

# Punctuality Statistics

Economic Regulation Group

Aviation Data Unit



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

**Full and Summary Analysis**

**May 2006**

**Disclaimer**

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

## Contents

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

## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

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

2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BA CONNECT LTD	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>8</b>	<b>3</b>
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	23	50	28	4
	THOMSONFLY LTD	C	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>18</b>	<b>7</b>
<b>TOTAL AUSTRIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>9</b>	<b>64</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	251	0	3	93	5	2	0	0	0	3	89	5	235
<b>TOTAL BRUSSELS</b>			<b>251</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>235</b>
<b>TOTAL BELGIUM</b>			<b>251</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>235</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	3	1	0	33	0	67	0	0	0	27	0	64	5
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	20	40	0	40	0	0	54	67	15	6
<b>TOTAL BURGAS</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>36</b>	<b>37</b>	<b>11</b>
VARNA	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	0	20	0	0	0	15	0	0	0
<b>TOTAL VARNA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>100</b>	<b>8</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>14</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>14</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>31</b>	<b>14</b>
<b>CANADA</b>															
TORONTO	AIR INDIA	S	52	0	0	52	10	17	12	4	6	64	21	33	14
	AIR TRANSAT	S	10	0	0	80	0	20	0	0	0	11	70	10	10
	THOMAS COOK AIRLINES LTD	S	8	0	0	63	0	25	13	0	0	26	63	18	8
<b>TOTAL TORONTO</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>52</b>	<b>47</b>	<b>22</b>	<b>32</b>
<b>TOTAL CANADA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>4</b>	<b>52</b>	<b>47</b>	<b>22</b>	<b>32</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	C	8	0	0	63	38	0	0	0	0	12	67	29	9
<b>TOTAL DUBROVNIK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>29</b>	<b>9</b>
PULA	THOMSONFLY LTD	C	9	0	0	78	0	11	0	0	11	63	0	0	0
<b>TOTAL PULA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>0</b>
SPLIT	CROATIA AIRLINES	C	2	0	0	0	50	0	50	0	0	66	0	43	2
	FLYBE LTD	C	7	0	0	57	29	14	0	0	0	17	57	20	7
<b>TOTAL SPLIT</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>25</b>	<b>9</b>
<b>TOTAL CROATIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>35</b>	<b>56</b>	<b>27</b>	<b>18</b>
<b>CYPRUS</b>															
LARNACA	AIR MALTA	C	9	0	0	33	11	44	11	0	0	34	0	0	0
	AJET	C	10	0	0	40	0	30	20	0	10	124	0	0	0
	CYPRUS AIRWAYS	S	17	0	1	29	53	6	12	0	0	28	56	18	16
	EUROCYPRIA AIRLINES LTD	C	8	0	0	25	63	13	0	0	0	20	50	17	10
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	44	0	0	0	0	14	60	20	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LARNACA	MY TRAVEL AIRWAYS UK	C	10	0	0	80	20	0	0	0	0	6	57	14	7
	THOMAS COOK AIRLINES LTD	C	16	0	0	75	6	0	19	0	0	21	67	14	9
	THOMSONFLY LTD	C	7	0	0	43	57	0	0	0	0	15	89	11	9
<b>TOTAL LARNACA</b>			<b>86</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>30</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>62</b>	<b>17</b>	<b>76</b>
PAPHOS	AIR MALTA	C	7	0	0	14	71	14	0	0	0	26	67	55	9
	FIRST CHOICE AIRWAYS LTD	S	10	0	0	70	30	0	0	0	0	10	38	24	8
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	18	0	0	67	22	11	0	0	0	11	44	19	18
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	29	0	0	0	16	80	44	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	80	9	10
THOMSONFLY LTD	C	17	0	0	47	24	29	0	0	0	25	44	94	16	
<b>TOTAL PAPHOS</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>24</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>43</b>	<b>71</b>
<b>TOTAL CYPRUS</b>			<b>158</b>	<b>1</b>	<b>1</b>	<b>55</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>59</b>	<b>30</b>	<b>147</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	62	0	0	47	13	26	8	6	0	34	58	23	62
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>26</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>68</b>	<b>15</b>	<b>177</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>26</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>68</b>	<b>15</b>	<b>177</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	32	0	14	34	25	38	3	0	0	28	30	30	37
<b>TOTAL BILLUND</b>			<b>32</b>	<b>0</b>	<b>14</b>	<b>34</b>	<b>25</b>	<b>38</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>30</b>	<b>30</b>	<b>37</b>
COPENHAGEN	SAS	S	102	0	0	66	18	12	5	0	0	16	79	9	114
<b>TOTAL COPENHAGEN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>9</b>	<b>114</b>
<b>TOTAL DENMARK</b>			<b>134</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>19</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>14</b>	<b>151</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	6	78	9	9
<b>TOTAL PUERTO PLATA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>9</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>9</b>
<b>EGYPT</b>															
LUXOR	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	3	88	5	8
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>5</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	12	57	39	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSONFLY LTD	C	5	0	0	60	20	20	0	0	0	15	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>31</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>39</b>	<b>7</b>
<b>TOTAL EGYPT</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>21</b>	<b>15</b>
<b>FINLAND</b>															
HELSINKI	CITY AIRLINE	S	4	0	1	100	0	0	0	0	0	5	53	20	47
<b>TOTAL HELSINKI</b>			<b>4</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>5</b>	<b>53</b>	<b>20</b>	<b>47</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FINLAND			4	0	1	100	0	0	0	0	0	5	53	20	47
FRANCE															
BASTIA	FLYBE LTD	C	5	0	0	100	0	0	0	0	0	3	100	5	6
TOTAL BASTIA			5	0	0	100	0	0	0	0	0	3	100	5	6
BERGERAC	FLYBE LTD	S	38	0	0	79	11	5	5	0	0	14	57	21	42
TOTAL BERGERAC			38	0	0	79	11	5	5	0	0	14	57	21	42
BORDEAUX	BMIBABY LTD	S	57	2	5	88	7	2	4	0	0	7	0	0	0
TOTAL BORDEAUX			57	2	5	88	7	2	4	0	0	7	0	0	0
BREST	FLYBE LTD	S	36	0	0	83	6	6	6	0	0	13	81	9	36
TOTAL BREST			36	0	0	83	6	6	6	0	0	13	81	9	36
LA ROCHELLE	FLYBE LTD	S	28	0	0	32	32	18	11	7	0	50	63	29	41
TOTAL LA ROCHELLE			28	0	0	32	32	18	11	7	0	50	63	29	41
LYON	BA CONNECT LTD	S	102	0	0	90	3	3	4	0	0	7	85	8	102
TOTAL LYON			102	0	0	90	3	3	4	0	0	7	85	8	102
NICE	BA CONNECT LTD	S	8	0	0	100	0	0	0	0	0	0	100	2	8
	BMIBABY LTD	S	62	0	0	58	11	5	23	3	0	42	0	0	0
TOTAL NICE			70	2	0	63	10	4	20	3	0	38	100	2	10
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	266	1	0	89	6	3	2	0	0	7	85	7	257
	CITY JET	S	340	0	0	88	8	2	2	0	0	6	94	5	340
TOTAL PARIS (CHARLES DE GAULLE)			606	1	0	88	7	2	2	0	0	6	90	6	597
PERPIGNAN	FLYBE LTD	S	28	0	0	61	7	14	18	0	0	27	58	22	38
TOTAL PERPIGNAN			28	0	0	61	7	14	18	0	0	27	58	22	38
TARBES-LOURDES INTERNATIONAL	JETAIRFLY	C	2	0	0	50	0	50	0	0	0	28	0	0	0
TOTAL TARBES-LOURDES INTERNATIONAL			3	0	0	67	0	33	0	0	0	20	60	27	5
TOULOUSE (BLAGNAC)	FLYBE LTD	S	56	0	0	86	5	4	5	0	0	9	72	18	60
TOTAL TOULOUSE (BLAGNAC)			56	0	0	86	5	4	5	0	0	9	72	18	60
TOTAL FRANCE			1029	5	5	84	7	4	4	0	0	11	84	9	937
GERMANY															
BERLIN (TEGEL)	BA CONNECT LTD	S	61	0	0	87	10	3	0	0	0	5	0	0	0
TOTAL BERLIN (TEGEL)			61	0	0	87	10	3	0	0	0	5	0	0	0
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	30	0	0	63	7	17	13	0	0	27	0	0	0
TOTAL COLOGNE (BONN)			30	0	0	63	7	17	13	0	0	27	96	4	46
DUSSELDORF	BA CONNECT LTD	S	207	0	0	93	1	3	3	0	0	5	89	6	199
	EUROWINGS LUFTVERKEHRS	S	175	0	0	78	13	6	3	0	0	10	87	6	136
TOTAL DUSSELDORF			382	0	0	86	7	4	3	0	0	7	88	6	335
FRANKFURT MAIN	BA CONNECT LTD	S	214	1	0	91	7	1	1	0	0	4	92	4	241
	LUFTHANSA	S	248	0	0	75	14	7	4	0	0	14	88	6	212
TOTAL FRANKFURT MAIN			462	1	0	82	11	5	3	0	0	9	90	5	453
HAMBURG	BA CONNECT LTD	S	92	0	0	87	11	2	0	0	0	5	98	3	90

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>TOTAL HAMBURG</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>98</b>	<b>3</b>	90
HANOVER	BA CONNECT LTD	S	62	0	0	95	5	0	0	0	0	2	90	3	62
<b>TOTAL HANOVER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>3</b>	62
MUNICH	LUFTHANSA CITY LINE	S	178	0	0	81	13	6	0	0	0	7	0	0	0
<b>TOTAL MUNICH</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	174
MUNSTER-OSNABRUCK	AIR BERLIN	C	8	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>45</b>	8
PADERBORN	AIR BERLIN	C	8	0	0	88	0	13	0	0	0	7	0	0	0
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>1</b>	10
STUTTGART	BA CONNECT LTD	S	145	0	0	94	3	2	0	0	0	3	91	6	134
	BLUE LINE	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL STUTTGART</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>6</b>	134
<b>TOTAL GERMANY</b>			<b>1438</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	1312
<b>GREECE</b>															
CORFU	AIR MALTA	C	10	0	0	60	0	20	10	10	0	52	11	56	9
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	29	0	29	0	0	52	67	16	3
	HOLA AIRLINES	C	3	0	0	33	67	0	0	0	0	14	0	0	0
	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	5	100	1	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	4	56	20	9
	THOMSONFLY LTD	C	7	0	0	71	0	29	0	0	0	15	57	66	7
	TRAVEL SERVICE ESPANA	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL CORFU</b>			<b>48</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>27</b>	47
HERAKLION	FIRST CHOICE AIRWAYS LTD	C	13	0	0	31	23	31	15	0	0	37	100	0	2
	MONARCH AIRLINES	C	18	0	0	72	0	17	11	0	0	18	73	12	11
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	1	75	6	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	88	4	8
<b>TOTAL HERAKLION</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>7</b>	38
KALAMATA	EXCEL AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	6	50	23	6
<b>TOTAL KALAMATA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>23</b>	8
KAVALLA	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	0	7	89	9	9
<b>TOTAL KAVALLA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>9</b>	9
KEFALLINIA	BMI BRITISH MIDLAND	C	7	0	0	43	0	14	14	14	14	202	33	29	6
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	8	100	1	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	4	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>65</b>	<b>65</b>	<b>21</b>	23
KOS	BMI BRITISH MIDLAND	C	7	0	0	43	14	14	29	0	0	64	0	130	4
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	88	3	8
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	86	4	7
	THOMSONFLY LTD	C	7	0	0	71	0	0	29	0	0	41	71	11	7
<b>TOTAL KOS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>25</b>	26
RHODES	AIR MALTA	C	10	0	0	40	20	40	0	0	0	23	13	148	8

