
	MANCHESTER	AIR MALTA	S	A	31	0	1	77	13	3	6	0	0	15	88	9	32
	MANCHESTER	AIR MALTA	S	D	32	0	0	81	9	6	3	0	0	13	76	12	33
	NEWCASTLE	AIR MALTA	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
MALTA																		
	NEWCASTLE	AIR MALTA		S D	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	AIR MALTA		S A	9	0	0	89	0	11	0	0	0	5	69	9	13	13
	STANSTED	AIR MALTA		S D	8	0	1	88	0	0	13	0	0	14	92	2	12	12
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	3	45	26	11	11
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	33	0	0	0	0	11	55	25	11	11
	GATWICK	GB AIRWAYS LTD		S A	30	0	0	77	10	7	7	0	0	14	53	17	30	30
	GATWICK	GB AIRWAYS LTD		S D	30	0	0	73	17	7	3	0	0	15	73	13	30	30
	MANCHESTER	GB AIRWAYS LTD		S A	14	0	0	64	21	14	0	0	0	11	0	0	0	0
	MANCHESTER	GB AIRWAYS LTD		S D	14	0	0	86	14	0	0	0	0	5	0	0	0	0
	BIRMINGHAM	HELLO		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	HELLO		C D	2	0	0	50	0	0	0	50	0	155	0	0	0	0
	GATWICK	HELLO		C A	20	0	0	55	25	5	0	15	0	49	0	0	0	0
	GATWICK	HELLO		C D	20	0	0	35	30	15	5	15	0	59	0	0	0	0
	MANCHESTER	HELLO		C A	10	0	0	50	20	10	10	10	0	51	0	0	0	0
	MANCHESTER	HELLO		C D	10	0	0	40	30	0	20	10	0	50	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	2	0	0	100	0	0	0	0	0	0	50	40	2	2
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	2	0	0	100	0	0	0	0	0	4	50	23	2	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	2	1	0	100	0	0	0	0	0	0	100	0	1	1
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	0	100	4	1	1
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	2	0	0	50	50	0	0	0	0	11	50	10	2	2
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	50	50	0	0	0	0	10	50	9	2	2
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	75	0	0	25	0	0	32	100	2	4	4
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	75	0	0	25	0	0	37	100	1	4	4
	GATWICK	THOMSONFLY LTD		C A	4	0	0	50	25	25	0	0	0	15	100	1	4	4
	GATWICK	THOMSONFLY LTD		C D	4	0	0	75	0	25	0	0	0	12	100	3	4	4
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	0	75	0	25	0	0	34	100	4	4	4
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	50	0	50	0	0	0	26	100	1	4	4
<b>TOTAL MALTA</b>					<b>518</b>	<b>1</b>	<b>2</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>14</b>	<b>14</b>	
MANAUS-EDUARDO GOMES																		
<b>TOTAL MANAUS-EDUARDO GOMES</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MANCHESTER																		
	STANSTED	AIR BERLIN		S A	23	0	0	26	30	35	9	0	0	31	0	0	0	0
	STANSTED	AIR BERLIN		S D	23	0	0	30	30	35	4	0	0	29	0	0	0	0

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MANCHESTER	EDINBURGH	BA CONNECT LTD	S	A	127	0	0	77	10	9	4	0	0	12	79	17	130
	EDINBURGH	BA CONNECT LTD	S	D	128	0	0	70	15	10	5	0	0	15	82	11	131
	GLASGOW	BA CONNECT LTD	S	A	128	0	0	72	15	9	4	0	0	13	74	18	125
	GLASGOW	BA CONNECT LTD	S	D	127	0	0	74	13	6	7	0	0	14	77	18	126
	HEATHROW	BMI BRITISH MIDLAND	S	A	185	0	0	84	5	5	5	0	0	11	63	19	182
	HEATHROW	BMI BRITISH MIDLAND	S	D	185	0	0	77	12	7	3	0	0	11	65	16	181
	EDINBURGH	BMI REGIONAL	S	A	93	0	0	91	6	0	2	0	0	4	89	9	101
	EDINBURGH	BMI REGIONAL	S	D	95	0	0	82	12	1	5	0	0	10	88	6	101
	GLASGOW	BMI REGIONAL	S	A	72	0	0	89	4	1	6	0	0	8	84	7	80
	GLASGOW	BMI REGIONAL	S	D	71	1	0	89	4	1	4	1	0	10	91	6	80
	GATWICK	BRITISH AIRWAYS PLC	S	A	181	0	0	56	24	13	7	0	0	20	63	17	189
	GATWICK	BRITISH AIRWAYS PLC	S	D	181	0	0	82	9	4	4	0	0	9	84	8	189
	HEATHROW	BRITISH AIRWAYS PLC	S	A	307	0	1	70	12	10	7	0	0	17	61	21	317
	HEATHROW	BRITISH AIRWAYS PLC	S	D	307	0	1	63	17	13	8	0	0	19	61	18	316
	STANSTED	EASTERN AIRWAYS	S	A	43	0	2	77	9	12	2	0	0	12	84	8	45
	STANSTED	EASTERN AIRWAYS	S	D	44	0	1	68	9	18	2	2	0	20	87	10	45
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	19	75	12	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	2
	LUTON	FLYJET LTD	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	LUTON	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	48	1	6	88	4	6	2	0	0	8	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	48	1	6	88	4	4	4	0	0	11	0	0	0
	GATWICK	JET2.COM LTD	S	A	67	0	0	81	12	7	0	0	0	7	0	0	0
	GATWICK	JET2.COM LTD	S	D	67	0	0	84	7	6	3	0	0	8	0	0	0
	LUTON	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	2	0	71	0	14	14	0	0	20	33	152	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	0	67	9	3
	GATWICK	THOMSONFLY LTD	C	A	5	1	0	80	0	20	0	0	0	12	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	67	17	17	0	0	0	11	0	31	1
	LONDON CITY	VLM (BELGIUM)	S	A	131	0	7	76	14	7	3	0	0	10	90	5	168
	LONDON CITY	VLM (BELGIUM)	S	D	132	0	6	77	14	5	2	1	0	15	86	8	169
<b>TOTAL MANCHESTER</b>					<b>2855</b>	<b>38</b>	<b>30</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>15</b>
MARRAKESH																	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
MARRAKESH																		
	GATWICK	ATLAS BLUE		S A	22	0	0	64	18	14	5	0	0	17	0	0	0	0
	GATWICK	ATLAS BLUE		S D	22	0	0	68	18	9	5	0	0	19	0	0	0	0
	GATWICK	GB AIRWAYS LTD		S A	17	1	0	76	18	0	6	0	0	11	83	11	12	12
	GATWICK	GB AIRWAYS LTD		S D	22	0	0	68	18	5	9	0	0	15	78	10	9	9
	HEATHROW	GB AIRWAYS LTD		S A	30	0	0	83	3	7	7	0	0	13	70	17	30	30
	HEATHROW	GB AIRWAYS LTD		S D	30	0	0	67	17	10	7	0	0	19	57	26	30	30
	MANCHESTER	GB AIRWAYS LTD		S A	9	0	0	78	11	0	0	11	0	29	0	0	0	0
	MANCHESTER	GB AIRWAYS LTD		S D	9	0	0	78	11	0	0	11	0	27	0	0	0	0
	HEATHROW	ROYAL AIR MAROC		S D	26	0	0	58	23	12	8	0	0	21	41	29	29	29
<b>TOTAL MARRAKESH</b>					<b>187</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>19</b>
MARSA ALAM																		
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	6	0	0	0	0
	GATWICK	THOMSONFLY LTD		C A	5	0	0	0	40	20	40	0	0	50	0	0	0	0
	GATWICK	THOMSONFLY LTD		C D	5	0	0	20	0	60	20	0	0	42	0	0	0	0
<b>TOTAL MARSA ALAM</b>					<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>15</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC		S A	87	0	0	74	9	11	6	0	0	15	77	8	88	88
	GATWICK	BRITISH AIRWAYS PLC		S D	86	0	0	83	12	2	3	0	0	9	80	9	87	87
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	67	17	3	13	0	0	18	70	23	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	67	13	10	10	0	0	18	63	19	30	30
<b>TOTAL MARSEILLE</b>					<b>233</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>12</b>	<b>12</b>
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD		S A	23	0	0	26	22	22	22	4	4	90	24	147	21	21
	HEATHROW	AIR MAURITIUS LTD		S D	23	0	0	43	4	17	30	0	4	64	24	130	21	21
	HEATHROW	BRITISH AIRWAYS PLC		S A	14	0	0	57	7	29	7	0	0	24	62	11	13	13
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	54	8	23	15	0	0	30	43	27	14	14
<b>TOTAL MAURITIUS</b>					<b>73</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>11</b>	<b>22</b>	<b>21</b>	<b>1</b>	<b>3</b>	<b>58</b>	<b>36</b>	<b>88</b>	<b>88</b>	<b>88</b>
MEDINA																		
	BIRMINGHAM	SAUDI ARABIAN AIRLINES		C D	3	0	0	33	0	0	67	0	0	68	0	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES		C D	3	0	0	0	33	33	33	0	0	46	0	0	0	0
<b>TOTAL MEDINA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>135</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MELBOURNE																		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	
MELBOURNE																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	0	3	0	0	6	61	81	62	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	39	32	6	23	0	0	32	42	25	31		
	HEATHROW	QANTAS	S	A	31	0	0	84	6	0	10	0	0	11	68	20	31		
	HEATHROW	QANTAS	S	D	30	0	1	57	33	7	3	0	0	19	47	19	17		
<b>TOTAL MELBOURNE</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>61</b>	<b>33</b>	<b>33</b>		
MEXICO CITY																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	79	7	14	0	0	0	9	67	16	12		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	31	31	8	0	0	28	36	27	14		
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>22</b>	<b>22</b>		
MIAMI INTERNATIONAL																			
	HEATHROW	AMERICAN AIRLINES	S	A	44	0	0	68	16	7	9	0	0	15	81	8	43		
	HEATHROW	AMERICAN AIRLINES	S	D	45	0	0	80	9	11	0	0	0	9	91	9	43		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	73	0	0	77	10	10	4	0	0	13	81	8	68		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	74	0	0	24	24	42	9	0	0	34	28	36	69		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	48	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	25	25	0	0	44	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	86	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	23	32	32	13	0	0	32	70	29	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	26	45	23	6	0	0	27	23	50	30		
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>309</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>19</b>	<b>19</b>		
MILAN (Linate)																			
	HEATHROW	ALITALIA	S	A	120	0	2	71	13	11	5	0	0	15	71	13	105		
	HEATHROW	ALITALIA	S	D	117	2	5	64	15	12	9	0	0	18	75	12	104		
	HEATHROW	BMI BRITISH MIDLAND	S	A	29	0	1	62	28	0	10	0	0	19	80	6	30		
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	70	23	7	0	0	0	11	87	6	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	44	16	25	13	2	0	34	71	18	87		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	58	12	18	12	1	0	26	67	18	86		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	60	10	13	17	0	0	26	77	12	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	10	10	17	0	0	27	47	24	30		
<b>TOTAL MILAN (Linate)</b>					<b>596</b>	<b>10</b>	<b>8</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>14</b>	<b>14</b>		
MILAN (MALPENSA)																			
	HEATHROW	ALITALIA	S	A	89	0	0	36	28	20	16	0	0	31	79	8	117		

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

Origin / Destinations: M

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
MILAN (MALPENSA)																			
	HEATHROW	ALITALIA	S	D	92	0	0	53	18	15	13	0	0	26	67	13	120		
	MANCHESTER	ALITALIA	S	A	49	0	7	55	20	16	6	0	2	34	97	2	60		
	MANCHESTER	ALITALIA	S	D	50	0	7	72	10	8	10	0	0	17	95	4	61		
	BIRMINGHAM	BA CONNECT LTD	S	A	46	0	0	83	11	4	0	2	0	10	92	3	66		
	BIRMINGHAM	BA CONNECT LTD	S	D	47	0	0	87	11	0	2	0	0	5	91	5	65		
	MANCHESTER	BA CONNECT LTD	S	A	45	0	0	73	18	7	0	2	0	12	89	6	44		
	MANCHESTER	BA CONNECT LTD	S	D	46	0	0	80	15	4	0	0	0	7	84	8	44		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	76	10	7	7	0	0	15	70	18	91		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	60	13	18	9	0	0	21	63	18	90		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	50	1	0	66	6	12	14	2	0	27	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	50	1	0	38	36	16	10	0	0	26	0	0	0		
<b>TOTAL MILAN (MALPENSA)</b>					<b>809</b>	<b>4</b>	<b>14</b>	<b>63</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>9</b>	<b>9</b>		
MINNEAPOLIS-ST PAUL																			
MINSK																			
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	7	0	0	100	0	0	0	0	0	2	86	10	7		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	7	0	0	86	0	14	0	0	0	8	86	16	7		
<b>TOTAL MINSK</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>13</b>	<b>13</b>		
MOMBASA																			
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	6	0	0	83	0	17	0	0	0	9	40	17	5		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	6	0	0	67	17	17	0	0	0	13	60	19	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	40	20	0	0	48	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	50	0	0	0	25	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	9	75	27	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	25	50	0	0	0	29	50	47	4		
<b>TOTAL MOMBASA</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>41</b>	<b>41</b>		
MONASTIR																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	50	20	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	33	28	3		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	19	25	32	4		

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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MONASTIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	15	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	50	24	2
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	0	50	25	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	17	1
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	10	100	0	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	28	67	10	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	67	0	17	17	0	0	19	83	5	6
	LUTON	NOUVELAIR TUNISIE	C	D	2	0	0	0	50	0	0	50	0	107	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	14	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	19	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	83	0	17	0	0	0	9	33	58	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	17	17	0	0	23	33	60	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	0	67	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	40	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	10	100	5	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	17	60	13	5
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	75	0	0	25	0	0	24	56	20	9
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	0	13	13	0	0	18	67	22	9
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	10	75	10	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	23	75	9	4
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	38	25	0	25	13	0	63	44	41	9
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	63	13	0	13	13	0	49	78	17	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	7	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4
<b>TOTAL MONASTIR</b>					<b>122</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>5</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>28</b>	<b>28</b>
MONTEGO BAY	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	100	0	0	0	35	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	56	0	35	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	45	25	39	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	33	0	194	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	50	50	0	0	0	0	15	0	102	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	145	3

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

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
MONTEGO BAY																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	25	123	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	50	0	0	0	19	40	20	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	21	75	17	4	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	0	20	40	40	0	0	70	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	40	40	20	0	0	0	19	0	0	0	
<b>TOTAL MONTEGO BAY</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>20</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>21</b>	<b>79</b>	<b>79</b>	
MONTPELLIER																		
	STANSTED	RYANAIR	S	A	29	0	0	86	7	7	0	0	0	5	90	3	30	
	STANSTED	RYANAIR	S	D	29	0	0	79	7	14	0	0	0	12	83	8	30	
<b>TOTAL MONTPELLIER</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>8</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	31	0	0	45	13	16	23	3	0	36	52	36	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	55	26	10	10	0	0	23	65	16	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	13	16	13	0	0	22	52	46	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	29	10	3	0	0	14	55	23	31	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>55</b>	<b>30</b>	<b>30</b>	
MORRIS TOWN																		
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	12	5	0	3	0	13	54	26	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	1	63	22	8	5	2	0	20	58	22	60	
	GATWICK	TRANSAERO AIRLINES	S	A	27	0	3	56	15	15	15	0	0	27	52	40	27	
	GATWICK	TRANSAERO AIRLINES	S	D	27	0	3	67	7	11	11	4	0	26	85	28	27	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>173</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>27</b>	<b>27</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	76	0	0	70	22	7	0	1	0	13	54	17	71	
	HEATHROW	AEROFLOT	S	D	76	0	0	63	20	16	0	1	0	16	72	13	71	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>152</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>15</b>	<b>15</b>	
MOSCOW (VNUKOVO)																		
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>209</b>	<b>209</b>	
MUMBAI																		
	BIRMINGHAM	AIR INDIA	S	A	4	0	0	0	0	0	50	50	0	203	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	4	0	0	0	0	0	0	50	50	328	0	0	0	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
MUMBAI																			
	HEATHROW	AIR INDIA	S	A	63	0	2	44	11	21	16	6	2	54	57	40	74		
	HEATHROW	AIR INDIA	S	D	64	0	2	20	20	23	30	3	3	67	46	45	74		
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	1	53	29	12	6	0	0	18	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	0	0	41	29	24	6	0	0	27	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	6	8	10	0	0	14	90	10	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	44	23	24	10	0	0	27	42	34	31		
	HEATHROW	JET AIRWAYS	S	A	31	0	0	71	16	13	0	0	0	11	0	0	0		
	HEATHROW	JET AIRWAYS	S	D	31	0	0	65	23	13	0	0	0	13	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	1	81	6	13	0	0	0	7	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	23	23	0	0	0	18	0	0	0		
<b>TOTAL MUMBAI</b>					<b>417</b>	<b>1</b>	<b>6</b>	<b>52</b>	<b>17</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>56</b>	<b>36</b>	<b>36</b>		
MUNICH																			
	GLASGOW	BA CONNECT LTD	S	A	23	0	0	83	13	4	0	0	0	7	67	19	21		
	GLASGOW	BA CONNECT LTD	S	D	15	0	0	93	7	0	0	0	0	5	95	4	19		
	GATWICK	BRITISH AIRWAYS PLC	S	A	81	0	0	58	16	14	11	0	1	25	42	24	86		
	GATWICK	BRITISH AIRWAYS PLC	S	D	80	0	0	64	15	15	6	0	0	19	64	17	85		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	140	0	1	58	19	11	11	1	0	25	65	22	137		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	141	0	0	52	21	20	7	0	0	22	58	22	137		
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	30	0	4	60	27	10	3	0	0	16	68	14	28		
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	30	0	4	30	37	30	3	0	0	28	34	33	29		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	65	5	16	15	0	0	23	76	17	59		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	48	24	15	13	0	0	28	46	25	59		
	HEATHROW	LUFTHANSA	S	A	197	0	2	65	16	10	9	0	0	19	76	13	195		
	HEATHROW	LUFTHANSA	S	D	197	0	2	69	12	11	8	1	0	18	75	12	194		
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	74	0	0	73	14	7	7	0	0	16	0	0	0		
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	75	0	0	63	20	11	7	0	0	18	0	0	0		
	MANCHESTER	LUFTHANSA CITY LINE	S	A	84	0	0	77	11	10	2	0	0	11	79	14	78		
	MANCHESTER	LUFTHANSA CITY LINE	S	D	85	0	0	84	7	5	5	0	0	9	78	14	79		
<b>TOTAL MUNICH</b>					<b>1376</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>16</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>16</b>	<b>16</b>		
MUNSTER-OSNABRUCK																			
	STANSTED	AIR BERLIN	S	A	31	0	0	94	0	6	0	0	0	4	97	3	31		
	STANSTED	AIR BERLIN	S	D	31	0	0	74	10	6	10	0	0	15	74	9	31		
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	1	0	75	0	0	25	0	0	25	100	0	3		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2004		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUNSTER-OSNABRUCK	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	5	0	0	80	20	0	0	0	0	6	100	0	3
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>6</b>	<b>6</b>
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	7	7	0	0	0	6	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	10	10	0	0	0	10	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	12	0	0	58	17	0	17	8	0	39	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	12	0	0	58	17	8	8	8	0	38	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	16	0	0	100	0	0	0	0	0	0	56	81	16
	MANCHESTER	JET2.COM LTD	S	D	16	0	0	100	0	0	0	0	0	0	88	9	16
	NEWCASTLE	JET2.COM LTD	S	A	15	0	0	80	0	7	7	7	0	23	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	15	0	0	73	13	0	7	7	0	27	0	0	0
	LUTON	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	5	0	0	0
	LUTON	RYANAIR	S	D	30	0	0	93	3	0	3	0	0	9	0	0	0
	STANSTED	RYANAIR	S	A	57	0	1	70	12	11	7	0	0	16	94	3	80
	STANSTED	RYANAIR	S	D	57	0	1	51	26	16	5	2	0	23	85	8	80
<b>TOTAL MURCIA SAN JAVIER</b>					<b>320</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>15</b>	<b>15</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	1	100	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	32	35	26	6	0	0	27	63	15	30
	HEATHROW	GULF AIR	S	A	39	0	0	74	8	8	10	0	0	13	84	13	37
	HEATHROW	GULF AIR	S	D	41	0	0	49	32	12	7	0	0	23	60	18	40
<b>TOTAL MUSCAT</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>12</b>

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	44	0	0	55	30	14	2	0	0	17	80	13	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	31	31	22	16	0	0	32	50	23	44	
	HEATHROW	KENYA AIRWAYS	S	A	38	1	0	71	8	18	3	0	0	14	67	28	39	
	HEATHROW	KENYA AIRWAYS	S	D	38	1	0	66	32	3	0	0	0	12	62	15	39	
<b>TOTAL NAIROBI</b>					<b>165</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>19</b>	<b>19</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	71	10	5	14	0	0	20	62	16	26	
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	62	19	5	14	0	0	24	85	11	26	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	69	0	0	96	3	1	0	0	0	4	74	9	68	
	GATWICK	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	69	0	0	84	13	3	0	0	0	6	76	10	68	
<b>TOTAL NANTES</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>11</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	71	14	8	7	0	0	16	78	10	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	61	27	5	7	0	0	17	75	12	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	90	3	3	0	3	0	12	76	16	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	3	10	0	0	0	10	72	20	29	
<b>TOTAL NAPLES</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>16</b>	<b>16</b>	
NASSAU																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	3	0	1	100	0	0	0	0	0	4	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL NASSAU</b>					<b>7</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>6</b>	<b>100</b>	<b>1</b>	<b>1</b>	
NATAL																		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	25	75	0	0	0	35	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	15	0	0	0	
<b>TOTAL NATAL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	16	26	39	10	3	6	67	52	65	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	13	39	23	16	6	3	71	55	69	31	
	HEATHROW	AMERICAN AIRLINES	S	A	173	0	0	44	24	18	11	2	1	33	50	33	173	
	HEATHROW	AMERICAN AIRLINES	S	D	171	0	0	73	18	6	3	0	0	12	82	7	174	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	0	1	50	19	16	12	1	1	38	85	11	208	



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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Matched	Unmatched
NEW YORK (JF KENNEDY)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	209	0	0	53	18	22	7	0	0	23	59	19	207	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	90	3	0	7	0	0	8	89	19	27	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	7	3	0	0	11	71	31	28	
	STANSTED	EOS AIRLINES	S	A	25	0	4	64	0	32	4	0	0	22	0	0	0	
	STANSTED	EOS AIRLINES	S	D	25	0	2	76	4	8	12	0	0	16	0	0	0	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	62	23	15	0	0	0	15	93	4	14	
	HEATHROW	KUWAIT AIRWAYS	S	D	14	0	0	7	14	50	29	0	0	56	69	22	13	
	STANSTED	MAXJET AIRWAYS	S	A	23	0	0	43	13	22	22	0	0	36	0	0	0	
	STANSTED	MAXJET AIRWAYS	S	D	22	0	0	68	14	5	9	5	0	29	0	0	0	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	17	1	1	71	12	12	0	6	0	21	71	50	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	18	0	0	22	22	28	11	0	17	175	39	136	18	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	71	13	6	10	0	0	19	90	6	62	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	74	16	0	6	3	0	18	90	6	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	89	0	0	53	24	13	10	0	0	21	61	26	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	88	0	0	53	24	18	5	0	0	20	49	32	88	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1279</b>	<b>2</b>	<b>8</b>	<b>55</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>69</b>	<b>23</b>	<b>23</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	71	13	7	9	0	0	15	84	8	82	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	50	24	20	5	1	0	25	61	18	83	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	74	10	6	6	3	0	18	74	10	47	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	61	13	13	13	0	0	28	87	9	47	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	31	0	0	61	16	19	3	0	0	17	82	7	22	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	31	0	0	52	29	16	3	0	0	18	77	9	22	
	GATWICK	CONTINENTAL AIRLINES	S	A	66	0	0	56	17	17	8	3	0	29	83	9	59	
	GATWICK	CONTINENTAL AIRLINES	S	D	66	0	0	68	12	12	8	0	0	19	85	8	59	
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	65	6	23	6	0	0	18	92	2	26	
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	58	23	3	16	0	0	27	100	1	26	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	31	1	0	58	16	19	6	0	0	18	81	9	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	31	0	0	71	16	6	6	0	0	15	97	5	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	53	27	10	8	2	0	24	69	19	54	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	66	19	9	7	0	0	20	51	19	53	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>670</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>11</b>	<b>11</b>	
NEWCASTLE																		

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
NEWCASTLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	106	0	0	67	16	8	9	0	0	17	78	12	113	
	GATWICK	BRITISH AIRWAYS PLC	S	D	107	0	0	68	17	11	4	0	0	15	75	13	113	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	194	0	1	79	7	6	7	1	0	15	78	13	196	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	192	1	1	66	15	13	6	1	0	19	67	15	195	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	57	0	1	89	4	2	5	0	0	9	92	6	59	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	56	0	2	93	2	2	4	0	0	6	93	4	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	113	0	1	71	12	8	6	4	0	24	92	5	112	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	113	0	1	47	23	19	11	1	0	29	63	14	112	
<b>TOTAL NEWCASTLE</b>					<b>942</b>	<b>5</b>	<b>7</b>	<b>70</b>	<b>13</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>11</b>	<b>11</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	78	0	0	78	15	1	3	3	0	13	88	8	77	
	STANSTED	RYANAIR	S	A	28	0	23	79	14	7	0	0	0	9	82	8	51	
	STANSTED	RYANAIR	S	D	29	0	22	72	17	7	3	0	0	11	69	12	52	
<b>TOTAL NEWQUAY</b>					<b>135</b>	<b>0</b>	<b>45</b>	<b>77</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>9</b>	
NICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	73	10	10	7	0	0	18	80	10	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	80	13	3	3	0	0	8	67	18	30	
	BIRMINGHAM	BMIBABY LTD	S	A	16	0	0	88	6	6	0	0	0	5	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	16	0	0	88	13	0	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	80	9	3	9	0	0	16	80	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	75	14	0	11	0	0	17	77	10	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	114	0	0	73	11	11	4	0	0	12	78	15	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	114	0	1	58	20	16	5	1	0	21	56	20	115	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	62	14	17	7	0	0	18	50	17	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	23	23	7	0	0	24	53	18	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	1	77	5	17	1	0	0	11	66	14	82	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	82	1	1	50	32	16	2	0	0	19	60	17	82	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	12	0	0	92	0	8	0	0	0	6	76	12	17	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	12	0	0	92	8	0	0	0	0	5	71	12	17	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	81	0	5	14	0	0	14	90	4	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	67	19	5	10	0	0	19	83	8	30	
<b>TOTAL NICE</b>					<b>681</b>	<b>3</b>	<b>3</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>14</b>	
NIEDERRHEIN																		

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
NIEDERRHEIN																			
	STANSTED	RYANAIR		S A	45	0	1	80	9	4	7	0	0	11	78	15	77		
	STANSTED	RYANAIR		S D	47	0	0	62	19	9	11	0	0	21	68	13	81		
<b>TOTAL NIEDERRHEIN</b>					<b>92</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>14</b>		
NIMES																			
	LUTON	RYANAIR		S A	29	0	1	76	14	7	3	0	0	12	0	0	0		
	LUTON	RYANAIR		S D	29	0	1	52	38	3	7	0	0	22	0	0	0		
<b>TOTAL NIMES</b>					<b>58</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>26</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>6</b>	<b>6</b>		
NIS																			
	GATWICK	THOMSONFLY LTD		C D	2	0	0	50	0	0	50	0	0	75	0	0	0		
<b>TOTAL NIS</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>0</b>	<b>0</b>		
NORWICH																			
	EDINBURGH	EASTERN AIRWAYS		S A	43	0	1	84	14	0	2	0	0	8	65	17	49		
	EDINBURGH	EASTERN AIRWAYS		S D	42	0	2	81	17	0	2	0	0	8	73	10	48		
	MANCHESTER	EASTERN AIRWAYS		S A	44	0	2	93	5	2	0	0	0	4	84	13	45		
	MANCHESTER	EASTERN AIRWAYS		S D	44	0	2	95	0	2	2	0	0	5	84	8	45		
	EDINBURGH	FLYBE LTD		S A	28	0	2	71	21	4	4	0	0	12	0	0	0		
	EDINBURGH	FLYBE LTD		S D	29	0	1	86	10	3	0	0	0	7	0	0	0		
	GLASGOW	FLYBE LTD		S A	28	0	2	71	21	4	0	4	0	21	0	0	0		
	GLASGOW	FLYBE LTD		S D	29	0	1	83	14	0	0	3	0	16	0	0	0		
<b>TOTAL NORWICH</b>					<b>287</b>	<b>1</b>	<b>14</b>	<b>84</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>		
NOTTINGHAM EAST MIDLAN																			
	EDINBURGH	BMIBABY LTD		S A	69	0	1	84	4	4	6	1	0	12	79	9	76		
	EDINBURGH	BMIBABY LTD		S D	70	0	0	74	14	6	6	0	0	13	83	12	76		
	GLASGOW	BMIBABY LTD		S A	74	0	0	88	1	5	5	0	0	9	72	17	68		
	GLASGOW	BMIBABY LTD		S D	73	0	1	77	11	7	5	0	0	13	65	18	68		
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>286</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>12</b>		
NUREMBERG																			
	STANSTED	AIR BERLIN		S A	45	0	0	80	16	4	0	0	0	7	74	9	38		
	STANSTED	AIR BERLIN		S D	45	0	0	64	22	11	2	0	0	15	55	15	38		
<b>TOTAL NUREMBERG</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>12</b>	<b>12</b>		