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			Actual (7)	Plan (8)											
RHODES	BMI BRITISH MIDLAND	C	7	0	0	100	0	0	0	0	0	7	0	181	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	71	7	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	7
	THOMSONFLY LTD	C	9	0	0	78	11	11	0	0	0	12	29	112	7
<b>TOTAL RHODES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>43</b>	<b>89</b>	<b>35</b>
SALONIKA	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	1	67	14	3
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	2	100	0	1
<b>TOTAL SALONIKA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>11</b>	<b>4</b>	
SKIATHOS	AIR MALTA	C	4	0	0	50	0	0	25	25	0	97	100	6	2
<b>TOTAL SKIATHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>97</b>	<b>100</b>	<b>6</b>	<b>2</b>
THIRA (SANTORINI)	AIR MALTA	C	4	0	0	75	25	0	0	0	0	14	100	8	1
<b>TOTAL THIRA (SANTORINI)</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>14</b>	<b>20</b>	<b>45</b>	<b>5</b>
ZAKINTHOS	AIR MALTA	C	4	0	0	75	0	25	0	0	0	12	86	6	7
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	22	0	0	0	0	8	100	1	9
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	14	88	7	8
	MY TRAVEL AIRWAYS UK	C	15	1	0	73	0	13	13	0	0	21	100	3	4
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	100	5	7
<b>TOTAL ZAKINTHOS</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>21</b>	<b>45</b>
<b>TOTAL GREECE</b>			<b>271</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>30</b>	<b>251</b>
<b>INDIA</b>															
DELHI	AIR INDIA	S	52	0	0	46	15	19	10	4	6	64	29	39	14
<b>TOTAL DELHI</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>64</b>	<b>29</b>	<b>39</b>	<b>14</b>
<b>TOTAL INDIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>64</b>	<b>29</b>	<b>39</b>	<b>14</b>
<b>IRAN</b>															
TEHRAN	MAHAN AIR	S	16	0	0	63	13	13	13	0	0	22	63	15	16
<b>TOTAL TEHRAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>15</b>	<b>16</b>
<b>TOTAL IRAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>15</b>	<b>16</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	75	0	3	68	8	9	15	0	0	22	60	27	62
<b>TOTAL CONNAUGHT</b>			<b>75</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>8</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>27</b>	<b>62</b>
CORK	BMIBABY LTD	S	62	0	0	55	23	11	11	0	0	22	72	19	61
	CORSAIR	C	2	0	0	0	0	50	50	0	0	83	0	0	0
	VLM (BELGIUM)	C	2	0	0	50	0	50	0	0	0	19	0	0	0
<b>TOTAL CORK</b>			<b>66</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>86</b>	<b>11</b>	<b>177</b>
DUBLIN	AER LINGUS	S	170	0	0	62	21	10	5	2	0	21	66	19	204
	RYANAIR	S	150	0	0	66	21	9	3	0	0	13	84	9	152
<b>TOTAL DUBLIN</b>			<b>320</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>15</b>	<b>356</b>
KERRY COUNTY	VLM (BELGIUM)	C	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	BMI REGIONAL	C	2	0	0	0	0	100	0	0	0	41	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
SHANNON	CORSAIR	C	2	0	0	0	0	50	50	0	0	73	0	0	0
<b>TOTAL SHANNON</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>50</b>	<b>48</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>467</b>	<b>2</b>	<b>3</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>17</b>	<b>695</b>
<b>ITALY</b>															
ALGHERO/SASSARI	BA CONNECT LTD	C	5	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>16</b>	<b>5</b>
BRESCIA/MONTICHIARI	BA CONNECT LTD	C	7	1	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</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>3</b>	<b>100</b>	<b>7</b>	<b>2</b>
MILAN (MALPENSA)	BA CONNECT LTD	S	108	0	0	84	10	4	2	0	0	8	89	10	149
<b>TOTAL MILAN (MALPENSA)</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>8</b>	<b>265</b>
NAPLES	FUTURA AIRLINES	C	3	0	0	0	0	0	100	0	0	106	0	0	0
	THOMSONFLY LTD	C	7	0	0	71	14	14	0	0	0	11	60	15	5
	TRAVEL SERVICE ESPANA	C	2	0	0	0	0	50	50	0	0	93	0	0	0
<b>TOTAL NAPLES</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>7</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>36</b>	<b>95</b>	<b>11</b>
VERONA VILLAFRANCA	THOMSONFLY LTD	C	14	0	0	79	7	7	7	0	0	16	86	9	14
<b>TOTAL VERONA VILLAFRANCA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>9</b>	<b>14</b>
<b>TOTAL ITALY</b>			<b>148</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>16</b>	<b>370</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	10	0	0	50	30	20	0	0	0	18	0	0	0
	AIR MALTA	S	18	0	0	50	28	22	0	0	0	17	75	8	20
	HELLO	C	8	0	0	75	13	0	13	0	0	17	50	19	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	4	60	33	10
<b>TOTAL MALTA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>57</b>
<b>TOTAL MALTA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>57</b>
<b>MEXICO</b>															
CANCUN	THOMSONFLY LTD	C	11	0	0	91	9	0	0	0	0	5	100	2	9
<b>TOTAL CANCUN</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>9</b>
<b>TOTAL MEXICO</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>2</b>	<b>9</b>
<b>MOROCCO</b>															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	8	2	0	88	13	0	0	0	0	8	0	0	0
<b>TOTAL AGADIR</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	116	0	0	84	8	7	2	0	0	8	74	17	112
	KLM	S	186	0	0	91	4	2	3	0	0	6	0	0	0
	KLM CITYHOPPER	S	176	0	0	89	5	5	1	0	0	6	74	13	349
<b>TOTAL AMSTERDAM</b>			<b>478</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>14</b>	<b>461</b>
<b>TOTAL NETHERLANDS</b>			<b>478</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>74</b>	<b>14</b>	<b>461</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	64	18	16	2	0	0	15	91	8	44
<b>TOTAL ISLAMABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>8</b>	<b>44</b>
<b>TOTAL PAKISTAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>8</b>	<b>44</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	18	0	0	67	22	11	0	0	0	12	0	0	0
<b>TOTAL KRAKOW</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>18</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EUROPEAN AIR CHARTER	C	4	0	0	50	25	0	25	0	0	24	75	10	4
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	13	13	0	0	0	12	81	8	16
	FLYBE LTD	S	28	0	0	46	39	14	0	0	0	20	48	23	44
	MONARCH AIRLINES	S	62	0	0	87	6	3	3	0	0	8	100	2	8
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	11	89	8	18
	THOMSONFLY LTD	C	7	1	0	100	0	0	0	0	0	0	43	43	7
<b>TOTAL FARO</b>			<b>133</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>150</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>133</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>73</b>	<b>14</b>	<b>150</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	11	80	13	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>13</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>13</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AIR SLOVAKIA BWJ	S	8	0	0	13	25	13	50	0	0	60	0	188	9
<b>TOTAL BRATISLAVA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>188</b>	<b>9</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>188</b>	<b>9</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	8	0	0	75	0	0	25	0	0	21	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
ALICANTE	BA CONNECT LTD	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	BMIBABY LTD	S	62	1	0	63	16	16	5	0	0	18	65	19	52
	FLYBE LTD	S	44	0	0	82	9	0	5	5	0	24	41	33	44
	MONARCH AIRLINES	S	26	0	0	73	12	12	4	0	0	12	60	17	15
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	75	10	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	71	20	7
	THOMSONFLY LTD	C	10	2	0	100	0	0	0	0	0	3	80	10	10
<b>TOTAL ALICANTE</b>			<b>166</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>17</b>	<b>203</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ALMERIA	EUROPEAN AIR CHARTER	C	8	0	0	100	0	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	S	24	0	0	75	21	4	0	0	0	10	0	0	0
<b>TOTAL ALMERIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>17</b>	<b>70</b>
BARCELONA	BA CONNECT LTD	S	62	0	0	87	6	3	3	0	0	7	84	6	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>6</b>	<b>62</b>
GERONA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	100	1	7
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	2	86	15	7
	THOMSONFLY LTD	C	7	0	0	71	0	0	29	0	0	45	75	23	8
<b>TOTAL GERONA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>14</b>	<b>22</b>
IBIZA	BA CONNECT LTD	C	7	0	0	100	0	0	0	0	0	1	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	10	90	7	10
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	29	0	0	24	75	6	16
	THOMSONFLY LTD	C	16	0	0	75	6	6	0	13	0	31	61	41	23
<b>TOTAL IBIZA</b>			<b>40</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>16</b>	<b>78</b>
MADRID	BA CONNECT LTD	S	61	0	0	84	8	8	0	0	0	8	72	19	60
<b>TOTAL MADRID</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>19</b>	<b>60</b>
MAHON	BA CONNECT LTD	C	7	0	0	71	0	0	29	0	0	22	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	0	0	10	0	26	70	10	10
	MONARCH AIRLINES	C	10	0	0	60	20	0	20	0	0	28	67	12	15
	MONARCH AIRLINES	S	30	0	2	87	7	0	7	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	1	71	8	7
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	3	88	13	16
	THOMSONFLY LTD	C	7	0	0	71	14	14	0	0	0	12	93	21	14
<b>TOTAL MAHON</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>88</b>
MALAGA	BMIBABY LTD	S	71	1	8	65	10	23	3	0	0	17	46	27	70
	FLYBE LTD	S	26	0	0	50	31	12	8	0	0	24	65	30	62
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	C	2	1	0	0	100	0	0	0	0	22	0	0	0
	MONARCH AIRLINES	S	68	1	0	49	24	22	6	0	0	24	87	7	62
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	42	75	8	8
	THOMSONFLY LTD	C	8	2	0	100	0	0	0	0	0	4	78	16	18
<b>TOTAL MALAGA</b>			<b>187</b>	<b>5</b>	<b>8</b>	<b>58</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>18</b>	<b>292</b>	
MURCIA SAN JAVIER	FLYBE LTD	S	25	0	1	60	28	12	0	0	0	13	52	26	44
	MONARCH AIRLINES	S	38	0	0	76	3	16	5	0	0	13	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>63</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>18</b>	<b>105</b>
PALMA DE MALLORCA	AIR MALTA	C	3	0	0	33	0	0	0	67	0	228	82	7	11
	BA CONNECT LTD	C	9	0	0	33	33	33	0	0	0	24	50	21	6
	BMIBABY LTD	S	62	1	0	71	13	16	0	0	0	12	66	16	62
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	66	9	19	6	0	0	18	57	15	30
	MONARCH AIRLINES	S	8	0	0	13	13	38	38	0	0	42	0	0	0
	MY TRAVEL AIRWAYS UK	C	24	0	0	75	13	13	0	0	0	10	89	9	18
	THOMAS COOK AIRLINES LTD	C	23	0	0	74	17	0	9	0	0	19	83	12	23
	THOMSONFLY LTD	C	46	1	0	89	7	0	4	0	0	9	60	14	43
	TRAVEL SERVICE ESPANA	C	3	0	0	0	33	0	33	0	33	225	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 PALMA DE MALLORCA</b>			<b>210</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>15</b>	297
<b>REUS</b>	FIRST CHOICE AIRWAYS LTD	C	11	0	0	64	0	18	18	0	0	36	94	4	17
	MY TRAVEL AIRWAYS UK	C	16	0	0	100	0	0	0	0	0	1	78	38	9
	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	1	0	0	0
	THOMSONFLY LTD	C	7	0	0	71	14	0	14	0	0	20	100	1	7
<b>TOTAL REUS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>12</b>	34
<b>TOTAL SPAIN</b>			<b>956</b>	<b>13</b>	<b>11</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>16</b>	1311
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR MALTA	C	8	0	0	88	13	0	0	0	0	6	75	11	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	0	0	0
	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	0	6	11	0	0	13	100	0	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	100	0	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	80	6	10
<b>TOTAL ARRECIFE</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>3</b>	60
<b>FUERTEVENTURA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	13	13	0	0	16	100	3	8
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	11	0	11	0	0	16	75	36	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	3	75	21	8
	THOMSONFLY LTD	C	10	0	0	80	0	0	0	20	0	45	100	2	9
<b>TOTAL FUERTEVENTURA</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>15</b>	33
<b>LAS PALMAS</b>	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	0	6	6	0	18	100	0	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	0	10	0	30	100	4	2
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	90	6	10
	VOLAR AIRLINES	C	10	0	0	60	30	10	0	0	0	13	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>8</b>	38
<b>TENERIFE (SURREINA SOFIA)</b>	AIR MALTA	C	7	0	0	29	14	0	43	14	0	77	38	81	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	28	50	18	18
	MONARCH AIRLINES	S	36	0	2	67	8	14	11	0	0	21	95	4	62
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	6	6	0	0	10	67	22	18
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	4	93	2	15
	THOMSONFLY LTD	C	10	0	0	90	0	10	0	0	0	6	89	6	18
	VOLAR AIRLINES	C	10	0	0	80	20	0	0	0	0	7	94	2	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>105</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>12</b>	157
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>249</b>	<b>3</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>86</b>	<b>10</b>	288
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	83	0	0	87	10	4	0	0	0	6	43	27	49
<b>TOTAL GOTEBORG</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>43</b>	<b>27</b>	49
<b>GOTEBORG (SAVE)</b>	STERLING AIRLINES	C	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL GOTEBORG (SAVE)</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL SWEDEN</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>52</b>	<b>21</b>	73
<b>SWITZERLAND</b>															
<b>GENEVA</b>	BA CONNECT LTD	S	62	0	0	84	8	8	0	0	0	7	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
ZURICH	SWISS AIRLINES	S	182	0	0	84	11	5	0	0	0	8	76	11	168
<b>TOTAL ZURICH</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	168
<b>TOTAL SWITZERLAND</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>11</b>	168
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	70	10	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	3	80	6	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	22	0	0	0	12	60	44	10
	THOMSONFLY LTD	C	8	0	0	50	38	13	0	0	0	14	75	27	8
<b>TOTAL MONASTIR</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>9</b>	<b>71</b>	<b>21</b>	38
<b>TOTAL TUNISIA</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>9</b>	<b>71</b>	<b>21</b>	38
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	10	0	0	30	30	10	30	0	0	36	89	23	19
<b>TOTAL ANTALYA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>89</b>	<b>23</b>	19
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	0	11	11	0	40	100	2	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	1	100	6	9
	ONUR AIR	C	7	1	0	57	14	29	0	0	0	18	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	0	0	11	22	0	62	100	2	9
	THOMSONFLY LTD	C	7	0	0	71	29	0	0	0	0	6	78	10	9
<b>TOTAL BODRUM (MILAS)</b>			<b>41</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>27</b>	<b>96</b>	<b>4</b>	45
DALAMAN	AIR MALTA	C	10	0	0	30	20	20	10	20	0	90	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	0	50	50	0	0	0	37	0	53	2
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	9	60	24	10
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	29	0	0	33	96	3	23
	ONUR AIR	C	8	0	0	75	13	13	0	0	0	13	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	0	9	100	1	11
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	1	89	6	9
<b>TOTAL DALAMAN</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>12</b>	67
IZMIR (ADNAM MENDERES)	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	14	92	7
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>92</b>	7
<b>TOTAL TURKEY</b>			<b>119</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>15</b>	138
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	30	0	4	83	10	7	0	0	0	7	94	5	32
<b>TOTAL ASHKHABAD</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>5</b>	32
<b>TOTAL TURKMENISTAN</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>94</b>	<b>5</b>	32
<b>UKRAINE</b>															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	18	0	0	72	22	0	6	0	0	16	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL UKRAINE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>22</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	76	11	10	2	2	0	14	69	13	62
TOTAL DUBAI			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>13</b>	<b>62</b>
TOTAL UNITED ARAB EMIRATES			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>13</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BA CONNECT LTD	S	158	0	0	92	6	1	1	0	0	4	79	9	156
TOTAL ABERDEEN			<b>158</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>156</b>
BELFAST CITY	BA CONNECT LTD	S	214	0	0	91	3	3	2	0	0	5	0	0	0
	FLYBE LTD	S	334	0	6	84	9	4	4	0	0	9	76	12	368
TOTAL BELFAST CITY			<b>548</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>12</b>	<b>368</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	160	3	10	74	13	11	1	0	0	12	49	23	152
TOTAL BELFAST INTERNATIONAL			<b>160</b>	<b>3</b>	<b>10</b>	<b>74</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>23</b>	<b>152</b>
EDINBURGH	BA CONNECT LTD	S	331	1	0	82	6	7	4	1	0	11	80	10	309
	BMIBABY LTD	S	163	2	7	79	8	8	4	2	0	16	67	14	120
	FLYBE LTD	S	307	0	7	86	7	3	3	1	0	9	68	17	306
TOTAL EDINBURGH			<b>801</b>	<b>3</b>	<b>14</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>13</b>	<b>735</b>
GLASGOW	BA CONNECT LTD	S	321	1	0	90	4	3	2	0	0	6	92	4	271
	FLYBE LTD	S	305	0	1	87	7	2	3	1	0	10	79	11	295
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	14	0	43	0	0	40	0	0	0
TOTAL GLASGOW			<b>633</b>	<b>2</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>566</b>
GUERNSEY	FLYBE LTD	S	67	0	5	67	13	7	12	0	0	21	67	16	61
TOTAL GUERNSEY			<b>67</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>13</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>16</b>	<b>61</b>
INVERNESS	EASTERN AIRWAYS	S	137	0	9	91	6	1	1	0	0	4	79	10	132
TOTAL INVERNESS			<b>137</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>10</b>	<b>132</b>
ISLE OF MAN	EASTERN AIRWAYS	S	138	0	16	88	4	6	1	1	0	7	94	3	134
	FLYBE LTD	S	62	0	0	76	8	2	15	0	0	19	73	12	62
TOTAL ISLE OF MAN			<b>200</b>	<b>1</b>	<b>16</b>	<b>85</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>6</b>	<b>196</b>
JERSEY	FLYBE LTD	S	66	0	4	59	21	9	6	2	3	37	51	24	79
TOTAL JERSEY			<b>66</b>	<b>2</b>	<b>4</b>	<b>59</b>	<b>21</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>37</b>	<b>53</b>	<b>23</b>	<b>87</b>
MANCHESTER	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	48	0	0	0
TOTAL MANCHESTER			<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEWCASTLE	EASTERN AIRWAYS	S	162	0	22	94	3	2	0	0	0	4	91	4	160
TOTAL NEWCASTLE			<b>162</b>	<b>0</b>	<b>22</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>161</b>
NOTTINGHAM EAST MIDLANDS INT'L	THOMAS COOK AIRLINES LTD	C	5	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			<b>5</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>0</b>	<b>0</b>	<b>0</b>
TOTAL UNITED KINGDOM			<b>2939</b>	<b>20</b>	<b>87</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>2668</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	68	0	0	60	16	15	7	0	1	26	69	15	124
TOTAL NEW YORK (NEWARK)			<b>68</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>69</b>	<b>15</b>	<b>124</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANFORD	THOMSONFLY LTD	C	16	0	0	63	19	13	6	0	0	17	31	30	16
TOTAL SANFORD			16	0	0	63	19	13	6	0	0	17	31	30	16
TOTAL USA			84	0	0	61	17	14	7	0	1	24	64	17	140
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	20	0	8	85	15	0	0	0	0	7	90	5	20
TOTAL TASHKENT			20	0	8	85	15	0	0	0	0	7	90	5	20
TOTAL UZBEKISTAN			20	0	8	85	15	0	0	0	0	7	90	5	20
TOTAL BIRMINGHAM			9868	58	140	80	9	6	4	1	0	12	77	13	10182

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	AUSTRIAN ARROWS	C	2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL INNSBRUCK			2	0	0	50	50	0	0	0	0	14	0	0	0
TOTAL AUSTRIA			2	0	0	50	50	0	0	0	0	14	0	0	0
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	146	0	0	98	1	1	0	0	0	2	91	4	141
	SN BRUSSELS AIRLINES	C	2	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL BRUSSELS			148	0	0	98	1	1	0	0	0	2	91	4	141
TOTAL BELGIUM			148	0	0	98	1	1	0	0	0	2	91	4	141
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	25	63	13	0	0	0	22	63	17	8
TOTAL TORONTO			8	0	0	25	63	13	0	0	0	22	47	33	17
TOTAL CANADA			8	0	0	25	63	13	0	0	0	22	47	33	17
<b>CROATIA</b>															
PULA	FLYGLOBESPAN	S	2	0	0	0	0	0	100	0	0	112	0	0	0
TOTAL PULA			2	0	0	0	0	0	100	0	0	112	0	0	0
TOTAL CROATIA			2	0	0	0	0	0	100	0	0	112	0	0	0
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	7	0	0	14	14	43	0	29	0	92	40	20	10
TOTAL LARNACA			7	0	0	14	14	43	0	29	0	92	40	20	10
TOTAL CYPRUS			7	0	0	14	14	43	0	29	0	92	40	20	10
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA	S	88	0	0	81	14	5	0	0	1	12	71	15	89
TOTAL PRAGUE			88	0	0	81	14	5	0	0	1	12	74	14	115
TOTAL CZECH REPUBLIC			88	0	0	81	14	5	0	0	1	12	74	14	115
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	108	0	0	92	6	3	0	0	0	4	85	12	102
	STERLING AIRLINES	S	54	0	0	39	35	13	13	0	0	30	56	26	18
TOTAL COPENHAGEN			162	0	0	74	15	6	4	0	0	12	81	14	120
TOTAL DENMARK			162	0	0	74	15	6	4	0	0	12	81	14	136
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	18	0	0	94	6	0	0	0	0	5	0	0	0
	STERLING AIRLINES	S	16	0	0	81	6	13	0	0	0	10	0	0	0
TOTAL HELSINKI			34	0	0	88	6	6	0	0	0	7	0	0	0
TOTAL FINLAND			34	0	0	88	6	6	0	0	0	7	0	0	0
<b>FRANCE</b>															
BASTIA	BMI REGIONAL	C	7	0	0	71	0	29	0	0	0	17	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 BASTIA			7	0	0	71	0	29	0	0	0	17	67	23	6
NICE	FLYGLOBESPAN	S	24	0	0	67	21	4	0	8	0	33	0	0	0
	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL NICE			26	1	0	69	19	4	0	8	0	31	68	12	22
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	176	0	0	66	24	7	2	0	0	14	81	14	171
	BLUE LINE	C	2	0	0	50	50	0	0	0	0	10	0	18	1
	CITY JET	S	132	0	0	76	19	5	0	0	0	9	66	13	133
TOTAL PARIS (CHARLES DE GAULLE)			310	0	0	70	22	6	1	0	0	12	74	14	317
PARIS (ORLY)	CITY JET	S	8	0	0	75	13	13	0	0	0	10	89	6	9
TOTAL PARIS (ORLY)			8	0	0	75	13	13	0	0	0	10	82	8	11
TOTAL FRANCE			351	7	0	70	21	7	1	1	0	13	73	14	365
GERMANY															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	36	0	0	58	25	17	0	0	0	17	82	9	44
TOTAL COLOGNE (BONN)			36	0	0	58	25	17	0	0	0	17	82	9	44
FRANKFURT MAIN	LUFTHANSA	S	186	0	0	76	18	5	1	0	0	10	80	8	186
TOTAL FRANKFURT MAIN			186	2	0	76	18	5	1	0	0	10	80	8	186
NUREMBERG	HAMBURG INTERNATIONAL	C	2	0	0	50	0	50	0	0	0	28	0	0	0
TOTAL NUREMBERG			2	0	0	50	0	50	0	0	0	28	0	0	0
PADERBORN	HAMBURG INTERNATIONAL	C	4	0	0	50	25	0	25	0	0	21	0	0	0
TOTAL PADERBORN			4	0	0	50	25	0	25	0	0	21	0	0	0
TOTAL GERMANY			229	2	0	72	20	7	1	0	0	12	80	8	258
GREECE															
ZAKINTHOS	MONARCH AIRLINES	C	7	0	0	86	0	0	0	14	0	31	100	2	7
TOTAL ZAKINTHOS			7	0	0	86	0	0	0	14	0	31	100	2	7
TOTAL GREECE			7	0	0	86	0	0	0	14	0	31	100	2	7
IRISH REPUBLIC															
CORK	AER ARRAN	S	87	0	1	62	10	14	11	2	0	29	78	15	54
TOTAL CORK			87	0	1	62	10	14	11	2	0	29	78	15	54
DUBLIN	AER LINGUS	S	75	0	1	61	23	16	0	0	0	14	55	23	62
	RYANAIR	S	178	0	0	66	18	10	7	0	0	17	79	12	178
TOTAL DUBLIN			254	1	1	64	19	12	5	0	0	16	73	15	240
GALWAY	AER ARRAN	S	54	0	0	63	17	6	15	0	0	27	86	17	50
TOTAL GALWAY			54	0	0	63	17	6	15	0	0	27	86	17	50
TOTAL IRISH REPUBLIC			395	1	2	64	17	11	8	1	0	21	75	15	344
ITALY															
ROME (FIUMICINO)	FLYGLOBESPAN	S	8	0	0	38	25	13	0	25	0	91	0	0	0
TOTAL ROME (FIUMICINO)			8	0	0	38	25	13	0	25	0	91	40	22	30
TOTAL ITALY			8	2	0	38	25	13	0	25	0	91	70	13	82

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	8	2	0	0	0	6	60	16	62
	KLM CITYHOPPER	S	295	2	0	83	9	5	2	0	0	10	83	9	307
<b>TOTAL AMSTERDAM</b>			<b>357</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>369</b>
<b>TOTAL NETHERLANDS</b>			<b>357</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>369</b>
<b>NORWAY</b>															
BERGEN	WIDEROE FLYVESELSKAP A/S	S	34	0	2	68	21	9	3	0	0	14	0	0	0
<b>TOTAL BERGEN</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NORWAY</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>POLAND</b>															
GDANSK	LOT-POLISH AIRLINES	S	26	0	1	58	8	15	15	4	0	37	0	0	0
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>8</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>0</b>	<b>0</b>	<b>0</b>
KATOWICE	LOT-POLISH AIRLINES	S	19	0	0	68	5	5	11	11	0	35	0	0	0
<b>TOTAL KATOWICE</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRAKOW	SKY EUROPE	S	26	0	0	77	8	8	0	8	0	24	0	0	0
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	LOT-POLISH AIRLINES	S	34	0	1	53	15	12	18	0	3	36	0	0	0
<b>TOTAL WARSAW</b>			<b>34</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>15</b>	<b>12</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>105</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	7	0	0	57	29	14	0	0	0	13	88	8	8
	FLYGLOBESPAN	S	26	0	1	100	0	0	0	0	0	3	75	12	4
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7	88	5	8
<b>TOTAL FARO</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>26</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>6</b>	<b>26</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	4	0	0	100	0	0	0	0	0	3	0	0	0
	FLYGLOBESPAN	S	62	0	0	90	6	0	3	0	0	6	38	19	8
	MONARCH AIRLINES	C	9	0	0	22	56	22	0	0	0	24	78	10	9
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	5	70	12	10
<b>TOTAL ALICANTE</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>37</b>	<b>82</b>
BARCELONA	FLYGLOBESPAN	S	62	0	0	76	19	2	2	2	0	15	43	16	7
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>19</b>	<b>26</b>
IBIZA	FLYGLOBESPAN	S	8	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	7	0	0	71	0	0	29	0	0	25	100	3	7
<b>TOTAL IBIZA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>3</b>	<b>7</b>
MADRID	BA CONNECT LTD	S	42	0	0	71	19	10	0	0	0	9	83	12	52
	SPANAIR	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL MADRID</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>12</b>	<b>52</b>



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				Actual (7)	Plan (8)										
MAHON	FLYGLOBESPAN	S	2	0	0	0	100	0	0	0	0	29	0	0	0
	FUTURA AIRLINES	C	8	0	0	63	13	25	0	0	0	15	50	15	8
	SPANAIR	C	7	0	0	71	0	29	0	0	0	16	57	16	7
<b>TOTAL MAHON</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>16</b>	<b>15</b>
MALAGA	FLYGLOBESPAN	S	60	0	0	67	7	10	15	2	0	29	65	30	60
	THOMSONFLY LTD	C	4	0	0	50	0	0	50	0	0	38	0	0	0
<b>TOTAL MALAGA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>6</b>	<b>9</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>57</b>	<b>38</b>	<b>96</b>
MURCIA SAN JAVIER	FLYGLOBESPAN	S	60	0	0	82	10	3	5	0	0	11	0	0	0
	JET2.COM LTD	S	16	0	0	81	19	0	0	0	0	8	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
PALMA DE MALLORCA	AIR EUROPA	C	12	0	0	75	25	0	0	0	0	7	71	10	7
	FLYGLOBESPAN	S	64	1	0	81	11	6	2	0	0	10	77	17	62
	IBERWORLD	C	9	0	0	56	11	33	0	0	0	18	67	60	9
	MONARCH AIRLINES	C	8	0	0	50	25	0	25	0	0	34	63	14	8
	THOMSONFLY LTD	C	2	0	0	0	0	50	50	0	0	67	100	1	7
<b>TOTAL PALMA DE MALLORCA</b>			<b>95</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>20</b>	<b>100</b>
<b>TOTAL SPAIN</b>			<b>457</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>27</b>	<b>378</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	VOLAR AIRLINES	C	8	0	0	63	38	0	0	0	0	11	63	18	8
<b>TOTAL ARRECIFE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>18</b>	<b>8</b>
LAS PALMAS	MONARCH AIRLINES	C	10	0	0	90	10	0	0	0	0	6	70	9	10
<b>TOTAL LAS PALMAS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>9</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	IBERWORLD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	15	75	6	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>4</b>	<b>16</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>9</b>	<b>34</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	15	0	1	100	0	0	0	0	0	4	79	26	28
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>26</b>	<b>28</b>
<b>TOTAL SWEDEN</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>26</b>	<b>28</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET SWITZERLAND	S	36	0	0	64	31	6	0	0	0	13	0	0	0
<b>TOTAL GENEVA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>36</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>11</b>	<b>4</b>
<b>TURKEY</b>															
DALAMAN	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	11	71	27	7
<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>11</b>	<b>80</b>	<b>20</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>19</b>	<b>11</b>

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			Actual (7)	Plan (8)											
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE LTD	S	217	0	3	87	6	2	5	0	0	9	65	19	208
<b>TOTAL BELFAST CITY</b>			<b>217</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>19</b>	<b>208</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	234	0	2	81	8	7	4	1	0	12	81	10	232
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>234</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>232</b>
BIRMINGHAM	BA CONNECT LTD	S	289	1	0	82	5	8	5	1	0	12	76	11	198
	BMIBABY LTD	S	163	0	7	74	10	9	4	2	0	17	71	14	120
	FLYBE LTD	S	309	0	5	84	9	5	2	1	0	10	67	17	306
<b>TOTAL BIRMINGHAM</b>			<b>761</b>	<b>1</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>14</b>	<b>624</b>
BRISTOL	BA CONNECT LTD	S	259	1	0	85	7	4	4	0	0	9	65	16	243
	EASYJET AIRLINE COMPANY LTD	S	170	0	0	71	16	9	2	1	0	14	69	13	178
<b>TOTAL BRISTOL</b>			<b>429</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>14</b>	<b>421</b>
CARDIFF WALES	BMIBABY LTD	S	123	0	1	80	7	7	2	2	2	27	69	14	141
<b>TOTAL CARDIFF WALES</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>69</b>	<b>14</b>	<b>141</b>
EXETER	FLYBE LTD	S	124	0	0	57	22	15	6	0	0	19	60	17	116
<b>TOTAL EXETER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>17</b>	<b>116</b>
GATWICK	BRITISH AIRWAYS PLC	S	362	0	0	66	15	12	7	0	0	16	62	20	362
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	76	12	5	7	0	0	12	65	16	240
<b>TOTAL GATWICK</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>18</b>	<b>602</b>
HEATHROW	BMI BRITISH MIDLAND	S	467	0	3	75	12	8	4	0	0	12	77	10	469
	BRITISH AIRWAYS PLC	S	616	1	0	60	19	11	9	0	0	21	71	13	731
<b>TOTAL HEATHROW</b>			<b>1083</b>	<b>2</b>	<b>3</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>12</b>	<b>1200</b>
INVERNESS	LOGANAIR	S	77	0	0	84	5	10	0	0	0	8	86	7	95
<b>TOTAL INVERNESS</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>95</b>
ISLE OF MAN	LOGANAIR	S	8	1	0	88	13	0	0	0	0	6	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
JERSEY	FLYBE LTD	S	54	0	4	56	20	17	7	0	0	23	75	24	16
<b>TOTAL JERSEY</b>			<b>54</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>83</b>	<b>17</b>	<b>24</b>
KIRKWALL	LOGANAIR	S	80	0	0	75	11	8	6	0	0	14	72	15	61
<b>TOTAL KIRKWALL</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>61</b>
LEEDS BRADFORD	BMI REGIONAL	S	162	0	0	92	5	2	1	0	0	4	90	8	155
<b>TOTAL LEEDS BRADFORD</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>8</b>	<b>155</b>
LONDON CITY	BA CONNECT LTD	S	320	0	0	71	13	11	4	1	0	16	80	11	234
	SCOT AIRWAYS	S	377	2	0	84	12	3	0	0	0	8	85	8	397
<b>TOTAL LONDON CITY</b>			<b>697</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>9</b>	<b>631</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	307	0	3	62	14	15	8	1	0	24	84	9	337
<b>TOTAL LUTON</b>			<b>307</b>	<b>2</b>	<b>3</b>	<b>62</b>	<b>14</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>84</b>	<b>9</b>	<b>337</b>
MANCHESTER	BA CONNECT LTD	S	303	0	0	80	8	8	4	0	0	12	73	13	302
	BMI REGIONAL	S	236	0	0	97	3	0	0	0	0	3	80	10	223
	JET2.COM LTD	S	104	0	2	89	2	3	6	0	0	9	90	7	165

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MANCHESTER			<b>643</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>11</b>	690
NEWQUAY	FLYBE LTD	S	2	0	0	0	0	0	100	0	0	141	0	0	0
TOTAL NEWQUAY			<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>141</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	FLYBE LTD	S	130	0	0	78	12	7	2	0	2	21	50	26	62
TOTAL NORWICH			<b>130</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>21</b>	<b>72</b>	<b>14</b>	222
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	158	0	4	71	10	7	10	2	0	20	87	10	108
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			<b>158</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>10</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>11</b>	214
SOUTHAMPTON	BA CONNECT LTD	S	212	0	0	72	17	8	2	1	0	14	70	13	200
	FLYBE LTD	S	264	0	2	68	19	9	3	0	0	13	53	22	254
TOTAL SOUTHAMPTON			<b>476</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>18</b>	454
STANSTED	EASYJET AIRLINE COMPANY LTD	S	335	0	5	72	14	7	6	1	0	15	78	11	337
TOTAL STANSTED			<b>335</b>	<b>1</b>	<b>5</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	337
STORNOWAY	BMI REGIONAL	S	54	0	0	100	0	0	0	0	0	1	100	1	52
	LOGANAIR	S	73	6	0	75	15	5	4	0	0	13	62	18	58
TOTAL STORNOWAY			<b>127</b>	<b>6</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>10</b>	110
SUMBURGH	LOGANAIR	S	104	1	0	74	15	11	0	0	0	10	77	18	105
TOTAL SUMBURGH			<b>104</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>18</b>	105
TOTAL UNITED KINGDOM			<b>6934</b>	<b>18</b>	<b>41</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	7147
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	94	0	0	49	20	26	5	0	0	22	47	24	62
TOTAL NEW YORK (NEWARK)			<b>94</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>24</b>	62
TOTAL USA			<b>94</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>20</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>24</b>	62
TOTAL EDINBURGH			<b>9558</b>	<b>35</b>	<b>49</b>	<b>75</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	9545

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	26	0	0	77	19	4	0	0	0	9	0	0	0
TOTAL TIRANA			26	0	0	77	19	4	0	0	0	9	0	0	0
TOTAL ALBANIA			26	0	0	77	19	4	0	0	0	9	0	0	0
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	54	0	0	65	30	6	0	0	0	12	59	20	44
TOTAL ALGIERS			54	0	0	65	30	6	0	0	0	12	59	20	44
HASSI MESSAOUD	AIR ALGERIE	C	17	0	0	47	0	24	18	12	0	52	69	11	16
	ASTRAEUS LTD	C	28	0	0	43	21	21	14	0	0	26	58	21	26
	BRITISH AIRWAYS PLC	S	18	0	0	78	11	11	0	0	0	8	0	0	0
TOTAL HASSI MESSAOUD			63	0	0	54	13	19	11	3	0	28	62	17	42
TOTAL ALGERIA			117	0	0	59	21	13	6	2	0	20	60	18	86
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	25	13	0	0	32	50	34	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	25	0	0	80	4	4	4	0	8	47	88	5	25
TOTAL ANTIGUA			33	0	0	73	6	9	6	0	6	43	79	12	33
TOTAL ANTIGUA AND BARBUDA			33	0	0	73	6	9	6	0	6	43	79	12	33
<b>AUSTRIA</b>															
INNSBRUCK	GB AIRWAYS LTD	S	19	0	1	74	21	5	0	0	0	8	0	0	0
TOTAL INNSBRUCK			19	0	1	74	21	5	0	0	0	8	88	13	32
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	89	7	9
TOTAL SALZBURG			9	0	0	100	0	0	0	0	0	3	79	15	14
TOTAL AUSTRIA			28	0	1	82	14	4	0	0	0	7	85	14	46
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	AZERBAIJAN AIRLINES ( AZAL )	S	18	0	0	72	22	6	0	0	0	8	92	6	26
TOTAL BAKU ( HEYDER ALIYEV INT'L )			18	0	0	72	22	6	0	0	0	8	92	6	26
TOTAL AZERBAIJAN			18	0	0	72	22	6	0	0	0	8	92	6	26
<b>BAHAMAS</b>															
NASSAU	VIRGIN ATLANTIC AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL NASSAU			10	0	0	100	0	0	0	0	0	5	0	0	0
TOTAL BAHAMAS			10	0	0	100	0	0	0	0	0	5	0	0	0
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	62	0	0	85	13	2	0	0	0	7	86	11	63
	EXCEL AIRWAYS LTD	C	9	1	0	33	0	44	11	11	0	59	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	51	0	0	67	20	6	4	0	4	38	86	5	35
TOTAL BRIDGETOWN			122	1	0	74	15	7	2	1	2	24	86	9	98
TOTAL BARBADOS			122	1	0	74	15	7	2	1	2	24	86	9	98

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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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>BELARUS</b>															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	18	0	0	44	28	17	6	6	0	33	82	8	17
	BELAVIA (BELARUSSIAN AIRLINES)	C	2	0	0	0	0	50	50	0	0	91	0	0	0
<b>TOTAL MINSK</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>82</b>	<b>8</b>	<b>17</b>
<b>TOTAL BELARUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>82</b>	<b>8</b>	<b>17</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	105	0	1	89	7	3	2	0	0	8	73	10	94
<b>TOTAL BRUSSELS</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>94</b>
<b>TOTAL BELGIUM</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>94</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	62	0	0	81	15	5	0	0	0	6	87	12	46
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>12</b>	<b>46</b>
<b>TOTAL BERMUDA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>12</b>	<b>46</b>
<b>BRAZIL</b>															
SALVADOR	FIRST CHOICE AIRWAYS LTD	C	3	1	0	0	0	67	33	0	0	55	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	3	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL SALVADOR</b>			<b>7</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BRAZIL</b>			<b>7</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	4	0	0	0	50	50	0	0	0	35	100	2	5
	BULGARIA AIR	S	2	0	0	100	0	0	0	0	0	0	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	13	1	0	77	0	0	8	15	0	48	29	52	14
	THOMAS COOK AIRLINES LTD	C	5	0	0	60	0	0	0	40	0	144	40	17	5
<b>TOTAL BURGAS</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>57</b>	<b>48</b>	<b>33</b>	<b>25</b>
SOFIA	BULGARIA AIR	S	62	0	0	94	3	2	2	0	0	7	73	11	62
<b>TOTAL SOFIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>11</b>	<b>62</b>
VARNA	BH AIR	C	5	0	0	20	0	80	0	0	0	40	20	128	5
	BRITISH AIRWAYS PLC	S	18	0	0	44	6	39	11	0	0	31	0	0	0
	BULGARIA AIR	S	28	0	0	68	11	14	7	0	0	21	67	14	24
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	89	4	9
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	38	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	2	100	5	1
<b>TOTAL VARNA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>10</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>26</b>	<b>39</b>
<b>TOTAL BULGARIA</b>			<b>150</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>7</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>20</b>	<b>126</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	15	0	0	60	33	7	0	0	0	13	0	0	0
<b>TOTAL CALGARY</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>33</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDMONTON	ZOOM AIRLINES	S	8	0	0	63	13	0	0	25	0	77	0	0	0
<b>TOTAL EDMONTON</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	8	0	0	75	13	0	0	13	0	27	75	8	8
<b>TOTAL HALIFAX INT</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>8</b>	<b>8</b>
MONTREAL (DORVAL)	AIR TRANSAT	S	4	0	0	25	0	75	0	0	0	28	0	0	0
	THOMAS COOK AIRLINES LTD	S	8	0	0	38	50	13	0	0	0	18	40	44	10
	ZOOM AIRLINES	S	9	0	2	89	0	0	0	11	0	34	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>			<b>21</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>44</b>	<b>10</b>
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	10	0	0	40	30	10	10	10	0	49	50	16	2
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>49</b>	<b>73</b>	<b>13</b>	<b>11</b>
TORONTO	AIR TRANSAT	S	62	0	0	58	18	21	3	0	0	21	61	24	62
	MY TRAVEL AIRWAYS UK	C	12	0	0	92	0	8	0	0	0	8	57	137	21
	THOMAS COOK AIRLINES LTD	S	31	0	0	42	19	23	13	3	0	38	56	19	25
	ZOOM AIRLINES	S	21	0	3	67	5	14	5	10	0	42	24	57	25
<b>TOTAL TORONTO</b>			<b>126</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>14</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>46</b>	<b>145</b>
VANCOUVER	AIR TRANSAT	S	26	0	0	42	12	19	23	4	0	43	65	13	26
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	22	11	0	0	0	10	25	117	4
	THOMAS COOK AIRLINES LTD	S	9	0	0	44	11	44	0	0	0	27	64	55	25
	ZOOM AIRLINES	S	17	0	0	53	29	6	0	6	6	108	56	44	18
<b>TOTAL VANCOUVER</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>18</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>54</b>	<b>60</b>	<b>41</b>	<b>73</b>
<b>TOTAL CANADA</b>			<b>249</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>17</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>53</b>	<b>42</b>	<b>247</b>
<b>CROATIA</b>															
DUBROVNIK	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	0	7	88	5	8
	BRITISH AIRWAYS PLC	S	62	0	0	71	13	10	6	0	0	16	65	17	62
	CROATIA AIRLINES	S	26	0	0	46	31	15	0	8	0	35	66	14	32
	DUBROVNIK AIRLINE	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	100	5	3
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	2	78	8	9
<b>TOTAL DUBROVNIK</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>14</b>	<b>118</b>
PULA	AIR ADRIATIC	C	7	0	0	71	14	14	0	0	0	10	0	0	0
	CROATIA AIRLINES	S	10	0	0	90	10	0	0	0	0	5	70	7	10
	EXCEL AIRWAYS LTD	C	7	0	0	71	14	14	0	0	0	9	90	20	10
	THOMSONFLY LTD	C	9	0	0	89	0	0	0	11	0	33	78	13	9
<b>TOTAL PULA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>13</b>	<b>29</b>
SPLIT	ASTRAEUS LTD	C	3	0	0	0	67	33	0	0	0	25	0	197	2
	BRITISH AIRWAYS PLC	S	52	0	0	40	25	21	13	0	0	26	64	13	28
	CROATIA AIRLINES	S	26	0	0	58	31	8	4	0	0	17	42	21	24
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	94	3	0	3	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	18	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	11	100	1	7
<b>TOTAL SPLIT</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>24</b>	<b>70</b>
<b>TOTAL CROATIA</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>19</b>	<b>220</b>
<b>CUBA</b>															
CUNAGUA ( CAYO COCO)	MONARCH AIRLINES	C	3	0	0	67	0	0	33	0	0	31	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	0	10	63	12	8