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
OLBIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	16	0	0	81	6	13	0	0	0	7	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	16	0	0	69	25	6	0	0	0	11	0	0	0	
<b>TOTAL OLBIA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	23	0	0	13	43	17	26	0	0	38	35	24	23	
	GATWICK	AIR PORTUGAL	S	D	9	0	0	89	0	0	11	0	0	10	40	26	10	
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	43	30	13	10	3	0	34	43	25	30	
	HEATHROW	AIR PORTUGAL	S	D	49	0	0	57	16	16	8	2	0	26	48	25	48	
	MANCHESTER	PORTUGALIA	S	D	3	0	0	33	33	0	33	0	0	31	70	17	23	
	STANSTED	RYANAIR	S	A	57	0	0	40	35	18	7	0	0	25	0	0	0	
	STANSTED	RYANAIR	S	D	57	0	0	33	40	19	7	0	0	25	0	0	0	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>31</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>22</b>	<b>22</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	63	20	10	7	0	0	15	87	8	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	70	7	17	7	0	0	21	67	15	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	1	42	17	17	22	3	0	40	60	22	57	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	61	0	0	34	18	23	21	3	0	45	50	29	58	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	27	0	0	63	7	0	26	4	0	37	92	3	26	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	1	70	11	0	15	4	0	27	69	19	26	
<b>TOTAL ORLANDO</b>					<b>235</b>	<b>0</b>	<b>2</b>	<b>52</b>	<b>14</b>	<b>14</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>67</b>	<b>19</b>	<b>19</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	31	0	1	100	0	0	0	0	0	0	74	27	31	
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	55	32	10	3	0	0	16	52	27	31	
<b>TOTAL OSAKA (KANSAI)</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>27</b>	<b>27</b>	
OSLO (GARDERMOEN)																		
	MANCHESTER	BA CONNECT LTD	S	A	28	0	0	68	25	7	0	0	0	13	77	19	44	
	MANCHESTER	BA CONNECT LTD	S	D	29	0	0	86	10	3	0	0	0	4	87	15	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	0	0	63	20	6	10	1	0	19	59	20	111	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	0	0	59	15	12	14	0	0	23	49	21	110	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	51	0	4	75	14	10	2	0	0	10	76	17	41	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	54	0	1	63	15	19	4	0	0	18	63	23	40	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)											
OSLO (GARDERMOEN)	HEATHROW	SAS	S	A	139	0	0	64	15	12	9	0	0	19	66	15	139
	HEATHROW	SAS	S	D	140	0	0	59	19	10	10	1	0	24	66	16	140
	MANCHESTER	SAS	S	A	17	0	0	47	12	29	12	0	0	27	47	16	15
	MANCHESTER	SAS	S	D	17	0	0	71	6	18	6	0	0	17	67	13	15
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>705</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>18</b>	<b>18</b>
OSTERSUND / FROSON	GATWICK	ASTRAEUS LTD	C	A	2	0	0	50	0	50	0	0	0	30	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0
<b>TOTAL OSTERSUND / FROSON</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>26</b>	<b>50</b>	<b>14</b>	<b>14</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	25	0	0	76	16	0	8	0	0	14	62	24	26
	HEATHROW	AIR CANADA	S	D	26	0	0	65	15	19	0	0	0	15	62	29	26
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>27</b>	<b>27</b>
OVDA	HEATHROW	EL AL	S	A	4	0	0	75	0	0	25	0	0	16	75	12	4
	HEATHROW	EL AL	S	D	4	0	0	50	0	0	25	0	25	251	75	9	4
	LUTON	FLYJET LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	LUTON	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	70	1
	MANCHESTER	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	FLYJET LTD	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	LUTON	MONARCH AIRLINES	C	D	3	0	0	0	0	33	67	0	0	65	100	6	1
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL OVDA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>3</b>	<b>46</b>	<b>84</b>	<b>9</b>	<b>9</b>

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	17	0	0	88	12	0	0	0	0	6	78	14	18	
	MANCHESTER	AIR BERLIN	S	D	17	0	0	76	12	6	0	6	0	17	89	10	18	
	STANSTED	AIR BERLIN	S	A	30	0	0	70	23	0	7	0	0	13	87	9	31	
	STANSTED	AIR BERLIN	S	D	30	0	0	63	23	10	3	0	0	15	71	17	31	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	3	0	0	100	0	0	0	0	0	4	67	10	3	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	3	0	0	100	0	0	0	0	0	8	67	18	3	
<b>TOTAL PADERBORN</b>					<b>100</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>13</b>	
PALANGA																		
	GATWICK	LITHUANIAN AIRLINES	S	A	7	0	0	71	29	0	0	0	0	6	0	0	0	
	GATWICK	LITHUANIAN AIRLINES	S	D	7	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL PALANGA</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PALERMO																		
	STANSTED	RYANAIR	S	A	28	0	1	75	14	11	0	0	0	9	70	11	30	
	STANSTED	RYANAIR	S	D	29	0	0	83	14	3	0	0	0	9	73	15	30	
<b>TOTAL PALERMO</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>13</b>	<b>13</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN	S	A	12	0	0	58	25	17	0	0	0	15	62	15	13	
	STANSTED	AIR BERLIN	S	D	12	0	0	75	8	17	0	0	0	13	92	7	13	
	HEATHROW	BMI BRITISH MIDLAND	S	A	20	0	0	95	5	0	0	0	0	4	86	11	22	
	HEATHROW	BMI BRITISH MIDLAND	S	D	20	0	0	90	5	5	0	0	0	8	100	3	22	
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	93	7	0	0	0	0	3	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	86	7	7	0	0	0	9	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	23	0	0	57	30	0	13	0	0	20	36	48	22	
	MANCHESTER	BMIBABY LTD	S	D	23	0	0	78	13	4	4	0	0	11	77	33	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	23	3	3	0	0	13	70	15	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	20	30	3	0	0	21	57	22	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	59	32	9	0	0	0	13	86	3	21	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	50	18	27	5	0	0	23	81	7	21	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	17	0	6	6	0	31	44	20	16	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	6	6	0	6	0	22	56	15	16	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	85	4	8	4	0	0	9	80	9	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	58	27	12	4	0	0	16	73	14	30	
	GLASGOW	FLYGLOBESPAN	S	A	6	0	0	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
						Plan (8)													
PALMA DE MALLORCA																			
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	80	9	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	3	80	4	5		
	BIRMINGHAM	THOMSONFLY LTD	C	A	6	0	0	17	50	33	0	0	0	26	83	20	6		
	BIRMINGHAM	THOMSONFLY LTD	C	D	6	0	0	50	33	17	0	0	0	16	100	4	6		
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	0	23	60	19	5		
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	40	0	20	0	0	28	80	13	5		
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	78	34	9		
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	3	89	6	9		
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	57	29	14	0	0	0	15	100	1	8		
	MANCHESTER	THOMSONFLY LTD	C	D	6	0	0	50	33	17	0	0	0	18	100	0	9		
<b>TOTAL PALMA DE MALLORCA</b>					<b>399</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>17</b>		
PAPHOS																			
	MANCHESTER	CYPRUS AIRWAYS	S	D	5	0	0	80	0	20	0	0	0	11	100	5	3		
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	0	0	0	100	0	0	104	57	19	7		
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	0	0	100	0	0	112	43	30	7		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	0	100	0	0	0	0	29	83	10	6		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	0	100	0	0	0	52	33	29	6		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	0	5		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	100	0	0	0	0	0	4	100	1	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	6	0	0	100	0	0	0	0	0	2	100	0	10		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1		
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	8	0	0	75	25	0	0	0	0	10	73	12	11		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	A	2	0	0	100	0	0	0	0	0	2	100	3	5		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	S	D	2	0	0	100	0	0	0	0	0	5	100	4	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	4	100	0	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	4	0	0	75	0	25	0	0	0	14	80	5	5		
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	A	2	0	0	50	0	50	0	0	0	25	100	0	2		
	STANSTED	FIRST CHOICE AIRWAYS LTD	S	D	2	0	0	0	50	50	0	0	0	34	50	9	2		
	GATWICK	GB AIRWAYS LTD	S	A	17	0	1	53	18	12	18	0	0	27	57	29	14		
	GATWICK	GB AIRWAYS LTD	S	D	17	0	0	47	18	24	12	0	0	29	43	27	14		
	MANCHESTER	GB AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	4	0	0	0		
	MANCHESTER	GB AIRWAYS LTD	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS	GATWICK	HELIOS AIRWAYS LTD	S	A	5	0	1	80	0	0	20	0	0	17	33	76	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	0	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	0	9	9	0	0	15	75	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	18	0	0	0	0	5	75	7	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	100	0	0	0	48	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	44	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	60	9	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	7	5
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	63	25	13	0	0	0	14	44	19	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	44	0	0	0	0	11	56	16	9
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	60	11	5
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	1	5
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	71	11	7
	LUTON	THOMSONFLY LTD	C	D	5	0	0	40	20	40	0	0	0	23	57	16	7
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	0	3	67	18	9
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	0	0	11	0	0	18	78	17	9
<b>TOTAL PAPHOS</b>					<b>209</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>13</b>	<b>13</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	331	0	1	69	14	11	4	1	0	17	66	22	346
	HEATHROW	AIR FRANCE	S	D	330	1	1	64	16	15	4	1	0	19	66	23	346
	MANCHESTER	AIR FRANCE	S	A	152	1	1	73	14	7	5	0	0	15	78	16	167
	MANCHESTER	AIR FRANCE	S	D	153	0	0	82	12	3	3	0	0	9	80	15	167
	BIRMINGHAM	BA CONNECT LTD	S	A	117	0	0	88	6	4	1	1	0	7	78	15	113
	BIRMINGHAM	BA CONNECT LTD	S	D	120	0	0	83	11	5	1	0	0	7	81	9	113
	EDINBURGH	BA CONNECT LTD	S	A	76	0	0	82	8	5	4	1	0	13	71	31	73
	EDINBURGH	BA CONNECT LTD	S	D	76	0	0	67	17	9	7	0	0	16	62	30	74
	GLASGOW	BA CONNECT LTD	S	A	22	0	0	91	0	0	9	0	0	9	74	18	19
	MANCHESTER	BA CONNECT LTD	S	A	119	0	0	67	13	8	10	1	0	20	69	21	125
	MANCHESTER	BA CONNECT LTD	S	D	121	0	0	71	14	6	9	0	0	14	79	12	125
	HEATHROW	BMI BRITISH MIDLAND	S	A	126	0	0	77	12	3	7	0	1	17	58	24	128
	HEATHROW	BMI BRITISH MIDLAND	S	D	127	0	0	74	13	9	3	0	0	13	63	17	128
	NEWCASTLE	BRIT AIR	S	A	81	0	0	64	20	9	7	0	0	18	0	0	0



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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	82	0	0	57	20	21	2	0	0	20	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	272	1	0	73	10	10	6	1	0	16	63	25	275
	HEATHROW	BRITISH AIRWAYS PLC		S D	272	0	0	61	20	13	6	1	0	19	55	23	276
	BIRMINGHAM	CITY JET		S A	160	0	0	87	8	3	1	1	0	7	0	0	0
	BIRMINGHAM	CITY JET		S D	161	0	0	86	11	2	1	0	0	6	0	0	0
	EDINBURGH	CITY JET		S A	59	0	1	78	12	3	7	0	0	13	75	16	60
	EDINBURGH	CITY JET		S D	58	0	0	71	12	9	9	0	0	18	75	20	60
	LONDON CITY	CITY JET		S A	20	0	0	85	5	10	0	0	0	6	74	15	23
	LONDON CITY	CITY JET		S D	16	1	0	44	19	38	0	0	0	26	40	30	20
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	95	1	1	69	14	11	5	1	0	16	63	17	92
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	96	0	0	60	17	17	6	0	0	22	61	19	92
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	73	10	3	10	3	0	24	83	10	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	70	10	7	10	3	0	27	83	9	30
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3304</b>	<b>9</b>	<b>7</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>20</b>	<b>20</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)	LONDON CITY	CITY JET		S A	72	0	0	83	7	7	3	0	0	11	72	14	69
	LONDON CITY	CITY JET		S D	76	0	0	68	22	7	3	0	0	14	64	21	72
<b>TOTAL PARIS (ORLY)</b>					<b>153</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>17</b>	<b>17</b>
PAU	STANSTED	RYANAIR		S A	29	0	1	90	3	3	3	0	0	8	83	7	30
	STANSTED	RYANAIR		S D	30	0	0	73	20	0	7	0	0	12	67	13	30
<b>TOTAL PAU</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>10</b>	<b>10</b>
PERPIGNAN	STANSTED	RYANAIR		S A	28	0	0	71	7	14	7	0	0	15	86	11	29
	STANSTED	RYANAIR		S D	28	0	0	61	21	11	7	0	0	18	79	8	29
<b>TOTAL PERPIGNAN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>9</b>
PERTH (AUSTRALIA)	HEATHROW	QANTAS		S A	14	0	0	86	7	7	0	0	0	7	77	12	13
	HEATHROW	QANTAS		S D	14	0	0	50	21	29	0	0	0	21	31	27	13
	GATWICK	THOMSONFLY LTD		C A	4	0	0	25	0	50	0	25	0	100	0	0	0
	GATWICK	THOMSONFLY LTD		C D	5	0	0	60	0	0	20	20	0	73	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PERTH (AUSTRALIA)					<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>19</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>54</b>	<b>19</b>	<b>19</b>
PESCARA																	
	STANSTED	RYANAIR	S	A	14	0	0	86	7	0	0	7	0	21	83	7	29
	STANSTED	RYANAIR	S	D	14	0	0	86	14	0	0	0	0	8	62	17	29
<b>TOTAL PESCARA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>12</b>
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	78	8	8	3	0	2	32	82	13	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	46	31	14	8	2	0	28	63	15	60
	GATWICK	US AIRWAYS	S	A	31	0	0	65	23	10	3	0	0	14	52	24	31
	GATWICK	US AIRWAYS	S	D	31	0	0	65	16	10	6	3	0	21	42	30	31
	MANCHESTER	US AIRWAYS	S	A	31	0	0	68	6	10	10	6	0	34	26	65	31
	MANCHESTER	US AIRWAYS	S	D	31	0	0	71	10	6	6	6	0	22	80	20	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>243</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>24</b>	<b>24</b>
PHOENIX																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	88	12	0	0	0	0	5	84	7	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	38	38	19	4	0	0	23	48	21	25
<b>TOTAL PHOENIX</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>14</b>	<b>14</b>
PISA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	82	3	8	7	0	0	14	82	7	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	77	10	5	8	0	0	15	77	11	60
	STANSTED	RYANAIR	S	A	69	0	2	54	16	20	9	1	0	26	63	15	72
	STANSTED	RYANAIR	S	D	69	0	0	67	19	10	3	1	0	19	57	16	72
<b>TOTAL PISA</b>					<b>258</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>12</b>
PLOVDIV																	
	BIRMINGHAM	BH AIR	C	A	2	0	0	50	0	50	0	0	0	26	0	0	0
	BIRMINGHAM	BH AIR	C	D	2	0	0	0	0	50	0	0	50	285	0	0	0
	GATWICK	BH AIR	C	A	2	0	0	50	0	0	50	0	0	70	100	0	1
	GATWICK	BH AIR	C	D	4	0	0	25	25	25	25	0	0	56	100	0	2
	MANCHESTER	BH AIR	C	D	2	0	0	0	0	50	50	0	0	67	0	210	2
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	69	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	40	1
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	2	50	52	2