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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 CUNAGUA ( CAYO COCO)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>25</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>45</b>	<b>24</b>	11
HAVANA	CUBANA	S	18	0	0	83	6	11	0	0	0	10	0	139	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	47	18	12	24	0	0	33	0	0	0
<b>TOTAL HAVANA</b>			<b>35</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>139</b>	16
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	50	25	0	0	0	22	75	16	4
	MONARCH AIRLINES	C	9	0	0	11	33	56	0	0	0	34	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>42</b>	<b>86</b>	12
SANTA CLARA	MONARCH AIRLINES	C	2	1	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL SANTA CLARA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>64</b>	4
VARADERO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	0	25	50	0	0	70	50	26	4
	MONARCH AIRLINES	C	10	0	0	30	10	40	20	0	0	45	0	0	0
<b>TOTAL VARADERO</b>			<b>14</b>	<b>8</b>	<b>0</b>	<b>29</b>	<b>7</b>	<b>36</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>67</b>	<b>14</b>	12
<b>TOTAL CUBA</b>			<b>76</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>18</b>	<b>20</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>33</b>	<b>72</b>	55
<b>CYPRUS</b>															
LARNACA	AJET	S	4	0	0	50	25	0	25	0	0	22	40	14	5
	EUROCYPRIA AIRLINES LTD	C	20	0	0	50	15	35	0	0	0	23	100	5	12
	EXCEL AIRWAYS LTD	C	26	1	0	46	8	12	31	4	0	59	19	63	26
	FIRST CHOICE AIRWAYS LTD	S	27	0	0	44	37	11	7	0	0	27	50	34	28
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	19	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	1	67	7	9
	THOMAS COOK AIRLINES LTD	C	21	0	0	67	24	10	0	0	0	10	70	13	10
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	9	63	9	16
<b>TOTAL LARNACA</b>			<b>118</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>20</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>49</b>	<b>35</b>	116
PAPHOS	AJET	S	4	0	0	50	25	25	0	0	0	20	100	5	5
	ASTRAEUS LTD	C	14	0	0	36	14	7	29	14	0	68	0	36	2
	EXCEL AIRWAYS LTD	C	22	0	0	45	14	9	9	23	0	79	42	45	12
	FIRST CHOICE AIRWAYS LTD	S	18	0	0	56	22	17	6	0	0	22	53	32	19
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	20	40	0	0	0	20	71	8	7
	GB AIRWAYS LTD	S	71	0	0	66	8	18	7	0	0	21	67	19	52
	MONARCH AIRLINES	C	18	0	0	44	11	17	28	0	0	39	25	84	8
	MY TRAVEL AIRWAYS UK	C	17	0	0	76	6	0	18	0	0	23	76	35	17
	THOMAS COOK AIRLINES LTD	C	26	0	0	62	19	8	12	0	0	26	59	47	22
	THOMSONFLY LTD	C	18	0	0	50	39	0	11	0	0	21	67	24	18
<b>TOTAL PAPHOS</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>59</b>	<b>34</b>	187
<b>TOTAL CYPRUS</b>			<b>337</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>55</b>	<b>34</b>	303
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	60	0	0	67	13	15	5	0	0	17	79	11	62
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	71	16	13	0	0	0	12	62	19	124
<b>TOTAL PRAGUE</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	338
<b>TOTAL CZECH REPUBLIC</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>17</b>	338
<b>DENMARK</b>															
BILLUND	STERLING AIRLINES	S	100	0	0	74	16	4	6	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BILLUND</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	158
COPENHAGEN	STERLING AIRLINES	S	170	0	0	78	13	5	4	0	0	11	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>8</b>	170
<b>TOTAL DENMARK</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>8</b>	328
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	9	0	0	67	0	11	22	0	0	33	25	37	8
<b>TOTAL DJIBOUTI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>25</b>	<b>37</b>	8
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>25</b>	<b>37</b>	8
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	12	0	0	67	17	0	17	0	0	21	60	23	10
	MONARCH AIRLINES	C	2	0	0	0	0	0	0	100	0	239	0	45	2
	MY TRAVEL AIRWAYS UK	C	6	3	0	83	0	17	0	0	0	10	57	10	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	6	70	14	10
	THOMSONFLY LTD	C	11	0	0	91	9	0	0	0	0	4	89	4	18
<b>TOTAL PUERTO PLATA</b>			<b>41</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>2</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>46</b>	52
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	0	0	20	0	0	26	25	23	4
	MY TRAVEL AIRWAYS UK	C	7	3	0	86	14	0	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	11	86	4	7
<b>TOTAL PUNTA CANA</b>			<b>20</b>	<b>3</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>24</b>	15
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>61</b>	<b>6</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>59</b>	76
<b>EGYPT</b>															
HURGHADA	ASTRAEUS LTD	C	8	0	0	50	0	38	13	0	0	25	50	16	2
	EXCEL AIRWAYS LTD	C	14	0	0	71	14	14	0	0	0	11	28	67	18
	GB AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	11	0	0	0
<b>TOTAL HURGHADA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>5</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>29</b>	<b>66</b>	24
LUXOR	EXCEL AIRWAYS LTD	C	6	0	0	67	33	0	0	0	0	8	33	17	6
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	0	10	0	0	18	0	0	0
	MONARCH AIRLINES	C	20	0	0	45	25	20	10	0	0	25	37	41	19
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	30	40	10	0	0	30	0	0	0
	THOMSONFLY LTD	C	10	0	0	70	10	20	0	0	0	13	63	10	8
<b>TOTAL LUXOR</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>34</b>	43
MARSA ALAM	ASTRAEUS LTD	C	6	2	0	17	50	33	0	0	0	29	0	0	0
	EXCEL AIRWAYS LTD	C	10	0	0	40	20	30	10	0	0	27	75	12	8
<b>TOTAL MARSA ALAM</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>75</b>	<b>12</b>	8
SHARM EL SHEIKH (OPHIRA)	ASTRAEUS LTD	S	8	0	0	13	25	13	50	0	0	56	50	18	16
	EXCEL AIRWAYS LTD	C	48	2	0	54	19	4	10	8	4	58	59	38	37
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	44	44	11	0	0	0	19	11	29	9
	GB AIRWAYS LTD	S	18	0	0	67	11	6	17	0	0	26	0	0	0
	MONARCH AIRLINES	C	16	0	0	81	13	6	0	0	0	7	44	48	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	25	30	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	20	38	168	8



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ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	16	0	0	69	6	25	0	0	0	13	75	10	28
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>140</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>32</b>	<b>51</b>	<b>36</b>	<b>134</b>
TABA	ASTRAEUS LTD	C	20	0	0	65	15	5	15	0	0	25	54	31	26
	EXCEL AIRWAYS LTD	C	7	0	0	0	14	14	29	29	14	282	100	2	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	0	22	0	0	38	75	11	8
	MONARCH AIRLINES	C	10	0	0	100	0	0	0	0	0	4	80	7	10
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	3	0	0	0
<b>TOTAL TABA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>4</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>53</b>	<b>69</b>	<b>19</b>	<b>52</b>
<b>TOTAL EGYPT</b>			<b>306</b>	<b>4</b>	<b>0</b>	<b>60</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>52</b>	<b>34</b>	<b>268</b>
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	S	9	0	0	89	0	11	0	0	0	7	88	5	8
<b>TOTAL MALABO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>8</b>
<b>TOTAL EQUATORIAL GUINEA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>8</b>
ESTONIA															
TALLIN	ESTONIAN AIR	S	78	0	0	78	12	8	3	0	0	11	57	14	74
<b>TOTAL TALLIN</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>14</b>	<b>74</b>
<b>TOTAL ESTONIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>57</b>	<b>14</b>	<b>74</b>
ETHIOPIA															
ADDIS ABABA	ETHIOPIAN AIRLINES	S	20	0	1	70	10	20	0	0	0	14	0	0	0
<b>TOTAL ADDIS ABABA</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ETHIOPIA</b>			<b>20</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	BRITISH AIRWAYS PLC	S	36	0	0	86	11	3	0	0	0	7	46	18	26
<b>TOTAL PRISTINA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>18</b>	<b>26</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>18</b>	<b>26</b>
FRANCE															
AJACCIO	GB AIRWAYS LTD	S	8	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL AJACCIO</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>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
BASTIA	EXCEL AIRWAYS LTD	C	5	0	0	0	20	0	80	0	0	78	40	141	5
	GB AIRWAYS LTD	S	12	0	0	75	17	8	0	0	0	10	63	67	16
<b>TOTAL BASTIA</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>30</b>	<b>52</b>	<b>86</b>	<b>27</b>
BORDEAUX	BRITISH AIRWAYS PLC	S	124	0	0	85	7	4	3	0	0	8	58	17	132
<b>TOTAL BORDEAUX</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>17</b>	<b>132</b>
CALVI	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	9
<b>TOTAL CALVI</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>1</b>	<b>9</b>
FIGARI	MONARCH AIRLINES	C	6	0	0	67	17	17	0	0	0	12	17	29	6
	THOMSONFLY LTD	C	5	0	0	80	0	20	0	0	0	15	0	0	0
<b>TOTAL FIGARI</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>29</b>	<b>6</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MARSEILLE	BRITISH AIRWAYS PLC	S	186	0	0	70	13	13	3	0	0	14	79	13	184
	EASYJET AIRLINE COMPANY LTD	S	66	0	0	67	23	5	6	0	0	15	66	12	62
<b>TOTAL MARSEILLE</b>			<b>252</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>246</b>
MONTPELLIER	GB AIRWAYS LTD	S	49	0	1	76	6	8	10	0	0	17	53	35	62
<b>TOTAL MONTPELLIER</b>			<b>49</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>35</b>	<b>62</b>
NANTES	GB AIRWAYS LTD	S	60	0	0	73	15	7	5	0	0	15	43	48	54
<b>TOTAL NANTES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>18</b>	<b>185</b>
NICE	BRITISH AIRWAYS PLC	S	120	1	2	54	30	13	3	0	0	18	63	24	124
	EASYJET AIRLINE COMPANY LTD	S	184	0	0	64	23	11	2	1	0	15	38	26	142
	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	0	50	0	96	67	15	3
	SAS	C	3	0	0	0	67	33	0	0	0	27	0	0	0
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	5	0	16	1
<b>TOTAL NICE</b>			<b>313</b>	<b>2</b>	<b>2</b>	<b>60</b>	<b>26</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>25</b>	<b>272</b>
PARIS (CHARLES DE GAULLE)	MONARCH AIRLINES	C	4	0	0	25	25	0	25	25	0	83	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>6</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>0</b>
STRASBOURG	BRIT AIR	S	95	0	0	84	7	8	0	0	0	8	93	5	130
<b>TOTAL STRASBOURG</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>130</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	184	0	0	58	25	13	4	0	0	17	71	13	184
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	64	23	11	2	0	0	15	57	16	122
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>308</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>14</b>	<b>306</b>
<b>TOTAL FRANCE</b>			<b>1251</b>	<b>5</b>	<b>3</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>18</b>	<b>1375</b>
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	S	10	0	0	30	30	30	10	0	0	32	0	0	0
	MONARCH AIRLINES	C	16	0	0	56	25	19	0	0	0	16	28	55	18
<b>TOTAL BANJUL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>54</b>	<b>19</b>
<b>TOTAL GAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>54</b>	<b>19</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	16	2	5	0	0	10	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE (BONN)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	56	23	16	5	0	0	17	68	14	106
<b>TOTAL COLOGNE (BONN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>10</b>	<b>230</b>
HAMBURG	EUROWINGS LUFTVERKEHRS	S	116	0	0	65	22	12	1	0	0	14	0	0	0
<b>TOTAL HAMBURG</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>241</b>	<b>5</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>13</b>	<b>559</b>
<b>GHANA</b>															
ACCRA	ASTRAEUS LTD	S	18	0	0	61	17	0	0	11	11	147	11	90	18
	GHANA INTERNATIONAL AIRLINES	S	54	0	0	54	22	9	9	6	0	33	0	0	0
<b>TOTAL ACCRA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>61</b>	<b>17</b>	<b>144</b>	<b>23</b>
<b>TOTAL GHANA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>61</b>	<b>17</b>	<b>144</b>	<b>23</b>

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			Actual (7)	Plan (8)											
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	68	0	0	65	15	10	9	1	0	20	47	29	89
<b>TOTAL GIBRALTAR</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>29</b>	<b>89</b>
<b>TOTAL GIBRALTAR</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>29</b>	<b>89</b>
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	34	0	0	62	9	29	0	0	0	17	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	19	3	3	0	0	14	82	18	62
	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	42	0	0	0
	OLYMPIC AIRLINES	S	42	0	2	74	14	7	5	0	0	14	43	24	28
<b>TOTAL ATHENS</b>			<b>140</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>20</b>	<b>90</b>
CHANIA	EXCEL AIRWAYS LTD	C	13	0	0	62	23	8	0	8	0	31	55	24	20
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	22	67	11	0	0	0	21	69	31	13
	MONARCH AIRLINES	C	24	0	0	83	13	4	0	0	0	9	59	27	22
<b>TOTAL CHANIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>53</b>	<b>28</b>	<b>64</b>
CORFU	EXCEL AIRWAYS LTD	C	19	0	0	32	11	11	32	16	0	89	56	21	16
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	86	10	0	0	5	0	19	52	35	29
	MONARCH AIRLINES	C	22	0	0	77	18	0	5	0	0	12	56	32	27
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	11	11	0	0	19	33	31	9
	THOMAS COOK AIRLINES LTD	C	24	0	0	96	0	4	0	0	0	3	78	13	18
	THOMSONFLY LTD	C	16	0	0	88	0	13	0	0	0	8	73	15	22
<b>TOTAL CORFU</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>25</b>	<b>122</b>
HERAKLION	ASTRAEUS LTD	C	2	0	0	0	50	0	50	0	0	48	50	97	4
	EXCEL AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	3	53	36	19
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	48	16	16	20	0	0	30	54	19	26
	GB AIRWAYS LTD	S	46	0	0	61	15	15	9	0	0	23	39	39	18
	MONARCH AIRLINES	C	22	0	0	68	9	14	5	5	0	26	44	31	18
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	44	0	0	0	0	13	56	16	9
	THOMAS COOK AIRLINES LTD	C	13	0	0	69	8	23	0	0	0	15	91	29	11
	THOMSONFLY LTD	C	7	0	0	57	29	14	0	0	0	18	75	8	16
<b>TOTAL HERAKLION</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>28</b>	<b>130</b>
KALAMATA	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	18	56	24	9
	EXCEL AIRWAYS LTD	C	11	0	0	36	18	18	9	18	0	66	31	51	16
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	29	14	0	0	0	14	50	13	6
<b>TOTAL KALAMATA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>43</b>	<b>53</b>	<b>28</b>	<b>40</b>
KAVALLA	EXCEL AIRWAYS LTD	C	2	1	0	0	0	50	0	0	50	287	100	4	3
	THOMSONFLY LTD	C	7	0	0	71	29	0	0	0	0	7	89	12	9
<b>TOTAL KAVALLA</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>93</b>	<b>8</b>	<b>15</b>
KEFALLINIA	ASTRAEUS LTD	C	13	0	0	54	8	23	0	15	0	44	38	87	8
	EXCEL AIRWAYS LTD	C	14	0	0	21	29	7	14	29	0	85	30	155	20
	FIRST CHOICE AIRWAYS LTD	C	21	0	0	52	24	14	10	0	0	23	80	17	25
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	3	63	23	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	25	0	69	67	22	9
	THOMSONFLY LTD	C	7	0	0	43	43	14	0	0	0	18	86	5	7

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KEFALLINIA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>41</b>	<b>60</b>	<b>60</b>	<b>77</b>
<b>KOS</b>	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	EXCEL AIRWAYS LTD	C	13	0	0	69	15	15	0	0	0	11	67	28	15
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	56	31	13	0	0	0	13	38	152	8
	MONARCH AIRLINES	C	14	0	0	57	0	0	29	14	0	61	67	27	15
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	29	14	0	0	0	17	71	13	7
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	11	0	0	22	104	40	140	10
	THOMSONFLY LTD	C	14	0	0	71	7	7	14	0	0	15	89	3	9
<b>TOTAL KOS</b>			<b>77</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>57</b>	<b>63</b>	<b>75</b>
<b>LEMNOS</b>	EXCEL AIRWAYS LTD	C	4	0	0	0	25	25	50	0	0	85	25	78	4
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	8	0	0	0
<b>TOTAL LEMNOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>25</b>	<b>78</b>	<b>4</b>
<b>MIKONOS</b>	ASTRAEUS LTD	C	4	0	0	75	25	0	0	0	0	12	50	49	6
	EXCEL AIRWAYS LTD	C	8	0	0	50	25	13	0	13	0	49	100	2	8
<b>TOTAL MIKONOS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>79</b>	<b>22</b>	<b>14</b>
<b>MITILINI</b>	EXCEL AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	7	100	4	4
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	5	100	1	8
<b>TOTAL MITILINI</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>100</b>	<b>2</b>	<b>12</b>
<b>PREVEZA</b>	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	15	0	79	2
	EXCEL AIRWAYS LTD	C	18	0	0	67	6	17	11	0	0	23	75	147	16
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	44	38	19	0	0	0	19	60	22	20
	MONARCH AIRLINES	C	16	0	0	56	19	19	6	0	0	20	78	9	18
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	6	75	8	12
<b>TOTAL PREVEZA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>47</b>	<b>69</b>
<b>RHODES</b>	EXCEL AIRWAYS LTD	C	8	0	0	25	25	25	0	13	13	110	23	100	13
	FIRST CHOICE AIRWAYS LTD	C	11	0	0	55	27	18	0	0	0	16	64	58	11
	GB AIRWAYS LTD	S	17	0	0	76	12	12	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	20	0	0	65	5	5	25	0	0	29	25	73	16
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	12	29	0	0	0	20	29	72	7
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	2	69	39	16
<b>TOTAL RHODES</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>47</b>	<b>63</b>	<b>73</b>
<b>SALONIKA</b>	BRITISH AIRWAYS PLC	S	62	0	0	71	24	3	2	0	0	12	33	46	36
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	60	13	5
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	57	29	0	14	0	0	22	36	33	11
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	89	5	9
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	4	100	1	3
<b>TOTAL SALONIKA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>30</b>	<b>102</b>
<b>SAMOS</b>	EXCEL AIRWAYS LTD	C	9	0	0	33	22	33	0	0	11	81	57	22	7
	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	9	71	7	7
<b>TOTAL SAMOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>69</b>	<b>14</b>	<b>16</b>
<b>SKIATHOS</b>	ASTRAEUS LTD	C	2	0	0	0	100	0	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	29	43	14	14	0	0	27	50	31	14
	FIRST CHOICE AIRWAYS LTD	C	27	2	0	70	15	7	0	7	0	24	48	23	21
	MONARCH AIRLINES	C	6	0	0	33	17	17	33	0	0	38	33	57	6

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SKIATHOS	THOMAS COOK AIRLINES LTD	C	3	2	0	67	33	0	0	0	0	10	33	27	6
<b>TOTAL SKIATHOS</b>			<b>45</b>	<b>4</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>30</b>	<b>47</b>
THIRA (SANTORINI)	EXCEL AIRWAYS LTD	C	12	0	0	58	8	17	17	0	0	29	50	14	4
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	6	33	51	9
	THOMSONFLY LTD	C	7	0	0	29	0	0	57	14	0	75	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>6</b>	<b>6</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>37</b>	<b>37</b>	<b>19</b>
VOLOS	EXCEL AIRWAYS LTD	C	4	0	0	0	0	50	50	0	0	72	0	0	0
<b>TOTAL VOLOS</b>			<b>4</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>72</b>	<b>73</b>	<b>17</b>	<b>11</b>
ZAKINTHOS	EXCEL AIRWAYS LTD	C	5	0	0	20	0	0	40	40	0	148	75	10	12
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	6	6	0	0	6	30	81	8	27
	MONARCH AIRLINES	C	9	0	0	56	22	0	22	0	0	29	41	29	17
	MY TRAVEL AIRWAYS UK	C	6	1	0	100	0	0	0	0	0	0	67	128	9
	THOMAS COOK AIRLINES LTD	C	17	0	0	47	12	35	6	0	0	25	75	33	20
	THOMSONFLY LTD	C	16	0	0	75	19	0	6	0	0	10	81	8	16
<b>TOTAL ZAKINTHOS</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>30</b>	<b>69</b>	<b>27</b>	<b>111</b>
<b>TOTAL GREECE</b>			<b>1042</b>	<b>7</b>	<b>2</b>	<b>65</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>60</b>	<b>35</b>	<b>1091</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	10	0	0	80	20	0	0	0	0	6	44	50	9
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	50	38	13	0	0	0	16	60	15	5
<b>TOTAL GRENADA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>30</b>	<b>19</b>
<b>TOTAL GRENADA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>30</b>	<b>19</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	24	5	5	0	0	13	66	16	62
	MALEV (HUNGARIAN AIRLINES)	S	108	0	0	85	12	2	1	0	0	7	0	0	0
<b>TOTAL BUDAPEST</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>22</b>	<b>124</b>
<b>TOTAL HUNGARY</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>51</b>	<b>22</b>	<b>124</b>
<b>ICELAND</b>															
KEFLAVIK	BRITISH AIRWAYS PLC	S	44	0	0	89	7	5	0	0	0	9	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	EASYJET AIRLINE COMPANY LTD	S	61	0	0	67	26	7	0	0	0	13	65	24	62
	RYANAIR	S	62	0	0	74	11	8	6	0	0	15	85	6	61
<b>TOTAL CONNAUGHT</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>15</b>	<b>123</b>
CORK	EASYJET AIRLINE COMPANY LTD	S	161	0	0	66	15	16	3	0	0	16	75	13	124
	RYANAIR	S	124	0	0	82	10	5	2	0	0	9	0	0	0
<b>TOTAL CORK</b>			<b>285</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>13</b>	<b>124</b>
DUBLIN	BRITISH AIRWAYS PLC	S	224	0	0	73	17	7	3	0	0	14	79	9	229
	RYANAIR	S	308	0	2	49	18	21	12	0	0	26	77	11	310

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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>TOTAL DUBLIN</b>			<b>532</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>10</b>	<b>540</b>
SHANNON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	13	6	3	0	0	11	70	14	106
	RYANAIR	S	62	0	0	77	15	8	0	0	0	9	90	5	58
<b>TOTAL SHANNON</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>164</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1064</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>951</b>
<b>ISLE OF CURACAO NETH.ANTILLES</b>															
ARUBA	FIRST CHOICE AIRWAYS LTD	C	5	0	0	20	20	40	20	0	0	39	100	0	1
<b>TOTAL ARUBA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>0</b>	<b>1</b>
<b>ITALY</b>															
ALGHERO/SASSARI	THOMSONFLY LTD	C	7	0	0	29	57	0	14	0	0	27	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>72</b>	<b>3</b>
BARI (PALESE)	BRITISH AIRWAYS PLC	S	16	0	0	69	31	0	0	0	0	10	40	49	15
<b>TOTAL BARI (PALESE)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>49</b>	<b>15</b>
BERGAMO	ASTRAEUS LTD	C	7	0	0	14	0	0	86	0	0	88	0	0	0
<b>TOTAL BERGAMO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>0</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	178	0	0	65	21	10	4	0	1	21	66	18	177
<b>TOTAL BOLOGNA</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>66</b>	<b>18</b>	<b>177</b>
BRESCIA/MONTICHIARI	EXCEL AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	3	75	19	4
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>41</b>	<b>16</b>
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	26	0	0	46	27	15	12	0	0	22	58	27	26
	EXCEL AIRWAYS LTD	C	3	0	0	33	0	0	67	0	0	83	67	9	6
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>14</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>48</b>	<b>27</b>	<b>92</b>
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	62	0	0	73	15	8	2	3	0	22	61	21	44
	EXCEL AIRWAYS LTD	C	3	0	0	33	33	0	0	33	0	75	67	16	3
	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	0	4	57	21	7
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>21</b>	<b>54</b>
FLORENCE	MERIDIANA AIR	S	154	0	4	51	16	17	16	0	0	29	52	22	82
<b>TOTAL FLORENCE</b>			<b>154</b>	<b>0</b>	<b>4</b>	<b>51</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>22</b>	<b>82</b>
LAMETIA-TERME	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	5	0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	21	8	3	0	0	14	70	18	60
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>18</b>	<b>60</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	108	0	0	51	24	21	4	0	0	20	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>108</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>7</b>	<b>2</b>
NAPLES	BRITISH AIRWAYS PLC	S	184	0	0	51	25	16	9	0	0	22	57	23	182
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	24	38	78	8
	MONARCH AIRLINES	C	8	0	0	13	25	0	25	38	0	134	0	271	8
	THOMSONFLY LTD	C	18	0	0	83	11	6	0	0	0	7	82	22	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NAPLES</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>33</b>	<b>225</b>
<b>OLBIA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	15	0	3	0	0	9	50	22	16
	FLYBE LTD	C	3	0	0	100	0	0	0	0	0	2	0	0	0
	JET2.COM LTD	C	4	0	0	0	50	25	25	0	0	47	0	0	0
	MERIDIANA AIR	S	16	0	0	69	19	13	0	0	0	12	38	25	16
<b>TOTAL OLBIA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>46</b>	<b>45</b>	<b>39</b>
<b>PISA</b>	BRITISH AIRWAYS PLC	S	183	1	0	58	17	19	5	1	0	21	56	22	194
	THOMSONFLY LTD	C	5	0	0	40	20	20	20	0	0	35	71	10	7
<b>TOTAL PISA</b>			<b>188</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>19</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>21</b>	<b>201</b>
<b>RIMINI</b>	MONARCH AIRLINES	C	3	0	0	67	0	33	0	0	0	14	0	0	0
<b>TOTAL RIMINI</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>22</b>	<b>28</b>	<b>9</b>
<b>ROME (CIAMPINO)</b>	EASYJET AIRLINE COMPANY LTD	S	124	0	0	65	23	6	6	0	0	17	62	22	122
<b>TOTAL ROME (CIAMPINO)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>22</b>	<b>122</b>
<b>ROME (FIUMICINO)</b>	BRITISH AIRWAYS PLC	S	62	0	0	45	31	18	5	2	0	25	46	26	125
<b>TOTAL ROME (FIUMICINO)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>31</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>47</b>	<b>26</b>	<b>126</b>
<b>TURIN</b>	BRITISH AIRWAYS PLC	S	62	0	0	65	24	11	0	0	0	13	73	14	62
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>24</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>14</b>	<b>62</b>
<b>VENICE</b>	ASTRAEUS LTD	C	2	0	0	0	100	0	0	0	0	27	0	0	0
	BRITISH AIRWAYS PLC	S	186	0	0	58	24	15	3	0	1	19	50	21	186
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	66	19	10	2	3	0	21	71	19	124
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	21	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	30	0	0	0	0	11	78	12	9
	THOMSONFLY LTD	C	7	0	0	71	0	29	0	0	0	13	57	73	7
<b>TOTAL VENICE</b>			<b>331</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>21</b>	<b>326</b>
<b>VERONA VILLAFRANCA</b>	BRITISH AIRWAYS PLC	S	122	0	0	65	20	11	3	0	0	15	80	8	120
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	63	19	19	0	0	0	14	71	9	14
	THOMSONFLY LTD	C	16	0	0	94	6	0	0	0	0	3	80	59	15
<b>TOTAL VERONA VILLAFRANCA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>149</b>
<b>TOTAL ITALY</b>			<b>1875</b>	<b>2</b>	<b>4</b>	<b>60</b>	<b>21</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>23</b>	<b>1760</b>
<b>JAMAICA</b>															
<b>KINGSTON</b>	BRITISH AIRWAYS PLC	S	27	0	0	56	22	22	0	0	0	17	77	9	26
<b>TOTAL KINGSTON</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>9</b>	<b>26</b>
<b>MONTEGO BAY</b>	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	0	25	75	0	0	122	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	11	22	0	0	0	14	50	34	10
	THOMSONFLY LTD	C	10	0	0	60	20	10	10	0	0	17	78	11	9
<b>TOTAL MONTEGO BAY</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>13</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>23</b>	<b>19</b>
<b>TOTAL JAMAICA</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>15</b>	<b>45</b>
<b>JORDAN</b>															
<b>AQABA</b>	ASTRAEUS LTD	C	9	0	0	44	22	33	0	0	0	19	0	0	0
<b>TOTAL AQABA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 JORDAN			9	0	0	44	22	33	0	0	0	19	0	0	0
KAZAKHSTAN															
URALSK	ASTRAEUS LTD	S	9	0	0	67	11	0	22	0	0	34	0	0	0
TOTAL URALSK			9	0	0	67	11	0	22	0	0	34	0	0	0
TOTAL KAZAKHSTAN			9	0	0	67	11	0	22	0	0	34	0	0	0
KENYA															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	8	0	0	100	0	0	0	0	0	5	75	12	8
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	0	30	50	20	0	0	42	0	0	0
	MONARCH AIRLINES	C	10	0	0	50	0	50	0	0	0	21	0	0	0
TOTAL MOMBASA			28	0	0	46	11	36	7	0	0	24	75	12	8
TOTAL KENYA			28	0	0	46	11	36	7	0	0	24	75	12	8
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	62	0	0	68	5	0	21	3	3	47	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	79	8	11	2	0	0	11	0	0	0
TOTAL RIGA			124	0	0	73	6	6	11	2	2	29	0	0	0
TOTAL LATVIA			124	0	0	73	6	6	11	2	2	29	0	0	0
LIBYA															
TRIPOLI	AFRIQYAH AIRWAYS	S	44	0	0	32	16	34	18	0	0	37	42	43	36
TOTAL TRIPOLI			44	0	0	32	16	34	18	0	0	37	42	43	36
TOTAL LIBYA			44	0	0	32	16	34	18	0	0	37	42	43	36
LITHUANIA															
VILNIUS	AIR BALTIC CORPORATION SIA	S	62	0	0	73	19	8	0	0	0	10	71	10	62
	BRITISH AIRWAYS PLC	S	62	0	0	82	13	2	3	0	0	10	80	9	44
	LITHUANIAN AIRLINES	S	70	0	0	84	11	4	0	0	0	7	88	6	124
TOTAL VILNIUS			194	0	0	80	14	5	1	0	0	9	82	7	230
TOTAL LITHUANIA			194	0	0	80	14	5	1	0	0	9	82	7	230
LUXEMBOURG															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	100	0	0	78	14	7	1	0	0	10	81	9	94
TOTAL LUXEMBOURG			100	0	0	78	14	7	1	0	0	10	81	9	94
TOTAL LUXEMBOURG			100	0	0	78	14	7	1	0	0	10	81	9	94
MALDIVE ISLANDS															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	22	11	22	0	0	31	0	0	0
	MONARCH AIRLINES	C	19	0	0	68	21	11	0	0	0	10	52	148	29
TOTAL MALE INTERNATIONAL			28	0	0	61	21	11	7	0	0	17	52	148	29
TOTAL MALDIVE ISLANDS			28	0	0	61	21	11	7	0	0	17	52	148	29
MALTA															
MALTA	AIR MALTA	S	104	1	0	69	16	10	5	0	0	15	78	11	104
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	100	3	4



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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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)										
MALTA	GB AIRWAYS LTD	S	62	0	0	71	19	6	3	0	0	13	33	37	66
	HELLO	C	38	0	0	66	21	11	3	0	0	14	70	11	60
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	7	36	20	11
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	4	100	6	9
	<b>TOTAL MALTA</b>			<b>227</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>18</b>	<b>260</b>
<b>TOTAL MALTA</b>			<b>227</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>18</b>	<b>260</b>	
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	14	1	0	79	7	7	7	0	0	15	56	14	9
	MONARCH AIRLINES	C	9	0	0	22	0	22	56	0	0	79	10	92	10
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	33	0	0	0	0	8	50	115	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	22	33	44	0	0	0	26	70	289	10
	THOMSONFLY LTD	C	17	0	0	47	24	29	0	0	0	21	67	17	18
<b>TOTAL CANCUN</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>52</b>	<b>96</b>	<b>63</b>	
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	0	67	33	0	0	0	33	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MEXICO</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>27</b>	<b>52</b>	<b>96</b>	<b>63</b>	
<b>MOROCCO</b>															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	9	1	0	33	67	0	0	0	0	18	0	0	0
	GB AIRWAYS LTD	S	20	0	0	80	10	0	10	0	0	14	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	0	11	0	22	0	50	100	1	10
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	88	3	8
<b>TOTAL AGADIR</b>			<b>47</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>19</b>	<b>94</b>	<b>2</b>	<b>18</b>	
FEZ	GB AIRWAYS LTD	S	11	1	1	64	9	9	18	0	0	28	67	22	9
<b>TOTAL FEZ</b>			<b>11</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>22</b>	<b>9</b>	
MARRAKESH	ATLAS BLUE	S	62	0	2	77	18	3	2	0	0	9	0	0	0
	GB AIRWAYS LTD	S	37	0	0	59	11	16	14	0	0	24	78	22	9
<b>TOTAL MARRAKESH</b>			<b>99</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>14</b>	<b>60</b>	<b>25</b>	<b>47</b>	
<b>TOTAL MOROCCO</b>			<b>157</b>	<b>2</b>	<b>3</b>	<b>71</b>	<b>15</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>17</b>	<b>69</b>	<b>19</b>	<b>74</b>	
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	85	8	8	0	0	0	8	0	0	0
<b>TOTAL WINDHOEK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NAMIBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	330	0	0	75	16	7	2	0	0	11	81	10	326
	EASYJET AIRLINE COMPANY LTD	S	224	0	0	75	13	9	3	0	0	12	77	13	227
<b>TOTAL AMSTERDAM</b>			<b>554</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>555</b>	
<b>TOTAL NETHERLANDS</b>			<b>554</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>555</b>	
<b>NIGERIA</b>															
LAGOS	VIRGIN NIGERIA AIRWAYS	S	60	0	2	70	20	5	3	0	2	18	0	0	0
<b>TOTAL LAGOS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>18</b>	<b>0</b>	<b>0</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL NIGERIA			60	0	2	70	20	5	3	0	2	18	92	4	26
NORWAY															
BERGEN	BRAATHENS ASA	S	58	0	0	71	19	7	3	0	0	15	73	14	59
TOTAL BERGEN			58	0	0	71	19	7	3	0	0	15	69	23	65
TOTAL NORWAY			58	0	0	71	19	7	3	0	0	15	69	23	65
POLAND															
KRAKOW	BRITISH AIRWAYS PLC	S	62	0	0	66	21	10	3	0	0	15	63	17	62
	LOT-POLISH AIRLINES	S	54	0	0	35	24	26	7	7	0	44	39	29	54
TOTAL KRAKOW			116	0	0	52	22	17	5	3	0	29	52	23	116
WARSAW	LOT-POLISH AIRLINES	S	116	0	0	53	17	14	11	5	0	37	44	27	54
TOTAL WARSAW			116	0	0	53	17	14	11	5	0	37	44	27	55
TOTAL POLAND			232	0	0	52	20	16	8	4	0	33	49	24	171
PORTUGAL(EXCLUDING MADEIRA)															
AZORES PONTA DELGADA	SATA	S	11	0	0	55	18	27	0	0	0	20	30	29	10
TOTAL AZORES PONTA DELGADA			11	0	0	55	18	27	0	0	0	20	30	29	10
FARO	EASYJET AIRLINE COMPANY LTD	S	78	1	0	73	15	10	1	0	0	10	58	19	74
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	EXCEL AIRWAYS LTD	C	17	0	0	29	6	0	29	24	12	260	54	21	13
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	64	24	4	8	0	0	15	52	29	31
	GB AIRWAYS LTD	S	156	0	1	69	13	8	10	0	1	22	52	19	146
	MONARCH AIRLINES	S	82	0	0	72	10	11	5	2	0	21	59	36	69
	MONARCH AIRLINES	C	10	0	0	80	20	0	0	0	0	9	78	11	18
	THOMAS COOK AIRLINES LTD	C	23	0	0	39	30	30	0	0	0	22	84	19	19
	THOMSONFLY LTD	C	16	1	0	75	6	13	6	0	0	14	94	3	18
TOTAL FARO			409	2	1	67	14	10	7	1	1	28	59	22	390
LISBON	AIR PORTUGAL	S	124	0	0	77	19	3	0	0	0	8	75	10	124
	MONARCH AIRLINES	S	90	0	0	83	8	6	3	0	0	9	88	6	26
TOTAL LISBON			214	0	0	80	14	4	1	0	0	9	77	9	150
TOTAL PORTUGAL(EXCLUDING MADEIRA)			634	2	1	71	14	8	5	1	0	21	63	20	612
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	46	0	0	78	15	4	2	0	0	10	97	2	34
	EXCEL AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	28	70	17	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	7	60	15	10
	GB AIRWAYS LTD	S	28	0	0	64	4	7	21	4	0	34	73	15	26
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	21	50	30	10
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	3	60	16	10
TOTAL FUNCHAL			114	0	0	74	11	4	10	1	0	17	76	12	100
TOTAL PORTUGAL(MADEIRA)			114	0	0	74	11	4	10	1	0	17	76	12	100
QATAR															
DOHA	QATAR AIRWAYS	S	62	0	0	74	19	0	6	0	0	14	82	6	62

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DOHA			62	1	0	74	19	0	6	0	0	14	82	6	62
TOTAL QATAR			62	1	0	74	19	0	6	0	0	14	82	6	62
REPUBLIC OF SOUTH AFRICA															
JOHANNESBURG	NATIONWIDE AIR	S	26	0	0	54	23	15	8	0	0	22	69	11	16
TOTAL JOHANNESBURG			26	0	0	54	23	15	8	0	0	22	69	11	16
TOTAL REPUBLIC OF SOUTH AFRICA			26	0	0	54	23	15	8	0	0	22	69	11	16
RUSSIA															
MOSCOW (DOMODEDOVO)	TRANSAERO AIRLINES	S	62	0	0	85	11	3	0	0	0	8	73	13	62
TOTAL MOSCOW (DOMODEDOVO)			62	0	0	85	11	3	0	0	0	8	73	13	62
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	20	0	0	85	15	0	0	0	0	8	55	15	20
TOTAL ST PETERSBURG			20	0	0	85	15	0	0	0	0	8	55	15	22
TOTAL RUSSIA			82	1	0	85	12	2	0	0	0	8	66	15	86
SAINT KITTS AND NEVIS															
ST KITTS	EXCEL AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	49	25	59	4
TOTAL ST KITTS			4	0	0	75	0	0	25	0	0	49	25	59	4
TOTAL SAINT KITTS AND NEVIS			4	0	0	75	0	0	25	0	0	49	25	59	4
SIERRA LEONE															
FREETOWN	ASTRAEUS LTD	S	18	0	0	44	22	17	6	0	11	71	41	40	17
TOTAL FREETOWN			18	0	0	44	22	17	6	0	11	71	41	40	17
TOTAL SIERRA LEONE			18	0	0	44	22	17	6	0	11	71	41	40	17
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	63	0	0	65	17	11	6	0	0	15	77	9	60
TOTAL LJUBLJANA			63	0	0	65	17	11	6	0	0	15	77	9	60
TOTAL SLOVENIA			63	0	0	65	17	11	6	0	0	15	77	9	60
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	139	0	1	78	8	11	2	1	0	13	77	14	185
	EXCEL AIRWAYS LTD	C	13	0	0	62	15	8	15	0	0	33	71	20	24
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	8	67	14	18
	GB AIRWAYS LTD	S	82	0	0	60	13	15	9	4	0	28	57	28	142
	MONARCH AIRLINES	S	124	0	0	75	10	7	8	0	0	15	80	22	123
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	13	16	102	19
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	29	0	0	0	17	63	12	8
	THOMSONFLY LTD	C	34	0	0	79	21	0	0	0	0	7	72	19	18
TOTAL ALICANTE			416	0	1	73	11	10	5	1	0	17	69	23	537
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	18	3	5	0	0	13	77	12	62
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	13	13	0	48	75	8	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	14	14	29	0	0	53	43	29	7
TOTAL ALMERIA			77	0	0	71	16	4	8	1	0	20	70	13	122
BARCELONA	BRITISH AIRWAYS PLC	S	186	0	0	63	19	13	4	0	0	16	61	21	186