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

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PLOVDIV																	
<b>TOTAL PLOVDIV</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>4</b>	<b>24</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>64</b>	<b>44</b>	<b>81</b>	<b>81</b>
PLYMOUTH																	
	GATWICK	AIR SOUTHWEST	S	A	110	0	0	75	17	6	2	0	0	12	87	6	107
	GATWICK	AIR SOUTHWEST	S	D	32	0	0	63	28	6	3	0	0	15	75	13	32
	MANCHESTER	AIR SOUTHWEST	S	A	49	0	1	53	33	10	4	0	0	20	84	10	50
	MANCHESTER	AIR SOUTHWEST	S	D	48	0	1	75	15	6	4	0	0	14	90	5	50
	NEWCASTLE	AIR WALES LTD	S	A	41	2	2	63	15	12	7	2	0	22	84	8	50
	NEWCASTLE	AIR WALES LTD	S	D	42	2	0	83	5	2	10	0	0	15	90	9	50
<b>TOTAL PLYMOUTH</b>					<b>322</b>	<b>4</b>	<b>4</b>	<b>70</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>8</b>	<b>8</b>
POITIERS																	
	STANSTED	RYANAIR	S	A	29	0	1	83	10	0	7	0	0	13	75	10	20
	STANSTED	RYANAIR	S	D	30	0	0	77	17	3	3	0	0	11	75	10	20
<b>TOTAL POITIERS</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>10</b>
PORLAMAR																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	69	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	23	0	42	2
<b>TOTAL PORLAMAR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>13</b>	<b>52</b>	<b>52</b>
PORT HARCOURT																	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	2	60	143	10
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0	50	38	13	0	0	41	33	27	9
<b>TOTAL PORT HARCOURT</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>88</b>	<b>88</b>
PORT OF SPAIN																	
	HEATHROW	BWIA	S	A	31	0	0	16	23	23	39	0	0	51	19	66	31
	HEATHROW	BWIA	S	D	31	0	0	3	13	26	58	0	0	69	10	76	31
	MANCHESTER	BWIA	S	A	9	0	0	44	22	11	22	0	0	38	67	19	6
	MANCHESTER	BWIA	S	D	9	0	0	56	11	11	22	0	0	35	83	6	6
<b>TOTAL PORT OF SPAIN</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>18</b>	<b>21</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>61</b>	<b>61</b>
POZNAN																	
	STANSTED	RYANAIR	S	A	29	0	1	90	0	3	3	3	0	13	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	47	33	17	3	0	0	22	0	0	0
	LUTON	WIZZ AIR	S	A	19	0	0	79	5	5	11	0	0	15	0	0	0
	LUTON	WIZZ AIR	S	D	20	0	0	70	10	5	10	5	0	26	0	0	0

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

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					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
POZNAN																		
<b>TOTAL POZNAN</b>					<b>98</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>13</b>	<b>13</b>	
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD	S	A	28	0	0	71	7	7	11	4	0	24	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	28	0	0	71	18	4	4	4	0	20	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	30	0	1	40	20	27	13	0	0	29	48	41	52	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	61	23	16	0	0	0	12	68	28	53	
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	48	17	10	17	3	3	72	88	6	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	62	14	21	3	0	0	18	69	16	16	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	55	8	16	19	2	0	33	72	18	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	27	28	25	19	1	0	36	40	22	87	
	BIRMINGHAM	CSA	S	A	25	0	1	84	0	8	4	0	4	36	93	5	42	
	BIRMINGHAM	CSA	S	D	26	0	1	23	50	19	4	4	0	35	47	19	43	
	EDINBURGH	CSA	S	A	54	0	1	67	15	13	4	2	0	17	88	13	25	
	EDINBURGH	CSA	S	D	55	0	1	65	27	4	4	0	0	14	27	54	26	
	HEATHROW	CSA	S	A	74	0	4	62	5	14	16	1	1	36	69	16	83	
	HEATHROW	CSA	S	D	75	0	3	47	27	11	15	1	0	29	69	15	84	
	MANCHESTER	CSA	S	A	70	0	3	79	4	9	6	3	0	20	87	5	54	
	MANCHESTER	CSA	S	D	71	0	3	63	18	8	7	3	0	23	83	9	54	
	STANSTED	CSA	S	A	50	0	5	82	6	4	8	0	0	13	89	8	55	
	STANSTED	CSA	S	D	51	0	4	71	12	4	14	0	0	19	49	19	55	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	2	55	20	13	13	0	0	23	36	30	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	51	28	14	7	0	0	21	58	19	59	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	62	17	14	0	3	3	34	83	4	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	1	69	14	10	3	0	3	28	90	7	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	82	0	5	68	13	6	10	2	0	22	84	9	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	84	0	5	52	27	14	6	0	0	20	66	16	89	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	63	20	7	7	3	0	24	73	13	26	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	97	0	0	3	0	0	9	85	9	26	
<b>TOTAL PRAGUE</b>					<b>1305</b>	<b>0</b>	<b>42</b>	<b>60</b>	<b>17</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>17</b>	<b>17</b>	
PRESTWICK																		
	STANSTED	RYANAIR	S	A	137	0	4	83	13	3	1	0	0	7	82	11	170	
	STANSTED	RYANAIR	S	D	138	0	0	75	14	9	1	0	0	11	83	9	172	
<b>TOTAL PRESTWICK</b>					<b>275</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	8	8	15	0	0	25	86	4	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	31	15	15	8	0	40	50	19	14
	STANSTED	JET2.COM LTD	C	A	3	0	0	67	0	33	0	0	0	16	100	0	1
<b>TOTAL PRISTINA</b>					<b>29</b>	<b>5</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>12</b>	<b>12</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	50	0	25	25	0	0	39	71	18	7
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	17	57	15	7
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>16</b>	<b>16</b>
PUERTO PLATA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	75	28	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	57	4
	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	5	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	20	311	5	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	15	40	25	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	20	316	5	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	22	50	24	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	18	25	44	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	10	25	51	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	25	0	0	0	26	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	12	75	5	4
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	60	24	5	5
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	18	75	9	4
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	11	100	1	4
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	3	4
<b>TOTAL PUERTO PLATA</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>69</b>	<b>69</b>
PUNTA ARENAS	GATWICK	THOMSONFLY LTD	C	A	2	0	0	0	0	0	100	0	0	127	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL PUNTA ARENAS</b>					<b>4</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>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUNTA CANA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	10	0	0	0

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	20	60	20	0	0	0	25	60	11	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	14	100	5	6	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	0	0	0	25	345	100	1	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	0	0	0	25	357	100	4	5	
<b>TOTAL PUNTA CANA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>28</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>106</b>	<b>90</b>	<b>5</b>	<b>5</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	29	0	0	86	7	7	0	0	0	6	90	8	29
	GATWICK	AMERICAN AIRLINES	S	D	29	0	0	76	14	10	0	0	0	11	66	18	29
<b>TOTAL RALEIGH</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>13</b>
REUS	LUTON	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	3	0	0	0
	LUTON	RYANAIR	S	D	30	0	0	83	0	13	3	0	0	10	0	0	0
	STANSTED	RYANAIR	S	A	38	1	1	92	5	0	3	0	0	5	96	1	56
	STANSTED	RYANAIR	S	D	38	1	1	79	16	3	3	0	0	11	86	7	56
<b>TOTAL REUS</b>					<b>136</b>	<b>2</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>4</b>
RIGA	HEATHROW	AIR BALTIC CORPORATION SIA	S	A	30	0	0	80	13	3	3	0	0	7	83	10	29
	HEATHROW	AIR BALTIC CORPORATION SIA	S	D	30	0	0	57	33	7	3	0	0	15	71	15	28
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	11	0	0	91	9	0	0	0	0	5	100	3	6
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	11	0	0	82	0	18	0	0	0	8	100	2	6
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	17	13	7	0	0	16	89	11	27
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	17	13	3	0	0	17	63	25	27
	STANSTED	RYANAIR	S	A	43	0	0	67	14	16	2	0	0	13	74	13	27
	STANSTED	RYANAIR	S	D	43	0	0	72	16	9	2	0	0	13	85	10	27
<b>TOTAL RIGA</b>					<b>228</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>13</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	8	0	0	0	0	3	77	9	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	15	15	0	0	32	46	38	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>26</b>	<b>26</b>
RIYADH	HEATHROW	BMI BRITISH MIDLAND	S	A	10	0	1	90	0	10	0	0	0	4	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	10	0	1	90	10	0	0	0	0	7	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	9	0	0	89	11	0	0	0	0	4	86	3	14
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	11	0	0	45	45	9	0	0	0	16	79	10	14
<b>TOTAL RIYADH</b>					<b>40</b>	<b>1</b>	<b>2</b>	<b>78</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>7</b>	<b>7</b>
ROCHEFORT/SAINT-AGNANT																	
RODEZ	STANSTED	RYANAIR	S	A	13	0	1	92	8	0	0	0	0	4	81	10	16

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RODEZ	STANSTED	RYANAIR		S D	14	0	0	79	14	7	0	0	0	10	75	12	16
<b>TOTAL RODEZ</b>					<b>27</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>11</b>	<b>11</b>
ROME (CIAMPINO)	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	58	0	0	55	19	12	12	2	0	25	85	9	59
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	58	0	0	71	10	12	5	2	0	19	81	11	59
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	70	17	3	0	7	3	42	87	14	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	80	10	7	0	3	0	17	83	13	30
	LUTON	RYANAIR		S A	29	0	0	59	28	10	3	0	0	18	0	0	0
	LUTON	RYANAIR		S D	29	0	0	72	21	7	0	0	0	12	0	0	0
	STANSTED	RYANAIR		S A	138	0	2	67	16	13	4	0	0	16	78	13	144
	STANSTED	RYANAIR		S D	138	0	2	64	21	13	1	0	0	15	69	12	144
<b>TOTAL ROME (CIAMPINO)</b>					<b>510</b>	<b>6</b>	<b>4</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>12</b>	<b>12</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA		S A	148	0	1	68	16	9	7	0	0	16	68	12	146
	HEATHROW	ALITALIA		S D	150	0	0	51	13	20	15	1	0	29	66	15	147
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	53	27	10	7	3	0	25	62	15	60
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	70	23	7	0	0	0	12	75	10	60
	HEATHROW	BRITISH AIRWAYS PLC		S A	147	0	0	63	17	12	8	0	1	22	59	21	152
	HEATHROW	BRITISH AIRWAYS PLC		S D	148	0	0	64	20	10	6	0	0	18	63	17	153
<b>TOTAL ROME (FIUMICINO)</b>					<b>653</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>16</b>	<b>16</b>
ROTTERDAM	HEATHROW	KLM CITYHOPPER		S A	67	0	0	96	3	1	0	0	0	2	0	0	0
	HEATHROW	KLM CITYHOPPER		S D	67	0	0	75	16	4	4	0	0	12	0	0	0
	STANSTED	TRANSAVIA		S A	55	0	2	91	4	0	5	0	0	5	95	2	61
	STANSTED	TRANSAVIA		S D	54	0	3	83	9	2	6	0	0	11	72	12	61
	LONDON CITY	VLM (BELGIUM)		S A	122	0	5	93	3	2	1	1	0	6	95	3	116
	LONDON CITY	VLM (BELGIUM)		S D	122	0	5	83	13	2	2	1	0	11	79	7	116
<b>TOTAL ROTTERDAM</b>					<b>489</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>7</b>
ROVANIEMI	GATWICK	ASTRAEUS LTD		C A	4	0	0	75	0	25	0	0	0	18	100	9	2
	GATWICK	ASTRAEUS LTD		C D	4	0	0	75	0	25	0	0	0	14	100	5	2
	MANCHESTER	ASTRAEUS LTD		C A	2	0	0	50	0	50	0	0	0	16	0	0	0



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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
ROVANIEMI	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	8	100	0	1
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	10	1
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	50	33	0	17	0	0	24	27	121	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	62	23	8	8	0	0	17	50	22	16
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	50	0	50	0	0	41	67	8	3
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	19	100	4	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	58	8	25	8	0	0	22	88	5	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	83	17	0	0	0	0	7	75	13	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	31	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	100	0	0	0	0	0	6	50	24	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	1	0	67	17	17	0	0	0	13	67	9	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	18	100	1	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	4	100	2	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	20	80	10	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	8	100	2	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	67	8	3
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	0	33	31	3
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	50	0	0	50	0	0	64	50	15	2
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	31	8	31	23	8	0	52	27	63	15
	GATWICK	THOMSONFLY LTD	C	D	12	0	0	75	17	8	0	0	0	13	68	27	19
	LUTON	THOMSONFLY LTD	C	A	4	0	0	25	25	0	50	0	0	70	14	58	7
	LUTON	THOMSONFLY LTD	C	D	5	0	0	40	20	20	20	0	0	27	67	21	6
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	43	14	14	29	0	0	45	0	68	5
	MANCHESTER	THOMSONFLY LTD	C	D	6	0	0	83	0	0	17	0	0	18	50	17	4
<b>TOTAL ROVANIEMI</b>					<b>170</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>30</b>	<b>30</b>
RZESZOW	STANSTED	RYANAIR	S	A	29	0	0	55	28	14	3	0	0	17	0	0	0
	STANSTED	RYANAIR	S	D	29	0	0	48	34	14	3	0	0	20	0	0	0
<b>TOTAL RZESZOW</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)												
SALAMANCA																		
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	19	0	1	68	11	5	16	0	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	20	0	0	70	5	15	10	0	0	25	0	0	0	
	GATWICK	OLYMPIC AIRLINES		S A	20	0	1	75	10	0	15	0	0	17	81	10	21	
	GATWICK	OLYMPIC AIRLINES		S D	20	0	1	70	5	10	15	0	0	23	71	13	21	
<b>TOTAL SALONIKA</b>					<b>79</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>8</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>32</b>	<b>32</b>	
SALZBURG																		
	BIRMINGHAM	BA CONNECT LTD		C D	2	0	0	50	0	50	0	0	0	18	50	10	2	
	GATWICK	BRITISH AIRWAYS PLC		C D	2	0	0	0	50	50	0	0	0	29	0	22	1	
	GATWICK	EXCEL AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	0	50	13	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	0	33	0	0	0	19	50	16	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FLYBE LTD		S A	3	0	0	67	33	0	0	0	0	10	0	0	0	
	BIRMINGHAM	FLYBE LTD		S D	3	0	0	67	33	0	0	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	2	0	0	0	0	50	50	0	0	93	33	13	3	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	0	0	0	100	0	0	101	50	35	4	
	MANCHESTER	MONARCH AIRLINES		C A	2	0	0	100	0	0	0	0	0	12	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	0	0	50	0	0	49	100	15	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	0	50	0	0	0	26	100	1	2	
	STANSTED	RYANAIR		S A	60	0	1	52	23	15	10	0	0	22	72	16	54	
	STANSTED	RYANAIR		S D	60	0	1	47	28	18	7	0	0	23	68	12	60	
	MANCHESTER	SKY EUROPE		S A	9	0	0	67	0	33	0	0	0	18	0	0	0	
	MANCHESTER	SKY EUROPE		S D	9	0	0	67	11	22	0	0	0	12	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	5	100	0	2	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	4	100	3	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	3	0	0	100	0	0	0	0	0	0	100	4	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	3	0	0	100	0	0	0	0	0	0	100	1	4	
	BIRMINGHAM	THOMSONFLY LTD		C D	2	0	0	50	0	0	50	0	0	73	100	2	2	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	50	25	25	0	0	0	12	100	4	4	
	GATWICK	THOMSONFLY LTD		C D	6	0	0	67	17	17	0	0	0	14	100	0	6	
	GLASGOW	THOMSONFLY LTD		C D	2	0	0	100	0	0	0	0	0	3	100	4	2	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG																		
	LUTON	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	12	100	0	2	
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	5	67	9	3	
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	67	0	0	33	0	0	36	50	11	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	2	0	0	50	0	50	0	0	0	22	100	0	2	
	STANSTED	THOMSONFLY LTD	C	D	2	0	0	50	0	50	0	0	0	28	100	2	2	
<b>TOTAL SALZBURG</b>					<b>217</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>19</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>12</b>	<b>12</b>	
SAMEDAN/ST MORITZ																		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	0	88	7	3	2	0	0	6	92	21	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	54	26	12	7	0	0	22	62	22	60	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	82	8	10	0	0	0	7	82	11	62	
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	79	15	3	2	2	0	11	87	5	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	43	33	17	7	0	0	23	50	26	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	53	27	13	7	0	0	27	50	28	30	
<b>TOTAL SAN FRANCISCO</b>					<b>299</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>17</b>	<b>17</b>	
SAN JUAN (PUERTO RICO)																		
SANAA																		
	HEATHROW	YEMENIA	S	A	9	0	0	44	22	22	11	0	0	25	44	18	9	
	HEATHROW	YEMENIA	S	D	10	0	0	40	40	10	10	0	0	21	44	22	9	
	MANCHESTER	YEMENIA	C	D	7	0	0	0	29	43	14	14	0	90	0	0	0	
<b>TOTAL SANAA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>44</b>	<b>20</b>	<b>20</b>	
SANDEFJORD(TORP)																		
	NEWCASTLE	RYANAIR	S	A	30	0	0	77	7	7	3	3	3	33	0	0	0	
	NEWCASTLE	RYANAIR	S	D	30	0	0	60	20	10	3	3	3	37	0	0	0	
	STANSTED	RYANAIR	S	A	73	0	2	66	11	14	8	1	0	22	88	10	78	
	STANSTED	RYANAIR	S	D	75	0	0	63	20	8	9	0	0	19	83	9	80	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>208</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>85</b>	<b>9</b>	<b>9</b>	
SANFORD																		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	7	0	0	71	0	29	0	0	0	13	78	17	9	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	8	0	0	38	25	13	25	0	0	42	0	70	9	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AIR ATLANTA ICELANDIC	C	D	2	0	0	50	0	50	0	0	0	26	0	0	0	