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	248	0	0	69	14	10	7	0	0	16	68	15	246
<b>TOTAL BARCELONA</b>			<b>434</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>17</b>	<b>432</b>
GERONA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	100	3	1
	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	0	3	94	1	16
<b>TOTAL GERONA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>2</b>	<b>17</b>
GRANADA	MONARCH AIRLINES	S	34	0	0	82	0	9	9	0	0	12	96	4	26
<b>TOTAL GRANADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>96</b>	<b>4</b>	<b>26</b>
IBIZA	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	7	1	0	43	43	14	0	0	0	18	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	14	0	0	57	0	29	241	50	632	2
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	82	9	0	9	0	0	14	64	24	22
	GB AIRWAYS LTD	S	12	0	0	67	8	17	8	0	0	20	42	69	12
	MONARCH AIRLINES	C	18	0	0	39	22	6	11	22	0	70	100	0	2
	MY TRAVEL AIRWAYS UK	C	9	0	0	78	0	11	11	0	0	16	82	23	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	94	0	6	0	0	0	6	63	54	16
	THOMSONFLY LTD	C	18	0	0	72	6	6	17	0	0	16	70	16	30
<b>TOTAL IBIZA</b>			<b>113</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>6</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>37</b>	<b>66</b>	<b>43</b>	<b>102</b>
MADRID	AEROLINEAS ARGENTINAS	S	60	0	0	68	8	10	0	3	10	55	69	20	36
	BRITISH AIRWAYS PLC	S	185	0	1	64	14	15	6	0	0	18	59	21	185
	EASYJET AIRLINE COMPANY LTD	S	170	0	0	76	14	8	3	0	0	12	73	17	120
<b>TOTAL MADRID</b>			<b>416</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>65</b>	<b>20</b>	<b>348</b>
MAHON	AIR NOSTRUM	S	26	0	0	85	8	8	0	0	0	9	68	12	28
	EXCEL AIRWAYS LTD	C	9	0	0	67	11	11	11	0	0	17	100	1	9
	FIRST CHOICE AIRWAYS LTD	C	43	0	0	84	12	5	0	0	0	7	77	9	44
	GB AIRWAYS LTD	S	26	0	0	65	15	4	15	0	0	33	50	38	26
	MONARCH AIRLINES	C	5	0	0	100	0	0	0	0	0	3	67	61	6
	MY TRAVEL AIRWAYS UK	C	15	0	0	87	7	7	0	0	0	6	86	6	14
	THOMAS COOK AIRLINES LTD	C	12	1	0	42	25	25	8	0	0	22	70	22	20
	THOMSONFLY LTD	C	23	0	0	91	0	4	4	0	0	7	90	4	31
<b>TOTAL MAHON</b>			<b>159</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>19</b>	<b>186</b>
MALAGA	AIR MALTA	C	2	0	0	100	0	0	0	0	0	13	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	149	0	0	64	21	9	4	1	0	17	68	18	151
	EXCEL AIRWAYS LTD	C	28	1	0	54	7	7	11	21	0	70	64	41	33
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	71	25	4	0	0	0	9	69	34	26
	GB AIRWAYS LTD	S	159	0	0	64	16	10	9	1	0	21	62	20	207
	MONARCH AIRLINES	S	134	0	0	73	10	7	6	3	0	23	65	28	124
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	21	38	30	8
	THOMSONFLY LTD	C	46	0	0	78	9	4	9	0	0	14	67	37	27
<b>TOTAL MALAGA</b>			<b>544</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>24</b>	<b>589</b>
MURCIA SAN JAVIER	AIR NOSTRUM	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	53	35	5	3	3	0	22	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>34</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>38</b>	<b>67</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	151	0	0	76	13	3	5	2	1	18	81	11	84
	EXCEL AIRWAYS LTD	C	12	1	0	25	8	17	50	0	0	55	58	15	12
	FIRST CHOICE AIRWAYS LTD	C	78	0	0	73	13	6	8	0	0	16	73	12	78

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	FLYJET LTD	C	2	0	0	0	0	0	0	0	100	379	0	0	0
	GB AIRWAYS LTD	S	56	0	0	59	29	11	2	0	0	15	45	30	58
	GB AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	28	0	0	0
	MONARCH AIRLINES	C	12	0	0	50	25	25	0	0	0	20	60	26	15
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	0	0	6	0	0	6	64	10	14
	SPANAIR	C	8	0	0	25	0	25	50	0	0	60	100	12	1
	THOMAS COOK AIRLINES LTD	C	52	0	0	67	13	13	6	0	0	17	46	27	39
	THOMSONFLY LTD	C	67	0	0	79	15	3	1	1	0	11	77	14	70
<b>TOTAL PALMA DE MALLORCA</b>			<b>458</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>67</b>	<b>17</b>	<b>379</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	22	0	0	82	14	5	0	0	0	7	58	32	24
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	0	0	0	14	14	107	78	13	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	14	14	0	0	0	14	71	14	7
	THOMSONFLY LTD	C	16	0	0	75	13	0	0	0	13	60	63	18	16
<b>TOTAL REUS</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>38</b>	<b>68</b>	<b>20</b>	<b>63</b>
SEVILLE	GB AIRWAYS LTD	S	62	0	0	77	16	2	3	2	0	12	69	32	62
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>31</b>	<b>64</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	11	8	0	0	0	9	63	18	62
	GB AIRWAYS LTD	S	29	0	0	79	7	14	0	0	0	10	39	42	62
<b>TOTAL VALENCIA</b>			<b>91</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>9</b>	<b>51</b>	<b>30</b>	<b>124</b>
VITORIA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL VITORIA</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>
<b>TOTAL SPAIN</b>			<b>2939</b>	<b>5</b>	<b>2</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>22</b>	<b>3059</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EXCEL AIRWAYS LTD	C	9	0	0	11	22	22	0	0	44	211	50	82	8
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	42	38	17	4	0	0	21	77	13	26
	FLYJET LTD	C	4	0	0	25	25	0	50	0	0	53	0	0	0
	GB AIRWAYS LTD	S	30	0	0	70	27	3	0	0	0	10	58	23	24
	MONARCH AIRLINES	S	18	0	0	50	28	11	11	0	0	28	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	0	25	13	0	0	19	88	2	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	11	0	17	11	0	64	80	11	20
	THOMSONFLY LTD	C	18	0	0	78	11	11	0	0	0	8	96	4	26
	<b>TOTAL ARRECIFE</b>			<b>130</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>38</b>	<b>76</b>	<b>17</b>
FUERTEVENTURA	EXCEL AIRWAYS LTD	C	13	0	0	77	8	15	0	0	0	9	88	4	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	0	11	0	0	0	10	78	13	18
	FUTURA AIRLINES	C	4	0	0	0	0	100	0	0	0	49	0	0	0
	MONARCH AIRLINES	C	10	0	0	60	0	10	10	20	0	66	88	8	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	63	9	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	28	0	0	0	0	7	81	25	16
THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	3	90	7	10	
<b>TOTAL FUERTEVENTURA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>13</b>	<b>68</b>
LAS PALMAS	ASTRAEUS LTD	C	10	0	0	70	20	10	0	0	0	13	0	0	0
	EXCEL AIRWAYS LTD	C	12	0	0	25	33	0	8	8	25	153	20	29	10
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	6	17	0	0	0	11	71	16	21
	GB AIRWAYS LTD	S	27	0	0	44	22	7	15	11	0	54	48	25	27
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	4	78	14	9

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				Actual (7)	Plan (8)										
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	18	0	0	67	11	0	22	0	0	22	47	49	19
	THOMSONFLY LTD	C	26	0	0	92	0	0	8	0	0	9	81	20	26
<b>TOTAL LAS PALMAS</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>36</b>	<b>57</b>	<b>29</b>	122
TENERIFE (NORTE LOS RODEOS)	GB AIRWAYS LTD	S	18	0	0	83	11	6	0	0	0	8	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	2	0	0	0	0	50	50	0	0	61	0	177	4
	EXCEL AIRWAYS LTD	C	22	0	0	45	18	14	23	0	0	34	47	23	19
	FIRST CHOICE AIRWAYS LTD	C	34	1	0	82	6	0	6	3	3	38	32	46	28
	GB AIRWAYS LTD	S	70	0	1	59	9	13	20	0	0	28	63	20	57
	MONARCH AIRLINES	C	10	0	0	50	30	10	10	0	0	20	78	29	18
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	1	71	25	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	6	17	17	0	0	23	68	19	19
THOMSONFLY LTD	C	26	0	0	81	4	0	12	4	0	22	75	15	36	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>201</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>8</b>	<b>9</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>59</b>	<b>35</b>	218
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>549</b>	<b>2</b>	<b>1</b>	<b>66</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>65</b>	<b>26</b>	538
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	18	0	0	61	28	11	0	0	0	12	88	82	17
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	56	22	7	11	4	0	27	81	11	27
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>39</b>	44
<b>TOTAL ST LUCIA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>39</b>	44
<b>SWITZERLAND</b>															
GENEVA	BRITISH AIRWAYS PLC	S	162	1	0	75	12	12	1	0	0	11	64	15	159
	EASYJET SWITZERLAND	S	232	0	0	81	11	6	2	0	0	10	86	10	186
<b>TOTAL GENEVA</b>			<b>394</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>12</b>	346
ZURICH	BRITISH AIRWAYS PLC	S	114	0	0	80	9	7	4	0	0	12	72	13	124
<b>TOTAL ZURICH</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	148
<b>TOTAL SWITZERLAND</b>			<b>508</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	494
<b>TRINIDAD AND TOBAGO</b>															
TOBAGO	BRITISH AIRWAYS PLC	S	16	0	0	63	25	6	6	0	0	14	71	20	17
	EXCEL AIRWAYS LTD	C	12	0	0	25	33	0	17	8	17	187	17	54	18
<b>TOTAL TOBAGO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>88</b>	<b>48</b>	<b>34</b>	40
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>88</b>	<b>48</b>	<b>34</b>	40
<b>TUNISIA</b>															
JERBA	NOUVELAIR TUNISIE	C	8	0	0	38	25	13	25	0	0	30	0	0	0
<b>TOTAL JERBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	0
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	15	50	57	10
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	6	0	0	0	0	2	93	6	15
	NOUVELAIR TUNISIE	C	2	1	0	100	0	0	0	0	0	6	100	0	2
	NOUVELAIR TUNISIE	S	8	0	1	75	0	0	25	0	0	22	50	29	6
	THOMAS COOK AIRLINES LTD	C	17	0	0	53	6	18	12	12	0	49	50	32	18
THOMSONFLY LTD	C	18	0	0	67	17	17	0	0	0	11	50	53	18	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL MONASTIR</b>			<b>72</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>34</b>	69
TUNIS	GB AIRWAYS LTD	S	45	0	0	51	16	7	18	9	0	49	58	21	36
<b>TOTAL TUNIS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>7</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>49</b>	<b>57</b>	<b>23</b>	37
<b>TOTAL TUNISIA</b>			<b>125</b>	<b>1</b>	<b>1</b>	<b>62</b>	<b>13</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>59</b>	<b>30</b>	106
<b>TURKEY</b>															
<b>ANTALYA</b>	EXCEL AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	34	43	43	7
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	75	12	16
	KIBRIS TURKISH AIRLINES - KTHY	S	4	0	0	75	25	0	0	0	0	6	50	42	4
	MONARCH AIRLINES	C	8	0	0	25	0	50	25	0	0	67	80	6	10
	ONUR AIR	C	8	0	0	50	38	13	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	29	1	0	38	14	21	28	0	0	45	50	64	30
<b>TOTAL ANTALYA</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>59</b>	<b>37</b>	75
<b>BODRUM (MILAS)</b>	EXCEL AIRWAYS LTD	C	9	0	0	22	11	11	33	22	0	109	53	29	15
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	65	15	5	15	0	0	21	85	8	33
	MONARCH AIRLINES	C	12	0	0	100	0	0	0	0	0	1	70	16	10
	MY TRAVEL AIRWAYS UK	C	8	1	0	75	25	0	0	0	0	7	56	35	9
	ONUR AIR	C	9	0	0	56	22	22	0	0	0	19	0	27	2
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	13	0	25	0	72	67	58	21
	THOMSONFLY LTD	C	7	0	0	86	0	14	0	0	0	9	67	15	9
<b>TOTAL BODRUM (MILAS)</b>			<b>73</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>32</b>	101
<b>DALAMAN</b>	EXCEL AIRWAYS LTD	C	22	0	0	45	5	18	23	0	9	84	57	13	14
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	71	14	4	7	0	4	33	72	15	32
	FLYJET LTD	C	2	0	0	0	0	0	0	0	100	674	0	0	0
	GB AIRWAYS LTD	S	18	0	0	67	17	17	0	0	0	13	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	75	25	0	0	0	0	10	67	7	6
	MONARCH AIRLINES	C	24	0	0	79	13	8	0	0	0	8	59	39	29
	MY TRAVEL AIRWAYS UK	C	16	0	0	69	19	0	13	0	0	17	63	14	16
	ONUR AIR	C	16	0	0	38	6	31	25	0	0	39	14	59	7
	THOMAS COOK AIRLINES LTD	C	31	0	0	58	19	19	3	0	0	16	65	25	37
	THOMSONFLY LTD	C	11	0	0	64	27	9	0	0	0	11	94	3	18
<b>TOTAL DALAMAN</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>35</b>	<b>66</b>	<b>22</b>	160
<b>ISTANBUL (SABIHA GOKCEN)</b>	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>190</b>	1
<b>IZMIR (ADNAM MENDERES)</b>	BRITISH AIRWAYS PLC	S	26	0	0	46	38	15	0	0	0	18	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	86	6	14
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>28</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	14
<b>TOTAL TURKEY</b>			<b>354</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>65</b>	<b>28</b>	351
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	BRITISH AIRWAYS PLC	S	28	0	0	61	21	18	0	0	0	17	0	0	0
	UKRAINE INTERNATIONAL AIRLIN	S	62	0	0	71	24	5	0	0	0	10	89	7	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	62
<b>TOTAL UKRAINE</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>7</b>	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	0	87	6	0	5	2	0	13	82	6	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>6</b>	<b>62</b>
DUBAI	EMIRATES	S	185	0	1	82	14	4	0	0	0	7	85	6	185
<b>TOTAL DUBAI</b>			<b>185</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>185</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>6</b>	<b>247</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BRITISH AIRWAYS PLC	S	186	0	0	65	16	15	5	0	0	17	69	16	228
<b>TOTAL ABERDEEN</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>228</b>
BELFAST CITY	FLYBE LTD	S	224	0	0	88	6	3	3	0	0	8	78	11	222
<b>TOTAL BELFAST CITY</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>222</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	238	0	2	69	16	10	5	0	0	15	71	14	240
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>241</b>
DURHAM TEES VALLEY	BMIBABY LTD	S	54	0	0	94	4	2	0	0	0	2	0	0	0
<b>TOTAL DURHAM TEES VALLEY</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	362	0	0	64	19	11	7	0	0	16	62	21	364
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	77	11	6	6	0	0	12	62	17	240
<b>TOTAL EDINBURGH</b>			<b>602</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>19</b>	<b>604</b>
GLASGOW	BRITISH AIRWAYS PLC	S	354	0	0	70	12	13	5	0	0	14	69	13	354
<b>TOTAL GLASGOW</b>			<b>354</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>14</b>	<b>358</b>
GUERNSEY	AURIGNY AIR SERVICES	S	231	0	18	72	6	2	16	3	1	34	77	16	240
	FLYBE LTD	S	252	0	24	90	3	4	3	0	0	7	89	10	292
<b>TOTAL GUERNSEY</b>			<b>483</b>	<b>0</b>	<b>42</b>	<b>82</b>	<b>4</b>	<b>3</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>83</b>	<b>13</b>	<b>532</b>
INVERNESS	BA CONNECT LTD	S	183	0	3	78	13	7	2	0	0	12	78	22	184
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	21	5	0	0	0	9	70	14	61
<b>TOTAL INVERNESS</b>			<b>245</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>11</b>	<b>76</b>	<b>20</b>	<b>245</b>
ISLE OF MAN	BA CONNECT LTD	S	171	0	7	73	9	13	4	1	0	17	78	11	166
<b>TOTAL ISLE OF MAN</b>			<b>171</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>9</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>11</b>	<b>166</b>
JERSEY	BRITISH AIRWAYS PLC	S	308	2	4	73	10	12	4	2	0	18	70	13	328
	FLYBE LTD	S	241	0	7	75	12	7	6	1	0	16	83	12	248
<b>TOTAL JERSEY</b>			<b>549</b>	<b>2</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>576</b>
MANCHESTER	BRITISH AIRWAYS PLC	S	394	0	0	67	18	11	3	1	0	16	67	16	383
	DUBROVNIK AIRLINE	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	3	6	0	33	33	0	0	33	0	84	0	148	1
	FIRST CHOICE AIRWAYS LTD	C	4	9	0	100	0	0	0	0	0	0	100	3	1
	JET2.COM LTD	S	137	1	2	82	9	7	1	0	0	7	77	10	166
	THOMAS COOK AIRLINES LTD	C	3	8	0	0	0	100	0	0	0	44	50	17	8
<b>TOTAL MANCHESTER</b>			<b>543</b>	<b>36</b>	<b>2</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>15</b>	<b>563</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	240	0	0	69	15	10	5	0	0	17	74	14	238
<b>TOTAL NEWCASTLE</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>14</b>	<b>238</b>



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				Actual (7)	Plan (8)										
NEWQUAY	AIR SOUTHWEST	S	93	0	0	69	12	13	6	0	0	16	85	9	92
<b>TOTAL NEWQUAY</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>92</b>
PLYMOUTH	AIR SOUTHWEST	S	155	0	0	60	15	15	10	0	0	19	80	10	155
<b>TOTAL PLYMOUTH</b>			<b>155</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>10</b>	<b>155</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4137</b>	<b>48</b>	<b>67</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>14</b>	<b>4225</b>
<b>USA</b>															
ATLANTA	BRITISH AIRWAYS PLC	S	62	0	0	66	13	16	5	0	0	17	52	21	62
	DELTA AIRLINES	S	178	0	4	49	21	19	9	1	1	27	62	15	184
<b>TOTAL ATLANTA</b>			<b>240</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>19</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>16</b>	<b>246</b>
CHARLOTTE	US AIRWAYS	S	62	0	0	56	27	6	8	2	0	21	69	16	62
<b>TOTAL CHARLOTTE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>27</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>16</b>	<b>62</b>
CINCINNATI	DELTA AIRLINES	S	62	0	0	68	19	10	2	2	0	18	73	13	62
<b>TOTAL CINCINNATI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>62</b>
CLEVELAND	CONTINENTAL AIRLINES	S	56	0	0	75	14	7	4	0	0	12	66	14	58
<b>TOTAL CLEVELAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>14</b>	<b>58</b>
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	122	0	2	61	17	14	7	0	0	21	66	16	160
	BRITISH AIRWAYS PLC	S	62	0	0	58	21	11	10	0	0	20	68	37	62
<b>TOTAL DALLAS/FORT WORTH</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>22</b>	<b>222</b>
DETROIT	NORTHWEST AIRLINES	S	62	0	0	87	8	3	2	0	0	7	66	30	59
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>66</b>	<b>30</b>	<b>59</b>
HOUSTON	BRITISH AIRWAYS PLC	S	124	0	0	77	16	7	0	0	0	10	74	12	114
	CONTINENTAL AIRLINES	S	124	0	0	66	23	8	3	0	0	13	64	20	124
<b>TOTAL HOUSTON</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>16</b>	<b>238</b>
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	42	23	32	3	0	0	25	51	15	35
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>32</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>51</b>	<b>15</b>	<b>35</b>
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	77	13	6	2	2	0	14	69	15	61
<b>TOTAL MINNEAPOLIS-ST PAUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	<b>61</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	132	0	0	74	12	10	4	0	0	13	64	16	128
<b>TOTAL NEW YORK (NEWARK)</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>16</b>	<b>128</b>
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	61	21	8	10	0	0	20	84	8	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	48	21	22	9	0	0	25	69	12	147
<b>TOTAL ORLANDO</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>11</b>	<b>209</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	1	0	68	15	11	6	0	0	16	52	32	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>32</b>	<b>62</b>
RALEIGH	AMERICAN AIRLINES	S	62	0	0	58	24	13	3	2	0	20	61	19	62
<b>TOTAL RALEIGH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>19</b>	<b>62</b>
SANFORD	EXCEL AIRWAYS LTD	C	16	0	0	50	31	13	6	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	44	26	9
	MY TRAVEL AIRWAYS UK	C	18	0	0	89	0	0	11	0	0	14	52	170	23
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	11	0	0	0	11	75	11	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANFORD	THOMSONFLY LTD	C	15	0	0	53	33	7	7	0	0	17	38	20	16
<b>TOTAL SANFORD</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>48</b>	<b>64</b>	<b>89</b>
TAMPA	BRITISH AIRWAYS PLC	S	43	0	0	65	12	19	5	0	0	18	75	12	44
<b>TOTAL TAMPA</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>44</b>
<b>TOTAL USA</b>			<b>1590</b>	<b>2</b>	<b>6</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>20</b>	<b>1637</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	24	0	47	4
<b>TOTAL PORLAMAR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>47</b>	<b>4</b>
<b>TOTAL VENEZUELA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>47</b>	<b>4</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	26	2	0	54	4	23	19	0	0	30	68	19	25
<b>TOTAL HARARE</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>19</b>	<b>25</b>
<b>TOTAL ZIMBABWE</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>4</b>	<b>23</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>68</b>	<b>19</b>	<b>25</b>
<b>TOTAL GATWICK</b>			<b>22085</b>	<b>119</b>	<b>103</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>20</b>	<b>22012</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>																
SALZBURG	BMI BRITISH MIDLAND	C	3	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL SALZBURG</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>100</b>	<b>5</b>	<b>4</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>100</b>	<b>5</b>	<b>4</b>	
<b>BULGARIA</b>																
BURGAS	FIRST CHOICE AIRWAYS LTD	C	7	1	0	57	43	0	0	0	0	9	86	10	7	
	MONARCH AIRLINES	C	5	0	0	100	0	0	0	0	0	5	0	0	0	
	THOMAS COOK AIRLINES LTD	C	5	0	0	40	20	0	40	0	0	50	60	13	5	
	THOMSONFLY LTD	C	2	0	0	0	50	50	0	0	0	33	100	7	2	
<b>TOTAL BURGAS</b>			<b>20</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>17</b>	<b>20</b>	
VARNA	BH AIR	C	5	0	0	0	20	40	20	20	0	84	60	9	5	
<b>TOTAL VARNA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>84</b>	<b>60</b>	<b>9</b>	<b>5</b>	
<b>TOTAL BULGARIA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>72</b>	<b>16</b>	<b>25</b>	
<b>CANADA</b>																
CALGARY	ZOOM AIRLINES	S	6	0	0	50	17	0	33	0	0	38	0	0	0	
<b>TOTAL CALGARY</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	
OTTAWA INTERNATIONAL	ZOOM AIRLINES	S	8	0	0	88	0	13	0	0	0	6	63	16	8	
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>16</b>	<b>8</b>	
TORONTO	AIR TRANSAT	S	20	0	0	65	25	0	10	0	0	19	44	28	16	
	THOMAS COOK AIRLINES LTD	S	38	0	0	66	24	3	3	3	3	42	55	36	33	
	ZOOM AIRLINES	S	10	0	0	70	0	20	10	0	0	27	44	51	9	
<b>TOTAL TORONTO</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>33</b>	<b>48</b>	<b>45</b>	<b>62</b>	
VANCOUVER	AIR TRANSAT	S	8	0	0	50	13	0	38	0	0	46	100	3	6	
	ZOOM AIRLINES	S	16	0	0	88	0	0	13	0	0	11	65	31	17	
<b>TOTAL VANCOUVER</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>24</b>	<b>23</b>	
<b>TOTAL CANADA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>4</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>56</b>	<b>37</b>	<b>93</b>	
<b>CROATIA</b>																
PULA	FLYGLOBESPAN	S	2	0	0	50	50	0	0	0	0	14	0	0	0	
<b>TOTAL PULA</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>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL CROATIA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>57</b>	<b>14</b>	<b>7</b>	
<b>CYPRUS</b>																
LARNACA	AJET	C	5	0	0	20	0	0	60	20	0	121	0	0	0	
	EUROCYPRIA AIRLINES LTD	C	8	0	0	38	13	50	0	0	0	27	40	18	10	
	FUTURA AIRLINES	C	6	0	0	50	50	0	0	0	0	17	0	0	0	
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	2	86	7	7	
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	33	11	22	0	0	29	50	20	8	
	THOMSONFLY LTD	C	7	0	0	57	29	14	0	0	0	14	33	25	9	
<b>TOTAL LARNACA</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>24</b>	<b>16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>45</b>	<b>20</b>	<b>44</b>	
PAPHOS	FIRST CHOICE AIRWAYS LTD	S	10	0	0	70	20	10	0	0	0	11	38	27	8	
	FLYGLOBESPAN	S	15	3	3	73	13	0	13	0	0	17	91	8	11	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	MONARCH AIRLINES	C	8	0	0	50	13	25	0	13	0	51	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	4	0	0	0	
	THOMSONFLY LTD	C	9	0	0	56	11	11	0	22	0	71	50	18	8
<b>TOTAL PAPHOS</b>			<b>50</b>	<b>3</b>	<b>3</b>	<b>70</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>22</b>	<b>45</b>
<b>TOTAL CYPRUS</b>			<b>88</b>	<b>3</b>	<b>4</b>	<b>59</b>	<b>17</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>56</b>	<b>21</b>	<b>89</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	FLYGLOBESPAN	S	42	0	0	64	26	10	0	0	0	13	81	9	62
<b>TOTAL PRAGUE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>152</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>26</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>10</b>	<b>152</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	62	0	0	97	3	0	0	0	0	2	92	6	61
<b>TOTAL COPENHAGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>61</b>
<b>TOTAL DENMARK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>6</b>	<b>61</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	MY TRAVEL AIRWAYS UK	C	4	0	0	50	25	25	0	0	0	17	86	6	7
<b>TOTAL PUERTO PLATA</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>70</b>	<b>21</b>	<b>10</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>21</b>	<b>10</b>
<b>EGYPT</b>															
HURGHADA	MY TRAVEL AIRWAYS UK	C	3	0	0	0	67	0	33	0	0	37	0	0	0
<b>TOTAL HURGHADA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>29</b>	<b>27</b>	<b>7</b>
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	9	0	0	22	0	56	22	0	0	45	0	0	0
	THOMSONFLY LTD	C	8	0	0	13	50	38	0	0	0	30	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>24</b>	<b>47</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>30</b>	<b>40</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>29</b>	<b>27</b>	<b>7</b>
<b>FRANCE</b>															
NICE	FLYGLOBESPAN	S	2	0	0	100	0	0	0	0	0	3	80	5	10
<b>TOTAL NICE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>5</b>	<b>10</b>
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	41	0	0	80	17	2	0	0	0	6	82	7	50
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>18</b>	<b>68</b>
<b>TOTAL FRANCE</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>17</b>	<b>79</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	56	2	0	66	21	7	5	0	0	16	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>56</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	BA CONNECT LTD	S	66	0	0	91	5	5	0	0	0	5	96	7	24
<b>TOTAL FRANKFURT MAIN</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>96</b>	<b>7</b>	<b>26</b>
MUNICH	BA CONNECT LTD	S	48	0	0	92	6	2	0	0	0	4	93	7	42
<b>TOTAL MUNICH</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>7</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GERMANY</b>			<b>170</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>7</b>	<b>68</b>
<b>GREECE</b>															
<b>ATHENS</b>	FLYGLOBESPAN	S	4	0	0	50	25	25	0	0	0	16	0	0	0
	GREECE AIRWAYS	S	10	0	4	20	20	0	40	20	0	97	56	52	18
<b>TOTAL ATHENS</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>29</b>	<b>21</b>	<b>7</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>74</b>	<b>56</b>	<b>52</b>	<b>18</b>
<b>CORFU</b>	EXCEL AIRWAYS LTD	C	13	0	0	38	8	15	23	15	0	59	89	23	18
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	12	75	11	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	0	0	0	33	22	180	50	31	10
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	4	100	3	7
<b>TOTAL CORFU</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>3</b>	<b>11</b>	<b>8</b>	<b>14</b>	<b>5</b>	<b>68</b>	<b>79</b>	<b>20</b>	<b>43</b>
<b>HERAKLION</b>	EXCEL AIRWAYS LTD	C	17	1	0	76	6	0	18	0	0	22	81	8	16
	FLYGLOBESPAN	S	2	0	0	100	0	0	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	33	0	0	67	0	0	98	67	135	9
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	30	10	0	0	22	100	2	6
<b>TOTAL HERAKLION</b>			<b>32</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>3</b>	<b>9</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>43</b>	<b>35</b>
<b>KOS</b>	BMI BRITISH MIDLAND	C	4	0	0	0	50	50	0	0	0	36	75	8	4
<b>TOTAL KOS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>21</b>	<b>12</b>
<b>RHODES</b>	EXCEL AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	4	67	63	12
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	0	0	33	0	79	43	287	7
	THOMSONFLY LTD	C	6	0	0	100	0	0	0	0	0	1	100	2	7
<b>TOTAL RHODES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>107</b>	<b>26</b>
<b>ZAKINTHOS</b>	EXCEL AIRWAYS LTD	C	7	0	0	57	43	0	0	0	0	13	100	1	9
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	78	14	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	29	43	14	0	0	14	136	0	46	9
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	8	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>39</b>	<b>59</b>	<b>20</b>	<b>27</b>
<b>TOTAL GREECE</b>			<b>144</b>	<b>1</b>	<b>4</b>	<b>65</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>42</b>	<b>70</b>	<b>46</b>	<b>162</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	S	34	0	0	76	24	0	0	0	0	12	44	20	36
<b>TOTAL KEFLAVIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>20</b>	<b>36</b>
<b>TOTAL ICELAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>20</b>	<b>36</b>
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	LOGANAIR	S	58	0	0	71	19	9	2	0	0	12	75	12	56
<b>TOTAL CORK</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>56</b>
<b>DUBLIN</b>	AER LINGUS	S	108	0	0	32	33	19	16	0	0	35	67	14	171
	LOGANAIR	S	55	0	0	84	11	5	0	0	0	8	0	0	0
<b>TOTAL DUBLIN</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>14</b>	<b>171</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>24</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>14</b>	<b>262</b>
<b>ITALY</b>															
<b>BERGAMO</b>	CITY AIRLINE	C	2	0	0	50	0	50	0	0	0	28	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL BERGAMO			2	0	0	50	0	50	0	0	0	28	0	0	0
NAPLES	EUROFLY SPA	C	4	0	0	75	25	0	0	0	0	5	0	0	0
	THOMSONFLY LTD	C	7	0	0	57	0	43	0	0	0	20	43	64	7
TOTAL NAPLES			11	0	0	64	9	27	0	0	0	14	43	64	7
VENICE	BMI BRITISH MIDLAND	C	3	0	0	67	0	33	0	0	0	16	56	49	9
TOTAL VENICE			3	0	0	67	0	33	0	0	0	16	56	49	9
VERONA VILLAFRANCA	THOMSONFLY LTD	C	16	0	0	88	13	0	0	0	0	5	100	0	7
TOTAL VERONA VILLAFRANCA			16	0	0	88	13	0	0	0	0	5	47	24	15
TOTAL ITALY			32	0	0	75	9	16	0	0	0	11	50	39	40
MALTA															
MALTA	AIR MALTA	S	18	0	0	44	17	28	11	0	0	30	70	8	10
	MY TRAVEL AIRWAYS UK	C	3	0	0	33	0	0	33	33	0	129	100	2	2
TOTAL MALTA			21	0	0	43	14	24	14	5	0	44	60	38	30
TOTAL MALTA			21	0	0	43	14	24	14	5	0	44	60	38	30
MEXICO															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	20	0	61	3
	MY TRAVEL AIRWAYS UK	C	5	0	0	60	20	20	0	0	0	13	56	39	9
TOTAL CANCUN			9	0	0	67	11	11	11	0	0	16	42	45	12
TOTAL MEXICO			9	0	0	67	11	11	11	0	0	16	42	45	12
NETHERLANDS															
AMSTERDAM	FLYGLOBESPAN	S	42	0	0	81	5	10	5	0	0	12	0	0	0
	KLM CITYHOPPER	S	296	0	0	83	10	4	1	0	1	12	75	15	241
TOTAL AMSTERDAM			338	0	0	83	10	4	2	0	1	12	77	15	302
TOTAL NETHERLANDS			338	0	0	83	10	4	2	0	1	12	77	15	302
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	5	0	0	20	20	40	0	20	0	75	0	0	0
TOTAL ISLAMABAD			5	0	0	20	20	40	0	20	0	75	0	0	0
LAHORE	PAKISTAN INTL AIRLINES	S	13	0	0	62	15	8	0	8	8	120	0	0	0
TOTAL LAHORE			13	0	0	62	15	8	0	8	8	120	0	0	0
TOTAL PAKISTAN			18	0	0	50	17	17	0	11	6	107	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	75	7	8
	FLYGLOBESPAN	S	62	0	0	89	2	3	6	0	0	11	77	16	62
	FUTURA AIRLINES	C	15	0	0	20	7	33	40	0	0	52	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	25	25	25	0	109	56	23	18
	THOMSONFLY LTD	C	7	0	0	57	14	0	29	0	0	34	100	3	7
TOTAL FARO			100	0	0	71	4	9	14	2	0	26	73	16	113
TOTAL PORTUGAL(EXCLUDING MADEIRA)			100	0	0	71	4	9	14	2	0	26	73	16	113

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	5	100	4	10
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	17	17	0	0	0	16	0	0	0
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>4</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>12</b>	<b>100</b>	<b>4</b>	<b>10</b>
<b>SPAIN</b>															
<b>ALICANTE</b>															
	EXCEL AIRWAYS LTD	C	8	0	0	25	50	0	25	0	0	30	100	2	6
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	63	14	8
	FLYGLOBESPAN	S	62	0	0	82	5	10	3	0	0	11	75	27	63
	FUTURA AIRLINES	C	10	0	0	40	30	10	20	0	0	32	0	0	0
	GREECE AIRWAYS	S	14	4	0	71	14	14	0	0	0	17	63	23	19
	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	25	13	0	25	25	173	63	17	8
	THOMSONFLY LTD	C	17	0	0	82	12	6	0	0	0	7	78	9	18
<b>TOTAL ALICANTE</b>			<b>136</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>70</b>	<b>26</b>	<b>138</b>
<b>BARCELONA</b>	FLYGLOBESPAN	S	60	0	0	83	8	2	3	0	3	25	71	14	62
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>25</b>	<b>71</b>	<b>14</b>	<b>62</b>
<b>GERONA</b>															
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	2	83	4	6
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	5	50	11	6
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	4	100	0	7
<b>TOTAL GERONA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>5</b>	<b>19</b>
<b>IBIZA</b>															
	FLYGLOBESPAN	S	18	0	0	89	11	0	0	0	0	5	0	0	0
	FUTURA AIRLINES	C	7	0	0	43	0	29	29	0	0	38	0	0	0
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	3	56	40	16
	THOMAS COOK AIRLINES LTD	C	15	0	0	60	13	7	20	0	0	26	67	19	15
	THOMSONFLY LTD	C	15	0	0	53	0	20	13	13	0	68	57	22	14
<b>TOTAL IBIZA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>10</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>28</b>	<b>45</b>
<b>MAHON</b>															
	FLYGLOBESPAN	S	2	0	0	50	50	0	0	0	0	17	0	0	0
	FUTURA AIRLINES	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	4	50	96	14
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	19	63	13	8
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	4	67	13	9
<b>TOTAL MAHON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>51</b>	<b>31</b>
<b>MALAGA</b>															
	FLYGLOBESPAN	S	62	0	0	89	8	3	0	0	0	7	82	18	62
	GREECE AIRWAYS	S	8	0	1	50	25	0	0	25	0	65	28	85	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	38	0	0	0	0	12	80	10	10
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	100	3	10
<b>TOTAL MALAGA</b>			<b>86</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>27</b>	<b>110</b>
<b>PALMA DE MALLORCA</b>															
	BMI BRITISH MIDLAND	C	4	0	0	75	0	25	0	0	0	16	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	4	0	0	50	25	0	25	0	0	29	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	50	13	38	0	0	0	22	100	1	7
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	0	0	0
	FLYGLOBESPAN	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	FLYGLOBESPAN	S	64	0	0	72	17	5	6	0	0	14	84	19	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
PALMA DE MALLORCA	FUTURA AIRLINES	C	12	0	0	67	25	8	0	0	0	11	80	15	10
	GREECE AIRWAYS	S	4	0	4	50	0	50	0	0	32	63	20	8	
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	50	0	51	63	22	24	
	THOMAS COOK AIRLINES LTD	C	33	0	0	55	12	3	21	9	0	60	53	27	32
	THOMSONFLY LTD	C	40	0	0	73	15	8	5	0	0	11	76	10	34
<b>TOTAL PALMA DE MALLORCA</b>			<b>185</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>23</b>	<b>70</b>	<b>23</b>	<b>193</b>	
REUS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	12	60	30	10	
	FUTURA AIRLINES	C	11	2	0	91	9	0	0	0	7	0	0	0	
	THOMAS COOK AIRLINES LTD	C	6	0	0	33	17	50	0	0	29	69	19	16	
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	3	100	2	7	
<b>TOTAL REUS</b>			<b>32</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>15</b>	<b>51</b>	
<b>TOTAL SPAIN</b>			<b>605</b>	<b>6</b>	<b>5</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>21</b>	<b>70</b>	<b>24</b>	<b>656</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	EXCEL AIRWAYS LTD	C	8	0	0	75	25	0	0	0	9	25	122	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	6	75	9	8	
	FLYGLOBESPAN	S	9	0	0	89	0	0	11	0	9	100	2	4	
	FUTURA AIRLINES	C	8	0	0	13	38	50	0	0	27	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	50	0	0	24	87	6	15	
<b>TOTAL ARRECIFE</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>23</b>	<b>51</b>	
FUERTEVENTURA	FUTURA AIRLINES	C	10	0	0	40	30	30	0	0	23	0	0	0	
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	22	22	22	0	42	38	15	8	
<b>TOTAL FUERTEVENTURA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>26</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>32</b>	<b>63</b>	<b>10</b>	<b>16</b>	
LAS PALMAS	EXCEL AIRWAYS LTD	C	7	0	0	29	43	0	29	0	41	0	0	0	
	FLYGLOBESPAN	S	8	0	0	38	0	38	25	0	51	0	23	2	
	FUTURA AIRLINES	C	14	0	0	64	7	0	29	0	29	0	0	0	
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	5	61	26	18	
	THOMAS COOK AIRLINES LTD	C	11	0	0	9	0	36	55	0	66	64	60	11	
	THOMSONFLY LTD	C	10	0	0	80	0	20	0	0	13	70	11	10	
<b>TOTAL LAS PALMAS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>17</b>	<b>26</b>	<b>0</b>	<b>37</b>	<b>61</b>	<b>31</b>	<b>41</b>	
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	7	0	0	14	71	14	0	0	20	100	2	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	4	75	10	8	
	FLYGLOBESPAN	S	62	0	0	92	2	2	5	0	7	98	4	52	
	FUTURA AIRLINES	C	12	0	0	33	33	25	8	0	27	0	0	0	
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	25	0	0	0	14	69	10	16	
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	33	11	0	11	39	78	20	9	
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	4	100	1	8	
	VOLAR AIRLINES	C	7	0	0	86	14	0	0	0	6	88	4	16	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>117</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>231</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>15</b>	<b>225</b>	
<b>TUNISIA</b>															
MONASTIR	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	0	25	0	24	0	61	1	
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	25	25	38	0	43	90	4	10	
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>13</b>	<b>31</b>	<b>0</b>	<b>34</b>	<b>82</b>	<b>9</b>	<b>11</b>	