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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SANFORD																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	13	38	25	25	0	0	51	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	56	22	0	22	0	0	21	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	25	37	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	25	31	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	1	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	10	100	4	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	67	0	0	33	0	0	45	50	389	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	17	33	17	17	17	0	86	20	346	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	6	0	464	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	12	0	166	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	8	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	25	25	8	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	20	20	20	40	0	0	47	75	24	4	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	0	0	40	0	0	43	25	42	4	
<b>TOTAL SANFORD</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>15</b>	<b>10</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>99</b>	<b>99</b>	
SANTA CRUZ DE LA PALMA																		
SANTANDER																		
	STANSTED	RYANAIR	S	A	29	0	1	83	0	14	0	3	0	15	93	4	29	
	STANSTED	RYANAIR	S	D	30	0	0	60	27	13	0	0	0	14	48	19	29	
<b>TOTAL SANTANDER</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>12</b>	<b>12</b>	
SANTIAGO DE COMPOSTELA																		
	HEATHROW	IBERIA	S	A	29	0	0	72	7	10	7	3	0	22	80	10	30	
	HEATHROW	IBERIA	S	D	29	1	0	69	17	3	10	0	0	21	80	21	30	
	STANSTED	RYANAIR	S	A	30	0	0	70	23	3	3	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	33	37	23	7	0	0	27	0	0	0	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>118</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>78</b>	<b>15</b>	<b>15</b>	
SAO PAULO (GUARULHOS)																		
	HEATHROW	VARIG	S	A	30	1	1	23	17	40	17	3	0	44	0	0	0	
	HEATHROW	VARIG	S	D	30	1	2	53	13	23	7	3	0	32	0	0	0	
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>60</b>	<b>2</b>	<b>3</b>	<b>38</b>	<b>15</b>	<b>32</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	3	0	0	0	0	2	90	54	31	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	23	35	26	16	0	0	31	39	26	31
<b>TOTAL SEATTLE (TACOMA)</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>17</b>	<b>65</b>	<b>40</b>	<b>40</b>
SEOUL (INCHEON)	HEATHROW	ASIANA AIRLINES		S A	14	0	0	79	14	7	0	0	9	77	7	13	
	HEATHROW	ASIANA AIRLINES		S D	14	0	0	86	7	7	0	0	10	85	5	13	
	HEATHROW	KOREAN AIR		S A	31	0	0	71	19	6	3	0	11	90	5	31	
	HEATHROW	KOREAN AIR		S D	31	0	0	68	26	6	0	0	12	65	13	31	
<b>TOTAL SEOUL (INCHEON)</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>8</b>	<b>8</b>	
SEVILLE	GATWICK	GB AIRWAYS LTD		S A	15	0	1	47	33	13	7	0	24	24	37	21	
	GATWICK	GB AIRWAYS LTD		S D	15	0	0	53	40	7	0	0	17	38	25	21	
	HEATHROW	IBERIA		S A	30	0	0	57	30	3	7	3	23	63	18	30	
	HEATHROW	IBERIA		S D	30	0	0	73	13	3	7	3	18	83	9	30	
	STANSTED	RYANAIR		S A	44	0	0	80	7	11	2	0	9	0	0	0	
	STANSTED	RYANAIR		S D	44	0	0	80	7	9	5	0	15	0	0	0	
<b>TOTAL SEVILLE</b>					<b>180</b>	<b>4</b>	<b>1</b>	<b>69</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>17</b>	<b>56</b>	<b>22</b>	<b>22</b>	
SEYCHELLES	HEATHROW	AIR SEYCHELLES		S A	9	0	0	11	56	22	11	0	30	44	32	9	
	HEATHROW	AIR SEYCHELLES		S D	9	0	0	56	11	11	22	0	27	33	148	9	
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>28</b>	<b>39</b>	<b>90</b>	<b>90</b>	
SHANGHAI (PU DONG)	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	55	23	14	9	0	25	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	41	50	5	5	0	20	0	0	0	
	HEATHROW	CHINA EASTERN AIRLINES		S A	18	0	0	28	28	17	28	0	35	35	44	17	
	HEATHROW	CHINA EASTERN AIRLINES		S D	17	0	1	59	35	6	0	0	13	76	17	17	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	60	23	10	7	0	17	64	65	22	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	61	13	16	10	0	21	64	17	22	
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>140</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>27</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>36</b>	<b>36</b>	
SHANNON	HEATHROW	AER LINGUS		S A	90	0	0	88	4	2	6	0	8	84	10	90	
	HEATHROW	AER LINGUS		S D	90	0	0	88	2	6	3	1	13	78	12	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	77	3	17	3	0	13	0	0	0	

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						Plan (8)													
SHANNON																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	10	13	7	0	0	14	0	0	0		
	GATWICK	RYANAIR	S	A	30	0	0	97	3	0	0	0	0	1	0	0	0		
	GATWICK	RYANAIR	S	D	29	0	1	76	17	3	3	0	0	9	0	0	0		
	LUTON	RYANAIR	S	A	30	0	0	60	17	17	7	0	0	21	0	0	0		
	LUTON	RYANAIR	S	D	30	0	0	73	10	10	7	0	0	17	0	0	0		
	STANSTED	RYANAIR	S	A	82	0	0	90	5	0	5	0	0	6	87	5	62		
	STANSTED	RYANAIR	S	D	82	0	0	82	9	5	5	0	0	11	66	15	62		
<b>TOTAL SHANNON</b>					<b>523</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>11</b>		
SHARM EL SHEIKH (OPHIRA)																			
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	3	0	0	33	33	0	0	0	33	275	0	0	0		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	3	0	0	33	0	33	0	0	33	283	0	0	0		
	BIRMINGHAM	AIR MALTA	C	A	8	0	0	50	50	0	0	0	0	13	0	0	0		
	BIRMINGHAM	AIR MALTA	C	D	9	0	0	89	11	0	0	0	0	10	0	0	0		
	GATWICK	ASTRAEUS LTD	S	A	10	0	0	40	10	10	40	0	0	42	0	0	0		
	GATWICK	ASTRAEUS LTD	S	D	10	0	0	50	0	10	40	0	0	43	0	0	0		
	MANCHESTER	ASTRAEUS LTD	S	D	2	0	0	0	0	50	50	0	0	66	0	0	0		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0		
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	27	22	54	9		
	GATWICK	EXCEL AIRWAYS LTD	C	D	11	0	0	55	18	27	0	0	0	19	33	53	9		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	13	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	16	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	12	20	28	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	7	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	33	33	11	22	0	0	30	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	33	33	11	22	0	0	31	0	0	0		
	GATWICK	FLYJET LTD	C	D	2	0	0	0	0	50	50	0	0	90	0	35	2		
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	4	0	0	0		
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	50	10	20	20	0	0	29	33	45	9		
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	80	0	0	20	0	0	22	80	29	10		

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHARM EL SHEIKH (OPHIRA)																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	1	0	50	0	0	50	0	0	44	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	1	0	50	0	0	50	0	0	49	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	34	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	20	44	26	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	73	9	9	9	0	0	15	67	16	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	4	100	1	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	20	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	33	11	22	11	0	60	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	14	0	14	14	0	55	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	40	0	40	0	20	0	61	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	1	0	50	25	25	0	0	0	16	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	62	15	15	8	0	0	19	63	192	8	
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	85	8	0	8	0	0	13	75	61	8	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	0	0	40	60	0	0	75	0	0	0	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	16	0	0	0	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	11	20	45	5	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	20	5	
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	29	21	36	14	0	0	34	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	15	0	0	67	20	13	0	0	0	13	0	0	0	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	0	0	60	40	0	0	52	60	14	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	60	0	20	20	0	0	19	100	0	5	
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	40	0	40	20	0	0	33	0	0	0	
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	20	40	20	0	0	20	332	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>345</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>55</b>	<b>46</b>	<b>46</b>	
SINGAPORE																		
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	2	95	2	0	3	0	0	3	87	6	93	
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	65	24	11	1	0	0	14	57	17	93	
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	1	1	70	20	7	3	0	0	10	68	14	31	
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	71	23	6	0	0	0	11	77	11	31	
<b>TOTAL SINGAPORE</b>					<b>247</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>12</b>	<b>12</b>	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SION	GATWICK	FLYBE LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL SION</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOFIA	GATWICK	BH AIR		C A	2	0	0	50	0	50	0	0	0	23	100	0	1	
	GATWICK	BH AIR		C D	2	0	0	50	0	0	50	0	0	38	100	5	2	
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	33	20	30	17	0	0	35	60	15	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	53	17	17	13	0	0	24	63	15	30	
	GATWICK	BULGARIA AIR		S A	34	0	1	62	12	15	6	0	6	46	62	26	29	
	GATWICK	BULGARIA AIR		S D	34	0	1	47	12	24	9	0	9	64	48	35	29	
	MANCHESTER	BULGARIA AIR		S A	8	0	0	63	13	0	13	0	13	77	0	0	0	
	MANCHESTER	BULGARIA AIR		S D	8	0	0	75	0	0	13	0	13	74	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	50	64	2	2	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	0	0	0	100	0	0	68	0	304	2	
	MANCHESTER	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	2	50	8	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	50	0	0	0	50	0	110	100	1	2	
	GATWICK	THOMSONFLY LTD		C D	2	0	0	50	0	50	0	0	0	28	33	48	3	
	MANCHESTER	THOMSONFLY LTD		C D	2	0	0	50	0	50	0	0	0	16	100	2	2	
<b>TOTAL SOFIA</b>					<b>171</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>12</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>4</b>	<b>44</b>	<b>57</b>	<b>29</b>	<b>29</b>	
SONDERBORG																		
SOUTHAMPTON																		
	EDINBURGH	BA CONNECT LTD		S A	87	0	0	83	10	6	1	0	0	9	72	14	100	
	EDINBURGH	BA CONNECT LTD		S D	88	0	0	83	10	6	1	0	0	8	71	15	101	
	GLASGOW	BA CONNECT LTD		S A	85	0	0	76	15	8	0	0	0	11	78	14	86	
	GLASGOW	BA CONNECT LTD		S D	85	0	0	80	12	8	0	0	0	8	77	13	87	
	MANCHESTER	BA CONNECT LTD		S A	100	0	0	84	9	4	3	0	0	8	88	10	99	
	MANCHESTER	BA CONNECT LTD		S D	100	0	0	88	4	4	4	0	0	7	86	7	101	
	NEWCASTLE	EASTERN AIRWAYS		S A	51	0	0	92	8	0	0	0	0	3	91	12	54	
	NEWCASTLE	EASTERN AIRWAYS		S D	51	0	0	94	6	0	0	0	0	4	94	5	54	
	EDINBURGH	FLYBE LTD		S A	117	1	1	87	3	5	4	0	0	9	81	9	77	
	EDINBURGH	FLYBE LTD		S D	117	0	1	73	20	4	3	0	0	12	63	14	78	
	GLASGOW	FLYBE LTD		S A	119	0	1	83	13	3	2	0	0	8	77	11	66	
	GLASGOW	FLYBE LTD		S D	120	0	0	74	18	7	2	0	0	11	67	13	69	



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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	86	0	2	77	9	8	5	1	0	17	77	9	75	
	MANCHESTER	FLYBE LTD		S D	86	0	2	80	8	6	5	1	0	14	84	7	74	
	NEWCASTLE	FLYBE LTD		S A	54	0	1	85	9	2	4	0	0	9	77	11	30	
	NEWCASTLE	FLYBE LTD		S D	54	0	1	81	7	7	4	0	0	12	52	20	29	
<b>TOTAL SOUTHAMPTON</b>					<b>1400</b>	<b>3</b>	<b>9</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>11</b>	
ST ETIENNE																		
	STANSTED	RYANAIR		S A	30	0	0	80	3	17	0	0	0	9	83	25	30	
	STANSTED	RYANAIR		S D	30	0	0	50	37	13	0	0	0	15	87	7	30	
<b>TOTAL ST ETIENNE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>16</b>	<b>16</b>	
ST KITTS																		
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	20	0	0	80	0	0	64	0	139	4	
<b>TOTAL ST KITTS</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>249</b>	<b>249</b>	
ST LUCIA (HEWANORRA)																		
	MANCHESTER	BMI BRITISH MIDLAND		S A	8	0	0	50	13	25	13	0	0	35	43	28	7	
	MANCHESTER	BMI BRITISH MIDLAND		S D	9	0	0	67	22	11	0	0	0	9	71	39	7	
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	78	22	0	0	0	0	8	67	22	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	63	13	25	0	0	0	17	67	22	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	38	15	38	8	0	0	30	77	15	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	54	15	15	15	0	0	33	54	28	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>25</b>	<b>25</b>	
ST MAARTEN																		
ST MORITZ																		
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	47	13	23	17	0	0	29	80	9	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	40	23	30	7	0	0	26	67	16	30	
	GATWICK	PULKOVO AVIATION ENTERPRISE		S A	2	0	0	100	0	0	0	0	0	4	67	12	3	
	GATWICK	PULKOVO AVIATION ENTERPRISE		S D	2	0	0	100	0	0	0	0	0	5	33	22	3	
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S A	4	0	0	100	0	0	0	0	0	8	25	14	4	
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S D	4	0	0	50	50	0	0	0	0	15	50	18	4	

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ST PETERSBURG																	
<b>TOTAL ST PETERSBURG</b>					<b>72</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>22</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>68</b>	<b>13</b>	<b>13</b>
ST THOMAS ISLANDS																	
STANSTED																	
	GLASGOW	AIR BERLIN	S	A	23	0	0	26	22	30	22	0	0	40	0	0	0
	GLASGOW	AIR BERLIN	S	D	23	0	0	26	17	35	22	0	0	43	0	0	0
	MANCHESTER	AIR BERLIN	S	A	23	0	0	22	22	43	13	0	0	32	0	0	0
	MANCHESTER	AIR BERLIN	S	D	23	0	0	39	26	30	4	0	0	24	0	0	0
	MANCHESTER	EASTERN AIRWAYS	S	A	44	1	1	73	5	18	2	2	0	19	91	8	44
	MANCHESTER	EASTERN AIRWAYS	S	D	45	0	0	80	9	9	2	0	0	9	96	5	46
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	160	0	0	78	13	4	5	0	0	11	76	9	176
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	160	0	0	73	15	8	4	0	0	13	63	17	176
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	136	0	0	88	6	2	4	1	0	10	83	7	139
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	87	8	3	2	0	0	7	78	10	139
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	113	0	1	56	20	12	11	1	0	24	78	8	112
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	113	0	1	69	9	12	7	4	0	28	76	11	112
	EDINBURGH	FLYGLOBESPAN	S	A	52	0	0	88	4	6	2	0	0	8	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	52	0	0	92	6	0	2	0	0	4	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	51	0	0	84	8	0	8	0	0	10	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	52	0	0	87	6	0	8	0	0	10	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	50	0	0	50	0	0	90	100	0	1
<b>TOTAL STANSTED</b>					<b>1209</b>	<b>6</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>10</b>	<b>10</b>
STAVANGER																	
	HEATHROW	SAS	S	A	50	0	0	76	8	4	12	0	0	16	74	15	46
	HEATHROW	SAS	S	D	50	0	0	68	18	6	6	2	0	18	76	15	46
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	23	0	1	74	9	13	4	0	0	13	76	12	25
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	23	0	1	78	9	9	4	0	0	14	71	12	24
<b>TOTAL STAVANGER</b>					<b>146</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>14</b>	<b>14</b>
STOCKHOLM (ARLANDA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	170	0	0	69	9	16	5	0	0	15	63	25	166
	HEATHROW	BRITISH AIRWAYS PLC	S	D	168	0	0	55	14	21	10	0	0	24	52	26	165
	BIRMINGHAM	SAS	S	A	8	0	0	88	0	13	0	0	0	10	0	0	0
	BIRMINGHAM	SAS	S	D	8	0	0	75	13	13	0	0	0	10	0	0	0

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					Actual (7)	Plan (8)												
STOCKHOLM (ARLANDA)																		
	HEATHROW	SAS		S A	152	0	0	75	13	7	6	0	0	13	82	9	153	
	HEATHROW	SAS		S D	153	0	0	61	24	8	7	0	0	17	75	13	154	
	MANCHESTER	SAS		S A	32	0	0	75	16	3	6	0	0	12	82	11	33	
	MANCHESTER	SAS		S D	32	0	0	88	3	3	6	0	0	8	94	2	33	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>723</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>16</b>	<b>16</b>	
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR		S A	79	0	0	61	24	9	5	1	0	18	78	10	83	
	STANSTED	RYANAIR		S D	79	0	0	72	11	13	4	0	0	14	87	7	83	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>8</b>	<b>8</b>	
STORNOWAY																		
	EDINBURGH	BMI REGIONAL		S A	24	0	0	96	4	0	0	0	0	2	96	9	25	
	EDINBURGH	BMI REGIONAL		S D	24	0	0	92	8	0	0	0	0	2	77	9	26	
	EDINBURGH	LOGANAIR		S A	24	1	0	92	8	0	0	0	0	4	85	5	27	
	EDINBURGH	LOGANAIR		S D	46	0	0	67	15	9	7	2	0	23	54	22	48	
	GLASGOW	LOGANAIR		S A	87	0	0	79	7	8	6	0	0	13	87	11	47	
	GLASGOW	LOGANAIR		S D	88	0	0	64	23	8	5	1	0	19	69	22	48	
<b>TOTAL STORNOWAY</b>					<b>293</b>	<b>1</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>76</b>	<b>14</b>	<b>14</b>	
STRASBOURG																		
	GATWICK	BRIT AIR		S A	57	0	1	86	9	0	5	0	0	10	76	11	59	
	GATWICK	BRIT AIR		S D	57	0	1	77	9	11	4	0	0	12	76	10	59	
<b>TOTAL STRASBOURG</b>					<b>114</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>10</b>	<b>10</b>	
STUTTART																		
	BIRMINGHAM	BA CONNECT LTD		S A	59	0	0	81	12	3	3	0	0	9	82	8	61	
	BIRMINGHAM	BA CONNECT LTD		S D	58	0	0	90	3	5	2	0	0	5	92	3	61	
	HEATHROW	BRITISH AIRWAYS PLC		S A	88	1	0	59	20	7	14	0	0	22	57	25	88	
	HEATHROW	BRITISH AIRWAYS PLC		S D	87	0	0	72	9	14	5	0	0	15	61	15	87	
	STANSTED	EUROWINGS LUFTVERKEHRS		S A	59	0	0	76	8	10	5	0	0	12	61	17	56	
	STANSTED	EUROWINGS LUFTVERKEHRS		S D	59	0	0	61	17	14	8	0	0	20	39	25	56	
	MANCHESTER	HAPAG LLOYD EXPRESS		S A	21	0	0	57	24	14	5	0	0	18	62	30	13	
	MANCHESTER	HAPAG LLOYD EXPRESS		S D	21	0	0	67	14	14	5	0	0	13	54	27	13	
	HEATHROW	LUFTHANSA CITY LINE		S A	55	0	0	67	16	11	5	0	0	14	95	3	59	
	HEATHROW	LUFTHANSA CITY LINE		S D	55	0	0	73	11	15	2	0	0	12	85	7	59	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STUTTGART																	
<b>TOTAL STUTTGART</b>					<b>562</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>14</b>	<b>14</b>
SUMBURGH																	
	EDINBURGH	LOGANAIR	S	A	47	0	0	74	6	6	13	0	0	19	73	13	49
	EDINBURGH	LOGANAIR	S	D	44	0	0	61	20	14	5	0	0	19	69	16	48
	GLASGOW	LOGANAIR	S	A	51	1	0	59	18	16	8	0	0	22	82	8	51
	GLASGOW	LOGANAIR	S	D	51	1	0	67	12	14	8	0	0	20	82	13	51
<b>TOTAL SUMBURGH</b>					<b>193</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>12</b>	<b>12</b>
SYDNEY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	89	2	6	3	0	0	7	82	18	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	44	34	13	10	0	0	25	56	29	62
	HEATHROW	QANTAS	S	A	79	0	0	75	11	6	6	1	0	17	47	35	76
	HEATHROW	QANTAS	S	D	79	0	0	44	34	18	4	0	0	22	44	34	90
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	0	0	60	0	20	20	207	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	87	6	6	0	0	0	7	78	11	18
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	26	58	13	3	0	0	22	53	25	19
<b>TOTAL SYDNEY</b>					<b>353</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>28</b>	<b>28</b>
SZCZECIN (GOLENOW)																	
	STANSTED	RYANAIR	S	A	30	0	0	87	3	3	7	0	0	12	0	0	0
	STANSTED	RYANAIR	S	D	30	0	0	50	27	17	7	0	0	25	0	0	0
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>0</b>	<b>0</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2004					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	11	0	0	55	18	0	27	0	0	28	60	8	5	
	GATWICK	ASTRAEUS LTD	C	D	12	0	0	50	25	8	17	0	0	26	83	58	6	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	0	25	0	25	0	108	75	12	4	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	25	50	0	0	0	25	111	75	11	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	80	7	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	23	80	8	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	10	57	21	7	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	67	33	0	0	0	0	7	67	22	9	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	0	20	40	40	0	0	55	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	20	40	0	0	0	27	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	0	0	60	40	0	0	58	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	20	0	20	0	0	24	0	0	0	
<b>TOTAL TABA</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>23</b>	<b>11</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>67</b>	<b>24</b>	<b>24</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	27	0	0	30	33	37	0	0	0	27	45	23	22	
	HEATHROW	EVA AIR	S	D	26	0	1	46	31	19	4	0	0	20	55	23	22	
<b>TOTAL TAIPEI</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>32</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>23</b>	<b>23</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	10	7	3	0	0	8	83	13	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	23	3	7	0	0	16	67	15	30	
	GATWICK	ESTONIAN AIR	S	A	36	0	0	83	14	0	3	0	0	9	67	30	33	
	GATWICK	ESTONIAN AIR	S	D	36	0	0	83	8	3	6	0	0	11	52	35	33	
	MANCHESTER	ESTONIAN AIR	S	A	7	0	0	86	14	0	0	0	0	4	0	0	0	
	MANCHESTER	ESTONIAN AIR	S	D	7	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL TALLIN</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>24</b>	<b>24</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	67	19	5	10	0	0	14	67	15	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	64	18	9	9	0	0	20	76	16	21	
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>15</b>	

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Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TAMPERE	STANSTED	RYANAIR	S	A	42	0	0	74	14	7	5	0	0	14	97	3	30
	STANSTED	RYANAIR	S	D	42	0	0	76	12	7	5	0	0	14	90	5	30
<b>TOTAL TAMPERE</b>					<b>84</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>4</b>	<b>4</b>
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	8	0	0	50	38	13	0	0	0	15	71	15	7
	HEATHROW	ROYAL AIR MAROC	S	D	8	0	0	88	13	0	0	0	7	71	17	7	7
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	<b>16</b>	<b>16</b>
TARBES-LOURDES INTERNA																	
<b>TOTAL TARBES-LOURDES 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>20</b>	<b>100</b>	<b>2</b>	<b>2</b>
TASHKENT	HEATHROW	BMED	S	A	13	0	0	31	8	8	38	8	8	98	50	22	12
	HEATHROW	BMED	S	D	12	0	0	17	33	17	33	0	0	47	38	22	13
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	12	0	6	42	8	0	42	8	0	55	61	35	18
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	11	0	7	45	9	0	36	9	0	56	39	47	18
	HEATHROW	UZBEKISTAN AIRLINES	S	A	15	0	3	47	13	20	13	7	0	48	35	44	17
	HEATHROW	UZBEKISTAN AIRLINES	S	D	15	0	3	27	13	27	20	13	0	66	41	43	17
<b>TOTAL TASHKENT</b>					<b>78</b>	<b>0</b>	<b>19</b>	<b>35</b>	<b>14</b>	<b>13</b>	<b>29</b>	<b>8</b>	<b>1</b>	<b>62</b>	<b>44</b>	<b>37</b>	<b>37</b>
TATRY-POPRAD	STANSTED	SKY EUROPE	S	A	9	0	0	56	11	11	22	0	0	42	0	0	0
	STANSTED	SKY EUROPE	S	D	9	0	0	67	22	11	0	0	0	14	0	0	0
<b>TOTAL TATRY-POPRAD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
TBILISI	HEATHROW	BMED	S	A	12	0	0	75	17	0	0	8	0	32	57	44	7
	HEATHROW	BMED	S	D	12	0	0	42	42	8	8	0	0	24	25	55	8
<b>TOTAL TBILISI</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>29</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>40</b>	<b>50</b>	<b>50</b>
TEHRAN	HEATHROW	BMED	S	A	31	0	0	84	10	3	3	0	0	9	68	15	22
	HEATHROW	BMED	S	D	31	0	0	52	29	13	6	0	0	19	55	27	22
	HEATHROW	IRAN AIR	S	A	13	0	0	23	38	31	8	0	0	28	38	39	13
	HEATHROW	IRAN AIR	S	D	13	0	0	46	8	38	8	0	0	26	23	69	13
	BIRMINGHAM	MAHAN AIR	S	A	9	0	1	22	11	22	22	11	11	110	0	126	9
	BIRMINGHAM	MAHAN AIR	S	D	9	0	1	22	0	0	56	11	11	118	0	138	9

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TEHRAN																		
	MANCHESTER	MAHAN AIR	S	A	10	0	0	40	20	10	10	10	10	80	0	0	0	
	MANCHESTER	MAHAN AIR	S	D	11	0	1	27	27	9	27	9	0	70	0	0	0	
<b>TOTAL TEHRAN</b>					<b>127</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>19</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>41</b>	<b>40</b>	<b>53</b>	<b>53</b>	
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	81	11	3	3	2	0	14	67	16	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	66	18	11	5	0	0	16	61	20	62	
	HEATHROW	EL AL	S	A	50	0	0	74	14	8	4	0	0	11	77	21	52	
	HEATHROW	EL AL	S	D	50	0	0	62	24	12	2	0	0	17	56	25	52	
	STANSTED	EL AL	S	A	20	0	0	75	15	10	0	0	0	8	83	4	12	
	STANSTED	EL AL	S	D	21	0	1	24	43	24	10	0	0	29	67	22	15	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	106	0	0	0	
<b>TOTAL TEL AVIV</b>					<b>270</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>20</b>	<b>20</b>	
TENERIFE (NORTE LOS ROD)																		
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	11	11	0	0	0	10	50	21	10	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	22	22	0	0	0	22	60	18	10	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	20	20	20	40	0	0	50	100	0	1	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	20	20	40	20	0	0	43	100	4	2	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	60	0	0	0	0	17	100	1	1	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	7	100	2	2	
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>14</b>	<b>14</b>	
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	A	4	0	0	25	0	25	50	0	0	43	0	0	0	
	MANCHESTER	AIR ATLANTA EUROPE LTD	C	D	4	0	0	25	0	50	25	0	0	42	0	0	0	
	GATWICK	AIR EUROPA	C	D	4	0	0	100	0	0	0	0	0	4	60	27	5	
	GLASGOW	AIR EUROPA	C	D	2	0	0	50	50	0	0	0	0	17	100	0	1	
	MANCHESTER	AIR EUROPA	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	AIR EUROPA	C	D	4	0	0	100	0	0	0	0	0	3	0	74	2	
	NEWCASTLE	AIR EUROPA	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	100	0	0	0	0	0	13	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	33	33	33	0	0	0	23	89	6	9	
	GATWICK	EXCEL AIRWAYS LTD	C	A	11	0	0	9	36	36	18	0	0	42	36	31	14	
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	15	46	31	8	0	0	29	69	18	16	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	38	25	38	0	0	0	23	17	44	12	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	44	33	0	11	11	0	39	81	10	16	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	0	11	0	0	10	80	6	10	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	0	11	0	0	13	80	5	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	67	17	11	6	0	0	19	71	13	24	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	53	21	16	11	0	0	23	57	15	28	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	88	10	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	10	100	4	10	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	0	67	0	0	90	71	8	7	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	0	0	33	33	0	113	86	6	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	25	0	0	88	4	4	4	0	0	5	77	24	26	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	29	0	0	86	7	7	0	0	0	8	78	29	27	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	0	56	12	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	7	78	15	9	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	87	3	7	3	0	0	9	38	88	8	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	90	10	0	0	0	0	5	75	70	8	
	STANSTED	FLYGLOBESPAN	S	A	29	0	0	55	28	10	3	3	0	23	0	0	0	
	STANSTED	FLYGLOBESPAN	S	D	30	0	0	63	23	7	3	3	0	21	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	0	50	0	50	0	0	46	33	24	9	
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	0	25	50	25	0	0	50	30	25	10	
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	0	0	50	50	0	0	59	100	5	4	
	MANCHESTER	FUTURA AIRLINES	C	A	3	0	0	67	33	0	0	0	0	10	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	50	0	50	0	0	0	24	0	158	1	
	NEWCASTLE	FUTURA AIRLINES	C	A	6	0	0	33	33	33	0	0	0	18	40	30	5	
	NEWCASTLE	FUTURA AIRLINES	C	D	6	0	0	50	17	17	17	0	0	24	100	3	3	
	GATWICK	GB AIRWAYS LTD	S	A	58	0	1	66	19	12	3	0	0	14	58	34	36	
	GATWICK	GB AIRWAYS LTD	S	D	62	0	0	53	23	23	2	0	0	18	57	31	37	
	MANCHESTER	GB AIRWAYS LTD	S	A	34	0	0	62	9	12	15	3	0	29	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	34	0	0	74	9	9	6	3	0	19	0	0	0	
	EDINBURGH	IBERWORLD	C	A	5	0	0	60	40	0	0	0	0	10	80	7	5	
	EDINBURGH	IBERWORLD	C	D	5	0	0	60	20	20	0	0	0	15	60	10	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	7	80	10	10	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	93	0	7	0	0	0	4	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	93	7	0	0	0	0	3	0	0	0	



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

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																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	2	83	5	12	
	GATWICK	MONARCH AIRLINES	C	A	13	0	0	46	23	8	8	8	8	71	53	26	17	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	33	27	13	20	0	7	66	57	20	21	
	LUTON	MONARCH AIRLINES	S	A	35	0	0	60	29	11	0	0	0	15	48	35	21	
	LUTON	MONARCH AIRLINES	S	D	35	0	0	74	17	9	0	0	0	9	57	31	21	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	0	43	27	27	0	3	0	27	72	12	29	
	MANCHESTER	MONARCH AIRLINES	C	A	14	0	0	71	14	14	0	0	0	9	57	31	14	
	MANCHESTER	MONARCH AIRLINES	C	D	15	0	0	87	7	7	0	0	0	9	90	15	21	
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	90	3	3	3	0	0	7	89	8	28	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	4	22	53	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	10	33	48	9	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	20	20	0	0	43	0	0	0	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	0	20	0	48	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	22	0	0	0	8	50	38	6	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	3	50	40	6	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	22	0	0	35	38	37	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	0	11	0	24	44	18	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	21	0	0	81	10	5	5	0	0	12	55	25	20	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	23	0	0	83	13	0	4	0	0	8	75	16	24	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	9	0	0	67	11	0	22	0	0	22	44	23	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	0	11	22	0	0	26	100	2	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	0	0	100	0	0	0	0	0	0	100	2	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	10	0	0	100	0	0	0	0	0	2	100	3	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	67	7	13	13	0	0	30	63	13	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	80	7	7	7	0	0	15	56	13	18	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	13	0	0	85	8	8	0	0	0	7	85	18	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	14	0	0	57	21	21	0	0	0	16	86	14	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	59	18	9	9	5	0	30	56	16	27	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	78	4	0	17	0	0	18	91	4	32	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	30	67	7	6	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	22	0	0	35	86	21	7	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	6	0	0	100	0	0	0	0	0	1	80	5	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	21	80	6	5	

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

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	44	22	33	0	0	0	16	92	2	13
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	22	22	44	11	0	0	34	62	22	13
	GATWICK	THOMSONFLY LTD	C	A	18	0	0	67	6	6	22	0	0	23	91	13	22
	GATWICK	THOMSONFLY LTD	C	D	18	0	0	56	28	6	11	0	0	20	73	20	22
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	78	11	0	11	0	0	17	89	4	9
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	2	89	5	9
	LUTON	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	2	67	18	9
	LUTON	THOMSONFLY LTD	C	D	9	1	0	67	22	11	0	0	0	12	44	29	9
	MANCHESTER	THOMSONFLY LTD	C	A	18	0	0	56	11	0	22	11	0	58	80	15	20
	MANCHESTER	THOMSONFLY LTD	C	D	18	0	0	67	0	0	22	11	0	59	64	28	22
	NEWCASTLE	THOMSONFLY LTD	C	A	9	0	0	78	0	11	11	0	0	18	89	5	9
	NEWCASTLE	THOMSONFLY LTD	C	D	9	0	0	78	11	0	11	0	0	20	100	2	9
	STANSTED	THOMSONFLY LTD	C	A	8	0	0	63	13	13	13	0	0	22	78	8	9
	STANSTED	THOMSONFLY LTD	C	D	9	0	0	78	0	11	11	0	0	25	89	4	9
	BIRMINGHAM	VOLAR AIRLINES	C	A	7	0	0	86	14	0	0	0	0	3	67	15	9
	BIRMINGHAM	VOLAR AIRLINES	C	D	7	0	0	100	0	0	0	0	0	7	67	16	9
	GLASGOW	VOLAR AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	43	27	7
	GLASGOW	VOLAR AIRLINES	C	D	9	0	0	78	22	0	0	0	0	6	50	25	8
	MANCHESTER	VOLAR AIRLINES	C	A	6	1	0	83	17	0	0	0	0	8	25	26	8
	MANCHESTER	VOLAR AIRLINES	C	D	7	0	0	86	14	0	0	0	0	4	27	44	11
	NEWCASTLE	VOLAR AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	40	18	5
	NEWCASTLE	VOLAR AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	80	11	5
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1320</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>21</b>	<b>21</b>
TIREE	GLASGOW	LOGANAIR	S	A	26	0	0	85	4	8	4	0	0	12	52	39	25
	GLASGOW	LOGANAIR	S	D	26	0	0	81	8	8	4	0	0	13	58	25	24
<b>TOTAL TIREE</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>55</b>	<b>33</b>	<b>33</b>
TOBAGO	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	31	31	0	38	0	0	41	69	19	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	79	14	0	7	0	0	14	62	16	13
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	75	0	25	0	0	0	14	100	0	3
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	1	0	50	50	0	0	0	0	10	18	70	11
<b>TOTAL TOBAGO</b>					<b>39</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>30</b>	<b>30</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	97	3	0	0	0	0	2	87	4	31	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	77	10	10	3	0	0	13	77	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	95	3	0	0	2	0	7	90	11	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	52	29	16	3	0	0	19	52	26	61	
	HEATHROW	JAPAN AIRLINES	S	A	56	0	1	86	4	4	4	4	0	18	74	9	62	
	HEATHROW	JAPAN AIRLINES	S	D	56	0	0	55	27	11	5	2	0	24	66	31	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	4	100	0	0	0	0	0	0	93	2	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	33	43	20	3	0	0	23	39	22	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>358</b>	<b>0</b>	<b>5</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>16</b>	<b>16</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	124	0	0	69	12	10	7	2	0	20	63	25	123	
	HEATHROW	AIR CANADA	S	D	123	1	0	66	18	11	6	0	0	18	62	18	123	
	BIRMINGHAM	AIR INDIA	S	A	14	0	0	36	0	14	14	21	14	134	0	0	0	
	BIRMINGHAM	AIR INDIA	S	D	13	0	0	8	8	23	23	38	0	141	0	0	0	
	GATWICK	AIR TRANSAT	S	A	10	0	1	50	40	0	10	0	0	18	69	20	13	
	GATWICK	AIR TRANSAT	S	D	10	0	1	60	10	10	20	0	0	24	38	30	13	
	GLASGOW	AIR TRANSAT	S	A	5	0	0	60	40	0	0	0	0	9	80	9	5	
	GLASGOW	AIR TRANSAT	S	D	5	0	0	20	40	40	0	0	0	32	60	20	5	
	MANCHESTER	AIR TRANSAT	S	A	5	0	0	20	40	40	0	0	0	28	80	14	5	
	MANCHESTER	AIR TRANSAT	S	D	5	0	0	20	0	80	0	0	0	37	60	18	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	85	7	5	3	0	0	8	76	18	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	46	23	28	3	0	0	22	35	26	62	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	13	0	0	38	23	0	31	0	8	87	67	17	9	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	13	0	0	62	15	8	8	0	8	69	89	15	9	
	GATWICK	ZOOM AIRLINES	S	A	10	0	0	40	20	10	20	10	0	51	67	29	6	
	GATWICK	ZOOM AIRLINES	S	D	9	0	0	56	0	22	11	0	11	146	50	14	6	
	GLASGOW	ZOOM AIRLINES	S	A	6	6	0	83	17	0	0	0	0	6	80	12	5	
	GLASGOW	ZOOM AIRLINES	S	D	6	1	0	67	0	0	33	0	0	41	100	5	4	
	MANCHESTER	ZOOM AIRLINES	S	A	6	0	0	67	17	0	17	0	0	24	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	D	6	0	0	67	0	0	33	0	0	40	0	0	0	
<b>TOTAL TORONTO</b>					<b>515</b>	<b>8</b>	<b>2</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>61</b>	<b>22</b>	<b>22</b>	
Toulon / Hyeres																		
	STANSTED	RYANAIR	S	A	29	0	1	86	0	7	7	0	0	13	0	0	0	

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					Actual (7)	Plan (8)											
TOULON / HYERES	STANSTED	RYANAIR		S D	30	0	0	63	23	3	10	0	0	23	0	0	0
<b>TOTAL TOULON / HYERES</b>					<b>59</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOULOUSE (BLAGNAC)	MANCHESTER	BMI REGIONAL		S A	29	0	0	79	10	7	3	0	0	10	68	19	28
	MANCHESTER	BMI REGIONAL		S D	29	0	0	90	0	7	3	0	0	8	86	11	28
	GATWICK	BRITISH AIRWAYS PLC		S A	80	0	0	64	18	14	5	0	0	18	73	14	83
	GATWICK	BRITISH AIRWAYS PLC		S D	79	0	0	72	15	9	4	0	0	13	74	12	82
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	58	0	0	76	10	7	7	0	0	13	61	20	59
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	58	0	0	69	17	9	5	0	0	16	54	22	59
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	50	15	2
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	0	0	24	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	7	0	18	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	100	0	0	0	0	0	2	0	27	1
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	18	100	13	2
	BIRMINGHAM	FLYBE LTD		S A	23	1	3	83	4	0	9	0	4	58	71	13	17
	BIRMINGHAM	FLYBE LTD		S D	25	0	0	80	12	0	4	4	0	20	88	10	17
	GATWICK	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	4	80	14	5
	GATWICK	THOMAS COOK AIRLINES LTD		C D	2	0	0	50	50	0	0	0	0	12	50	17	2
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	2	0	0	50	50	0	0	0	0	9	0	50	1
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	50	50	0	0	0	0	13	50	24	2
	GATWICK	THOMSONFLY LTD		C A	2	0	0	50	50	0	0	0	0	11	0	54	2
	GATWICK	THOMSONFLY LTD		C D	3	0	0	100	0	0	0	0	0	3	0	34	3
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>414</b>	<b>1</b>	<b>3</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>17</b>	<b>17</b>
TOURS	STANSTED	RYANAIR		S A	18	0	1	94	0	0	6	0	0	4	71	9	14
	STANSTED	RYANAIR		S D	19	0	0	79	16	5	0	0	0	9	53	17	15
<b>TOTAL TOURS</b>					<b>37</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>7</b>	<b>62</b>	<b>13</b>	<b>13</b>
TRANPANI																	
TREVISIO	LUTON	RYANAIR		S A	26	0	2	73	4	8	12	4	0	26	0	0	0
	LUTON	RYANAIR		S D	28	0	0	61	18	11	7	4	0	29	0	0	0
	STANSTED	RYANAIR		S A	68	1	16	81	12	6	1	0	0	7	87	5	85

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2004						
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)											
TREVISO																			
	STANSTED	RYANAIR		S D	70	0	0	69	13	13	6	0	0	16	76	10	86		
<b>TOTAL TREVISO</b>					<b>192</b>	<b>2</b>	<b>18</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>7</b>	<b>7</b>		
TRIESTE (RONCHI DEI LEGIO)																			
	STANSTED	RYANAIR		S A	30	0	0	63	23	13	0	0	0	15	93	3	30		
	STANSTED	RYANAIR		S D	30	0	0	40	30	27	3	0	0	22	73	8	30		
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>6</b>	<b>6</b>		
TRIPOLI																			
	GATWICK	AFRIQIYAH AIRWAYS		S A	22	0	0	14	9	9	64	5	0	89	53	16	15		
	GATWICK	AFRIQIYAH AIRWAYS		S D	22	0	0	0	0	14	68	18	0	123	47	23	15		
	HEATHROW	BRITISH AIRWAYS PLC		S A	28	0	0	61	18	11	11	0	0	21	72	10	18		
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	61	18	11	11	0	0	19	61	18	18		
	HEATHROW	LIBYAN ARAB AIRLINES		S A	9	0	0	11	44	11	11	22	0	78	44	32	9		
	HEATHROW	LIBYAN ARAB AIRLINES		S D	9	0	0	11	22	33	11	22	0	83	22	45	9		
<b>TOTAL TRIPOLI</b>					<b>118</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>15</b>	<b>13</b>	<b>31</b>	<b>8</b>	<b>0</b>	<b>61</b>	<b>54</b>	<b>21</b>	<b>21</b>		
TRIVANDRUM																			
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	0	0	0	100	0	0	82	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	0	50	50	0	0	0	32	0	0	0		
<b>TOTAL TRIVANDRUM</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>38</b>	<b>46</b>	<b>46</b>		
TRONDHEIM (VAERNES)																			
	STANSTED	NORWEGIAN AIR SHUTTLE		S A	23	0	1	74	13	9	4	0	0	11	89	5	18		
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	23	0	1	70	4	17	9	0	0	20	72	11	18		
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>46</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>9</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>9</b>	<b>9</b>		
TUNIS																			
	GATWICK	GB AIRWAYS LTD		S A	23	0	1	70	17	9	4	0	0	13	71	12	17		
	GATWICK	GB AIRWAYS LTD		S D	20	0	0	65	10	10	15	0	0	18	65	13	17		
	HEATHROW	TUNISAIR		S A	18	0	0	33	33	28	6	0	0	30	53	22	17		
	HEATHROW	TUNISAIR		S D	18	0	0	44	28	11	17	0	0	27	35	32	17		
<b>TOTAL TUNIS</b>					<b>79</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>22</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>20</b>	<b>20</b>		
TURIN																			
	BIRMINGHAM	BA CONNECT LTD		C D	2	0	0	0	50	0	50	0	0	45	25	27	4		
	GATWICK	BRITISH AIRWAYS PLC		S A	28	0	0	61	18	14	7	0	0	19	73	17	30		
	GATWICK	BRITISH AIRWAYS PLC		S D	29	0	0	69	14	7	10	0	0	19	77	14	30		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	33	0	0	39	33	15	12	0	0	27	70	11	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	33	0	0	48	27	18	6	0	0	25	73	10	30
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	0	67	0	0	87	33	46	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	0	50	25	0	0	54	20	19	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	21	100	4	3
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	40	50	26	2
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	0	9	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	6	50	11	2
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	12	50	8	2
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	9	100	0	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	50	41	2
	STANSTED	RYANAIR	S	A	30	0	1	73	7	10	10	0	0	16	72	12	58
	STANSTED	RYANAIR	S	D	31	0	0	68	16	3	13	0	0	22	60	16	58
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	50	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	12	100	0	2
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	0	50	0	50	0	0	53	50	31	2
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	0	0	0	100	0	0	120	33	29	3
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	20	0	20	0	0	40	25	22	4
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	10	100	1	3
<b>TOTAL TURIN</b>					<b>238</b>	<b>2</b>	<b>1</b>	<b>58</b>	<b>17</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					DEC 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
VAGAR																	
<b>TOTAL VAGAR</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>
VALENCIA																	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	59	18	9	14	0	0	26	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	9	9	5	0	0	17	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	3	3	3	3	0	14	86	11	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	20	13	3	3	0	24	76	15	29
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	100	0	0	0	0	0	1	67	23	27
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	92	8	0	0	0	0	5	74	15	27
	HEATHROW	IBERIA	S	A	30	0	0	57	17	13	10	3	0	28	67	15	30
	HEATHROW	IBERIA	S	D	30	0	0	63	13	17	3	3	0	25	60	15	30
	STANSTED	RYANAIR	S	A	50	0	0	74	16	8	2	0	0	13	50	27	30
	STANSTED	RYANAIR	S	D	50	0	0	60	26	12	2	0	0	16	59	27	29
<b>TOTAL VALENCIA</b>					<b>293</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>18</b>	<b>18</b>
VALLADOLID																	
	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	5	75	63	28
	STANSTED	RYANAIR	S	D	30	0	0	83	13	3	0	0	0	9	67	15	30
<b>TOTAL VALLADOLID</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>38</b>	<b>38</b>
VANCOUVER																	
	HEATHROW	AIR CANADA	S	A	31	0	0	61	19	16	3	0	0	18	77	12	31
	HEATHROW	AIR CANADA	S	D	31	0	0	68	26	3	3	0	0	14	61	19	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	23	16	6	0	0	19	87	13	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	35	35	26	3	0	0	24	55	21	31
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	50	50	0	0	0	41	0	0	0
	GATWICK	ZOOM AIRLINES	S	A	8	0	0	0	13	38	38	0	13	246	71	22	7
	GATWICK	ZOOM AIRLINES	S	D	9	0	0	22	33	11	22	0	11	214	57	31	7
	GLASGOW	ZOOM AIRLINES	S	A	4	3	1	50	0	50	0	0	0	22	0	31	2
	GLASGOW	ZOOM AIRLINES	S	D	5	0	0	60	20	20	0	0	0	14	40	46	5
	MANCHESTER	ZOOM AIRLINES	S	A	5	0	0	60	40	0	0	0	0	9	0	0	0
	MANCHESTER	ZOOM AIRLINES	S	D	5	0	0	80	20	0	0	0	0	7	0	0	0
<b>TOTAL VANCOUVER</b>					<b>163</b>	<b>3</b>	<b>1</b>	<b>50</b>	<b>25</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>66</b>	<b>19</b>	<b>19</b>
VARADERO																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
VARADERO																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	60	0	0	40	0	0	37	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	0	25	0	50	25	0	0	45	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	0	50	0	111	50	27	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	10	60	26	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	11	20	36	5	
<b>TOTAL VARADERO</b>					<b>40</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>31</b>	<b>31</b>	
VARNA																		
	GATWICK	BULGARIA AIR	S	A	11	0	0	55	0	9	27	9	0	60	0	0	0	
	GATWICK	BULGARIA AIR	S	D	11	0	0	45	9	0	36	9	0	64	0	0	0	
<b>TOTAL VARNA</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>5</b>	<b>5</b>	<b>32</b>	<b>9</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>0</b>	<b>0</b>	
VASTERAS																		
	LUTON	RYANAIR	S	A	49	0	1	67	20	8	4	0	0	16	0	0	0	
	LUTON	RYANAIR	S	D	50	0	0	66	16	14	4	0	0	18	0	0	0	
<b>TOTAL VASTERAS</b>					<b>99</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>11</b>	<b>11</b>	
VENICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	83	0	10	7	0	0	12	87	9	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	73	20	3	3	0	0	10	63	20	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	88	7	3	2	0	0	7	85	5	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	0	85	8	3	3	0	0	10	78	8	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	76	14	3	7	0	0	13	67	18	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	67	21	5	7	0	0	16	72	19	57	
<b>TOTAL VENICE</b>					<b>294</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>11</b>	<b>11</b>	
VERONA VILLAFRANCA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	73	10	7	10	0	0	13	77	16	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	70	17	10	3	0	0	14	73	18	30	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	17	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	4	50	17	2	



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
VERONA VILLAFRANCA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	0	50	50	0	0	0	37	0	17	2	
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	33	67	0	0	0	18	100	12	3		
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	0	50	50	0	0	27	0	61	1		
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	11	50	22	2		
<b>TOTAL VERONA VILLAFRANCA</b>					<b>79</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>18</b>	<b>18</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	155	0	0	71	18	7	4	0	13	81	10	154		
	HEATHROW	AUSTRIAN AIRLINES	S	D	155	0	0	58	21	12	9	0	20	60	18	154		
	MANCHESTER	BA CONNECT LTD	S	A	30	0	0	63	17	0	17	3	29	81	12	26		
	MANCHESTER	BA CONNECT LTD	S	D	30	0	0	87	0	0	13	0	14	78	11	27		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	116	0	0	71	16	9	4	0	14	78	19	115		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	116	0	0	57	24	14	5	0	19	61	24	115		
	STANSTED	NIKI	S	A	13	0	0	77	8	8	8	0	11	72	11	50		
	STANSTED	NIKI	S	D	13	0	0	54	8	31	8	0	19	58	15	50		
<b>TOTAL VIENNA</b>					<b>635</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>15</b>	<b>15</b>		
VILNIUS																		
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	30	0	0	80	10	0	10	0	14	97	3	30		
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	30	0	0	77	13	0	10	0	15	87	5	30		
	GATWICK	BRITISH AIRWAYS PLC	S	A	21	0	0	57	14	10	14	5	36	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	71	14	5	5	5	26	0	0	0		
	GATWICK	LITHUANIAN AIRLINES	S	A	36	0	0	94	0	3	3	0	6	80	8	56		
	GATWICK	LITHUANIAN AIRLINES	S	D	36	0	0	89	6	0	6	0	8	84	7	56		
<b>TOTAL VILNIUS</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>1</b>	<b>15</b>	<b>85</b>	<b>6</b>	<b>6</b>		

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	0	58	15	15	11	1	0	25	81	15	79
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	1	62	19	16	3	0	0	17	73	15	80
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	53	0	1	74	8	6	9	2	2	37	93	8	54
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	53	1	1	58	30	8	4	0	0	16	63	22	54
	EDINBURGH	LOT-POLISH AIRLINES	S	A	13	0	0	62	15	8	0	15	0	43	0	0	0
	EDINBURGH	LOT-POLISH AIRLINES	S	D	13	0	0	69	0	15	0	15	0	43	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	A	55	0	0	76	5	7	11	0	0	16	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	52	3	2	63	12	8	15	2	0	25	0	0	0
	HEATHROW	LOT-POLISH AIRLINES	S	A	88	0	0	53	22	6	19	0	0	27	67	17	91
	HEATHROW	LOT-POLISH AIRLINES	S	D	89	0	0	69	11	9	11	0	0	19	75	15	92
	MANCHESTER	LOT-POLISH AIRLINES	S	A	26	0	0	69	8	12	12	0	0	17	80	13	25
	MANCHESTER	LOT-POLISH AIRLINES	S	D	27	0	0	81	7	4	7	0	0	11	96	3	26
	STANSTED	SKY EUROPE	S	A	24	0	2	79	4	0	17	0	0	19	66	34	35
	STANSTED	SKY EUROPE	S	D	25	0	1	52	24	0	20	4	0	41	31	48	35
	LUTON	WIZZ AIR	S	A	54	0	0	63	15	13	7	2	0	21	63	36	52
	LUTON	WIZZ AIR	S	D	54	0	0	52	13	20	13	2	0	30	23	68	52
<b>TOTAL WARSAW</b>					<b>804</b>	<b>4</b>	<b>8</b>	<b>64</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>24</b>	<b>24</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	87	5	3	5	0	0	9	98	3	80
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	48	25	23	3	2	0	24	58	19	80
	HEATHROW	UNITED AIRLINES	S	A	91	0	0	86	9	5	0	0	0	6	80	12	93
	HEATHROW	UNITED AIRLINES	S	D	92	0	0	73	14	9	3	1	0	14	84	11	93
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53	27	10	10	0	0	24	70	10	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	23	37	33	7	0	0	33	60	22	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>365</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>13</b>	<b>13</b>
WATERFORD	LUTON	AER ARRAN	S	A	52	0	1	85	0	4	12	0	0	17	87	15	30
	LUTON	AER ARRAN	S	D	53	0	0	79	8	4	6	4	0	19	87	15	30
	MANCHESTER	AER ARRAN	S	A	11	0	1	82	9	0	0	9	0	21	92	1	12
	MANCHESTER	AER ARRAN	S	D	12	0	0	92	0	0	0	8	0	22	100	0	13
<b>TOTAL WATERFORD</b>					<b>128</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>11</b>	<b>11</b>
WICK																	

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2004				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
WINDHOEK	GATWICK	AIR NAMIBIA	S	A	13	0	0	77	23	0	0	0	0	10	0	0	0	
	GATWICK	AIR NAMIBIA	S	D	13	0	0	69	15	15	0	0	0	12	0	0	0	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</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>0</b>	<b>0</b>	<b>0</b>	
WROCLAW	STANSTED	RYANAIR	S	A	30	0	0	93	0	7	0	0	0	3	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	77	17	3	3	0	0	11	0	0	0	
<b>TOTAL WROCLAW</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ZAGREB	HEATHROW	CROATIA AIRLINES	S	A	31	0	0	65	10	13	13	0	0	21	61	15	28
	HEATHROW	CROATIA AIRLINES	S	D	34	0	0	47	32	9	12	0	0	24	61	20	28
<b>TOTAL ZAGREB</b>					<b>65</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>61</b>	<b>18</b>	<b>18</b>
ZARAGOZA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR	S	A	28	0	2	54	32	11	4	0	0	18	87	18	30
	STANSTED	RYANAIR	S	D	30	0	0	53	27	17	3	0	0	19	93	5	30
<b>TOTAL ZARAGOZA</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>27</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>15</b>	<b>15</b>
ZURICH	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	68	12	10	10	0	0	18	75	14	59
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	78	12	5	5	0	0	13	86	9	59
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	1	73	12	10	4	1	0	15	72	16	166
	HEATHROW	BRITISH AIRWAYS PLC	S	D	166	0	0	66	17	13	4	0	0	16	54	20	166
	LUTON	HELVETIC AIRWAYS	S	A	52	0	1	77	15	6	2	0	0	10	0	0	0
	LUTON	HELVETIC AIRWAYS	S	D	51	0	2	71	22	4	4	0	0	14	0	0	0
	BIRMINGHAM	SWISS AIRLINES	S	A	84	0	5	85	10	4	2	0	0	9	78	12	82
	BIRMINGHAM	SWISS AIRLINES	S	D	84	0	5	77	18	2	2	0	0	11	53	19	83
	HEATHROW	SWISS AIRLINES	S	A	182	0	0	74	12	10	5	0	0	13	74	13	183
	HEATHROW	SWISS AIRLINES	S	D	182	0	0	74	10	10	5	1	0	15	58	19	183
	LONDON CITY	SWISS AIRLINES	S	A	142	2	0	82	12	3	4	0	0	8	85	7	122
	LONDON CITY	SWISS AIRLINES	S	D	140	2	1	57	29	9	5	0	0	18	57	20	122
	MANCHESTER	SWISS AIRLINES	S	A	91	0	0	60	19	18	3	0	0	17	63	17	91
	MANCHESTER	SWISS AIRLINES	S	D	90	0	0	68	19	7	7	0	0	15	62	17	90
<b>TOTAL ZURICH</b>					<b>1551</b>	<b>8</b>	<b>17</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>15</b>	<b>15</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	628	20	0	73	9	8	8	1	0	22	72	18	575
SCHEDULED FLIGHTS(ALL ROUTES)	7010	27	116	79	9	7	4	1	0	15	82	11	6658
AIRPORT TOTAL	7638	47	116	78	9	7	4	1	0	15	81	12	7233

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	55	4	0	62	15	9	11	4	0	27	61	22	69
SCHEDULED FLIGHTS(ALL ROUTES)	7856	9	100	75	13	7	5	0	0	14	74	14	7692
AIRPORT TOTAL	7911	13	100	75	13	7	5	0	0	14	74	14	7761

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	2389	52	0	58	16	14	11	2	0	28	53	36	2639
SCHEDULED FLIGHTS(ALL ROUTES)	15944	17	118	69	14	10	7	1	0	18	72	15	15026
AIRPORT TOTAL	18333	69	118	67	14	10	7	1	0	20	69	18	17665

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	340	2	0	76	12	6	5	1	0	15	76	17	382
SCHEDULED FLIGHTS(ALL ROUTES)	6480	39	35	77	11	7	4	1	0	13	78	13	6085
AIRPORT TOTAL	6820	41	35	77	11	7	4	1	0	13	78	13	6467



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	13	9	0	23	38	23	15	0	0	32	17	25	6
SCHEDULED FLIGHTS(ALL ROUTES)	37755	23	118	65	16	11	7	1	0	20	68	18	37417
AIRPORT TOTAL	37768	32	118	65	16	11	7	1	0	20	68	18	37423

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4266	6	137	76	14	7	3	0	0	12	78	11	4248
AIRPORT TOTAL	4266	21	137	76	14	7	3	0	0	12	78	11	4248

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	172	58	0	67	18	7	7	1	0	19	70	19	208
SCHEDULED FLIGHTS(ALL ROUTES)	5590	21	55	70	14	10	5	1	0	17	72	14	4705
AIRPORT TOTAL	5762	79	55	70	15	10	5	1	0	17	72	14	4913

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1915	43	0	68	12	10	8	2	1	26	66	27	1971
SCHEDULED FLIGHTS(ALL ROUTES)	12677	27	98	76	11	7	5	0	0	14	78	14	12944
AIRPORT TOTAL	14592	70	98	75	12	7	5	1	0	16	77	15	14915

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	247	3	0	77	8	7	7	0	0	14	80	11	250
SCHEDULED FLIGHTS(ALL ROUTES)	3639	23	50	73	12	8	6	1	0	17	82	10	3419
AIRPORT TOTAL	3886	26	50	74	12	8	6	1	0	17	82	10	3669

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2005

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 2004			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	222	20	0	67	14	11	6	1	0	26	71	15	258
SCHEDULED FLIGHTS(ALL ROUTES)	12974	35	225	70	15	10	5	0	0	16	75	12	12421
AIRPORT TOTAL	13196	55	225	70	15	10	5	0	0	16	75	12	12679