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TUNISIA			16	0	0	38	19	13	31	0	0	34	82	9	11
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	3	0	1	67	0	0	33	0	0	49	50	19	4
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	11	22	33	0	0	39	80	7	10
TOTAL ANTALYA			12	0	1	42	8	17	33	0	0	41	71	10	14
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	89	10	9
	FLYGLOBESPAN	C	6	0	0	17	33	50	0	0	0	32	0	0	0
	ONUR AIR	C	9	0	0	44	11	33	11	0	0	29	0	0	0
TOTAL BODRUM (MILAS)			22	0	0	55	14	27	5	0	0	21	86	10	14
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	11	0	0	0	0	5	78	8	9
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	14	0	29	0	0	28	100	1	7
	ONUR AIR	C	9	0	0	33	22	33	11	0	0	29	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	1	0	53	7	0	0	40	0	96	69	31	16
	THOMSONFLY LTD	C	9	0	0	67	22	11	0	0	0	14	56	16	9
TOTAL DALAMAN			49	1	0	59	14	8	6	12	0	42	74	17	43
TOTAL TURKEY			83	1	1	55	13	14	10	7	0	36	76	14	71
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	84	6	6	3	0	0	13	89	7	62
TOTAL DUBAI			62	0	0	84	6	6	3	0	0	13	89	7	62
TOTAL UNITED ARAB EMIRATES			62	0	0	84	6	6	3	0	0	13	89	7	62
UNITED KINGDOM															
BARRA	LOGANAIR	S	58	4	0	71	17	5	7	0	0	18	70	22	53
TOTAL BARRA			58	4	0	71	17	5	7	0	0	18	70	22	53
BELFAST CITY	FLYBE LTD	S	218	0	6	86	6	2	6	0	0	8	91	8	213
TOTAL BELFAST CITY			218	0	6	86	6	2	6	0	0	8	91	8	213
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	194	2	2	76	12	7	4	0	1	15	92	7	238
TOTAL BELFAST INTERNATIONAL			194	2	2	76	12	7	4	0	1	15	92	7	238
BENBECULA	LOGANAIR	S	101	12	0	82	9	0	8	1	0	16	79	16	98
TOTAL BENBECULA			101	12	0	82	9	0	8	1	0	16	79	16	98
BIRMINGHAM	BA CONNECT LTD	S	235	0	0	89	4	3	4	0	0	7	91	5	221
	FLYBE LTD	S	306	0	0	89	4	2	4	1	0	10	77	11	296
TOTAL BIRMINGHAM			541	0	0	89	4	2	4	1	0	9	83	8	517
BRISTOL	BA CONNECT LTD	S	190	0	0	89	5	2	4	0	0	8	88	6	183
	EASYJET AIRLINE COMPANY LTD	S	159	0	3	75	11	9	4	0	0	14	77	11	158
TOTAL BRISTOL			349	0	3	83	8	5	4	0	0	10	83	8	341
CAMPBELTOWN	LOGANAIR	S	88	0	0	80	8	3	9	0	0	15	90	5	86
TOTAL CAMPBELTOWN			88	0	0	80	8	3	9	0	0	15	90	5	86
CARDIFF WALES	BMIBABY LTD	S	106	0	2	78	10	5	5	0	2	22	0	0	0
TOTAL CARDIFF WALES			106	0	2	78	10	5	5	0	2	22	0	0	0
CITY OF DERRY (EGLINTON)	LOGANAIR	S	62	0	0	73	11	11	5	0	0	14	68	19	62

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL CITY OF DERRY (EGLINTON)			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>19</b>	62
EXETER	FLYBE LTD	S	108	0	0	58	16	15	7	4	0	26	81	18	62
TOTAL EXETER			<b>108</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>81</b>	<b>18</b>	62
GATWICK	BRITISH AIRWAYS PLC	S	354	0	0	71	11	14	5	0	0	14	75	12	354
TOTAL GATWICK			<b>354</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>12</b>	356
HEATHROW	BMI BRITISH MIDLAND	S	450	0	2	73	14	8	5	0	0	13	84	9	462
	BRITISH AIRWAYS PLC	S	561	0	1	69	15	10	6	0	0	16	78	10	664
TOTAL HEATHROW			<b>1012</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>10</b>	1126
ISLAY	LOGANAIR	S	109	3	0	74	8	6	10	1	0	22	71	15	96
TOTAL ISLAY			<b>109</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>15</b>	96
ISLE OF MAN	LOGANAIR	S	111	0	0	60	21	14	5	0	0	17	60	26	58
TOTAL ISLE OF MAN			<b>111</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>48</b>	<b>35</b>	162
JERSEY	FLYBE LTD	S	14	0	2	14	21	43	14	7	0	59	31	41	16
TOTAL JERSEY			<b>14</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>21</b>	<b>43</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>59</b>	<b>67</b>	<b>19</b>	42
KIRKWALL	LOGANAIR	S	8	0	0	75	13	0	13	0	0	20	0	0	0
TOTAL KIRKWALL			<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>20</b>	<b>0</b>	<b>0</b>	0
LEEDS BRADFORD	BMI REGIONAL	S	132	0	0	95	5	0	1	0	0	3	85	9	124
TOTAL LEEDS BRADFORD			<b>132</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	124
LUTON	EASYJET AIRLINE COMPANY LTD	S	325	4	5	71	14	8	6	1	0	17	90	8	327
TOTAL LUTON			<b>325</b>	<b>5</b>	<b>5</b>	<b>71</b>	<b>14</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>90</b>	<b>8</b>	327
MANCHESTER	BA CONNECT LTD	S	303	0	0	79	9	7	6	0	0	12	85	8	295
	BMI REGIONAL	S	180	0	0	98	2	0	1	0	0	2	95	3	166
TOTAL MANCHESTER			<b>483</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	462
NORWICH	FLYBE LTD	S	62	0	0	94	6	0	0	0	0	4	0	0	0
TOTAL NORWICH			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	0
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	162	0	0	73	9	10	7	0	0	16	80	11	151
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			<b>162</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	151
SOUTHAMPTON	BA CONNECT LTD	S	207	0	0	75	13	9	2	1	0	14	74	11	200
	FLYBE LTD	S	254	1	6	80	15	2	4	0	0	10	80	8	164
TOTAL SOUTHAMPTON			<b>461</b>	<b>1</b>	<b>6</b>	<b>77</b>	<b>14</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>10</b>	364
STANSTED	AIR BERLIN	S	108	0	0	22	21	43	14	0	0	38	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	284	2	0	75	13	7	6	0	0	14	92	6	285
TOTAL STANSTED			<b>392</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>92</b>	<b>6</b>	285
STORNOWAY	LOGANAIR	S	207	0	0	74	11	9	7	0	0	14	75	14	202
TOTAL STORNOWAY			<b>207</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>14</b>	202
SUMBURGH	LOGANAIR	S	108	1	0	83	11	2	3	1	0	11	88	8	117
TOTAL SUMBURGH			<b>108</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>8</b>	117
TIREE	LOGANAIR	S	53	0	0	75	11	4	8	2	0	18	75	11	48
TOTAL TIREE			<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	48

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
<b>TOTAL UNITED KINGDOM</b>			<b>5818</b>	<b>35</b>	<b>29</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>5594</b>
<b>USA</b>															
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	0	70	8	10	12	0	0	22	75	16	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>16</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	85	0	1	48	18	27	7	0	0	25	66	14	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>85</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>18</b>	<b>27</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>14</b>	<b>62</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	39	1	0	77	13	8	3	0	0	9	68	21	34
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>21</b>	<b>34</b>
SANFORD	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	5	0	43	5
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	17	0	49	6
	MY TRAVEL AIRWAYS UK	C	14	8	0	64	14	21	0	0	0	15	50	20	14
<b>TOTAL SANFORD</b>			<b>29</b>	<b>8</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>28</b>	<b>32</b>	<b>25</b>
<b>TOTAL USA</b>			<b>213</b>	<b>9</b>	<b>1</b>	<b>62</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>18</b>	<b>181</b>
<b>TOTAL GLASGOW</b>			<b>8524</b>	<b>59</b>	<b>44</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>13</b>	<b>8362</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	34	0	0	65	26	6	3	0	0	15	67	11	36
TOTAL ALGIERS			34	0	0	65	26	6	3	0	0	15	67	11	36
TOTAL ALGERIA			34	0	0	65	26	6	3	0	0	15	67	11	36
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	8	0	0	50	25	25	0	0	0	19	67	10	9
TOTAL LUANDA			8	0	0	50	25	25	0	0	0	19	67	10	9
TOTAL ANGOLA			8	0	0	50	25	25	0	0	0	19	67	10	9
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	36	0	0	81	6	8	6	0	0	12	79	8	34
TOTAL BUENOS AIRES			36	0	0	81	6	8	6	0	0	12	79	8	34
TOTAL ARGENTINA			36	0	0	81	6	8	6	0	0	12	79	8	34
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	124	0	0	65	15	11	6	2	2	35	81	14	64
TOTAL MELBOURNE			124	0	0	65	15	11	6	2	2	35	72	15	126
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	71	19	10	1	0	0	12	77	12	124
	QANTAS	S	118	0	0	64	20	8	4	3	0	22	68	21	144
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	74	19	5	2	0	0	10	60	14	62
TOTAL SYDNEY			304	0	0	69	19	8	2	1	0	16	70	16	330
TOTAL AUSTRALIA			428	0	0	68	18	9	3	1	0	21	71	16	482
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	302	0	0	64	19	13	4	0	0	16	67	13	299
	BRITISH AIRWAYS PLC	S	248	0	0	65	18	11	6	0	0	17	76	12	248
TOTAL VIENNA			550	0	0	64	19	12	5	0	0	16	71	13	547
TOTAL AUSTRIA			550	0	0	64	19	12	5	0	0	16	71	13	547
<b>AZERBAIJAN</b>															
BAKU ( HEYDER ALIYEV INT'L )	BMED	S	61	0	0	79	10	5	7	0	0	12	80	8	35
TOTAL BAKU ( HEYDER ALIYEV INT'L )			61	0	0	79	10	5	7	0	0	12	80	8	35
TOTAL AZERBAIJAN			61	0	0	79	10	5	7	0	0	12	80	8	35
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	124	0	0	65	15	16	2	1	0	17	72	13	124
TOTAL BAHRAIN			124	0	0	65	15	16	2	1	0	17	72	13	124
TOTAL BAHRAIN			124	0	0	65	15	16	2	1	0	17	72	13	124
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	46	0	0	43	22	28	7	0	0	28	43	26	54
	BRITISH AIRWAYS PLC	S	26	0	0	65	12	15	8	0	0	19	81	12	26
TOTAL DACCA			72	0	0	51	18	24	7	0	0	25	55	22	80

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BANGLADESH			72	0	0	51	18	24	7	0	0	25	55	22	80
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	358	0	4	79	8	9	4	0	0	11	85	7	361
	BRITISH AIRWAYS PLC	S	462	0	0	68	17	11	4	0	0	15	78	10	456
	SN BRUSSELS AIRLINES	S	8	0	0	88	0	0	13	0	0	12	78	16	9
<b>TOTAL BRUSSELS</b>			<b>828</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	<b>826</b>
<b>TOTAL BELGIUM</b>			<b>828</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	<b>826</b>
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	26	0	0	69	19	0	12	0	0	18	81	36	27
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>36</b>	<b>27</b>
SAO PAULO (GUARULHOS)	VARIG	S	60	0	0	52	23	20	2	3	0	28	70	17	60
<b>TOTAL SAO PAULO (GUARULHOS)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>70</b>	<b>17</b>	<b>60</b>
<b>TOTAL BRAZIL</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>22</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>23</b>	<b>87</b>
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	50	27	8	11	3	0	32	55	22	62
<b>TOTAL BANDAR SERI BEGAWAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>55</b>	<b>22</b>	<b>62</b>
<b>TOTAL BRUNEI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>55</b>	<b>22</b>	<b>62</b>
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	62	0	0	60	18	13	10	0	0	21	37	27	62
	HEMUS AIR	S	30	0	0	57	23	10	10	0	0	21	0	0	0
<b>TOTAL SOFIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>27</b>	<b>62</b>
<b>TOTAL BULGARIA</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>27</b>	<b>62</b>
<b>CANADA</b>															
CALGARY	AIR CANADA	S	122	0	0	76	11	11	2	1	0	13	83	14	122
<b>TOTAL CALGARY</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>14</b>	<b>122</b>
HALIFAX INT	AIR CANADA	S	62	0	0	58	26	13	3	0	0	17	57	16	61
<b>TOTAL HALIFAX INT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>26</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>16</b>	<b>61</b>
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	68	16	10	5	2	0	18	48	43	61
	BRITISH AIRWAYS PLC	S	62	0	0	66	24	8	2	0	0	14	79	9	62
<b>TOTAL MONTREAL (DORVAL)</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>26</b>	<b>123</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	62	0	0	77	11	6	5	0	0	12	65	14	62
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>14</b>	<b>62</b>
TORONTO	AIR CANADA	S	308	0	0	69	19	8	4	0	0	14	58	25	308
	BRITISH AIRWAYS PLC	S	150	0	0	59	25	10	6	0	0	18	56	21	151
<b>TOTAL TORONTO</b>			<b>458</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>23</b>	<b>459</b>
VANCOUVER	AIR CANADA	S	122	0	0	80	11	7	2	0	0	11	79	12	158
	BRITISH AIRWAYS PLC	S	90	0	0	58	23	12	7	0	0	20	63	14	62
<b>TOTAL VANCOUVER</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>220</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL CANADA			1040	0	0	68	18	9	4	0	0	15	65	19	1047
CAYMAN ISLANDS															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	0	1	71	9	6	6	6	3	36	82	13	34
TOTAL GRAND CAYMAN			34	0	1	71	9	6	6	6	3	36	82	13	34
TOTAL CAYMAN ISLANDS			34	0	1	71	9	6	6	6	3	36	82	13	34
CHINA															
BEIJING	AIR CHINA	S	61	1	1	52	10	28	5	5	0	34	62	21	52
	BRITISH AIRWAYS PLC	S	52	0	1	62	19	12	4	4	0	24	69	13	35
TOTAL BEIJING			113	1	2	57	14	20	4	4	0	30	64	18	87
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	44	0	0	61	14	16	9	0	0	20	0	0	0
	CHINA EASTERN AIRLINES	S	44	0	0	32	14	20	30	5	0	54	61	14	36
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	3	77	10	6	6	0	0	12	64	20	42
TOTAL SHANGHAI (PU DONG)			150	0	3	59	12	13	14	1	0	27	63	17	78
TOTAL CHINA			263	1	5	58	13	16	10	3	0	28	64	17	165
CROATIA															
SPLIT	CROATIA AIRLINES	S	8	0	0	63	38	0	0	0	0	11	50	24	8
TOTAL SPLIT			8	0	0	63	38	0	0	0	0	11	50	24	8
ZAGREB	CROATIA AIRLINES	S	70	0	0	61	20	13	6	0	0	18	73	21	70
TOTAL ZAGREB			70	0	0	61	20	13	6	0	0	18	73	21	70
TOTAL CROATIA			78	0	0	62	22	12	5	0	0	18	72	19	88
CYPRUS															
LARNACA	BRITISH AIRWAYS PLC	S	70	0	0	56	29	13	3	0	0	17	68	17	106
	CYPRUS AIRWAYS	S	158	0	2	50	26	14	9	1	0	23	70	15	158
TOTAL LARNACA			228	0	2	52	27	14	7	0	0	21	67	16	322
TOTAL CYPRUS			228	0	2	52	27	14	7	0	0	21	67	16	322
CZECH REPUBLIC															
PRAGUE	BRITISH AIRWAYS PLC	S	186	0	0	62	13	16	8	0	1	21	60	20	186
	CSA	S	178	0	0	57	24	14	5	0	0	18	68	15	176
TOTAL PRAGUE			365	0	0	60	18	15	7	0	0	20	64	18	362
TOTAL CZECH REPUBLIC			365	0	0	60	18	15	7	0	0	20	64	18	362
DENMARK															
COPENHAGEN	BRITISH AIRWAYS PLC	S	356	0	0	71	14	11	4	0	0	12	79	10	352
	SAS	S	343	2	0	58	18	15	8	0	0	21	72	12	354
	VARIG	S	24	0	2	54	21	13	13	0	0	21	55	28	22
TOTAL COPENHAGEN			723	2	2	65	16	13	6	0	0	16	75	12	728
TOTAL DENMARK			723	2	2	65	16	13	6	0	0	16	75	12	728
EGYPT															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	79	13	6	2	0	0	11	79	8	62

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				Actual (7)	Plan (8)										
CAIRO	EGYPT AIR	S	70	0	1	64	16	13	7	0	0	18	53	39	62
<b>TOTAL CAIRO</b>			<b>132</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>24</b>	<b>124</b>
LUXOR	EGYPT AIR	S	10	0	0	40	30	20	10	0	0	25	60	23	10
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>23</b>	<b>10</b>
SHARM EL SHEIKH (OPHIRA)	EGYPT AIR	S	8	0	0	100	0	0	0	0	4	0	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>21</b>	<b>160</b>	
<b>ETHIOPIA</b>															
ADDIS ABABA	BMED	S	44	0	0	57	16	11	16	0	0	26	50	23	26
	ETHIOPIAN AIRLINES	S	26	0	0	35	35	12	19	0	0	31	68	15	34
<b>TOTAL ADDIS ABABA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>23</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>18</b>	<b>60</b>
<b>TOTAL ETHIOPIA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>23</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>18</b>	<b>60</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	62	0	0	65	16	11	6	2	0	20	50	21	44
	JATAIRWAYS	S	65	1	0	51	23	15	9	0	2	31	64	15	66
<b>TOTAL BELGRADE</b>			<b>127</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>58</b>	<b>17</b>	<b>110</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>127</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>58</b>	<b>17</b>	<b>110</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	124	0	0	76	15	6	2	1	0	12	83	8	124
	FINNAIR	S	243	0	0	75	13	9	2	0	0	11	76	10	245
<b>TOTAL HELSINKI</b>			<b>367</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>369</b>
<b>TOTAL FINLAND</b>			<b>367</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>369</b>
<b>FRANCE</b>															
LYON	BRITISH AIRWAYS PLC	S	184	0	0	69	15	9	7	1	0	16	83	10	184
<b>TOTAL LYON</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>8</b>	<b>246</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL MARSEILLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	BMI BRITISH MIDLAND	S	64	0	0	73	20	6	0	0	0	10	62	15	126
	BRITISH AIRWAYS PLC	S	310	0	0	59	17	17	7	0	0	19	63	18	262
<b>TOTAL NICE</b>			<b>374</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>17</b>	<b>388</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	708	0	0	72	16	8	4	0	0	14	83	9	700
	BMI BRITISH MIDLAND	C	2	0	0	0	0	50	50	0	0	56	0	0	0
	BMI BRITISH MIDLAND	S	282	0	0	67	18	11	4	0	0	15	69	12	277
	BRITISH AIRWAYS PLC	S	650	0	0	67	14	12	7	0	0	17	74	11	634
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1642</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>10</b>	<b>1611</b>
<b>TOTAL FRANCE</b>			<b>2204</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>2253</b>
<b>GEORGIA</b>															
TBILISI	BMED	S	17	0	0	76	18	6	0	0	0	10	96	3	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 TBILISI			17	0	0	76	18	6	0	0	0	10	96	3	25
TOTAL GEORGIA			17	0	0	76	18	6	0	0	0	10	96	3	25
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	310	0	0	69	15	10	6	0	0	16	77	10	310
TOTAL BERLIN (TEGEL)			310	0	0	69	15	10	6	0	0	16	77	10	310
COLOGNE (BONN)	LUFTHANSA CITY LINE	S	175	0	0	79	12	5	4	0	0	10	91	6	162
TOTAL COLOGNE (BONN)			175	1	0	79	12	5	4	0	0	10	84	9	348
DUSSELDORF	BRITISH AIRWAYS PLC	S	352	0	0	71	15	9	4	1	0	15	78	11	353
	LUFTHANSA	S	241	0	5	71	16	7	5	0	0	15	82	8	274
TOTAL DUSSELDORF			593	0	5	71	15	9	4	1	0	15	80	10	627
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	457	0	1	68	14	10	8	0	0	17	76	12	458
	LUFTHANSA	S	618	0	0	61	22	14	3	0	0	16	80	9	616
TOTAL FRANKFURT MAIN			1075	0	1	64	18	12	5	0	0	17	78	10	1074
HAMBURG	BRITISH AIRWAYS PLC	S	248	0	0	73	13	11	3	0	0	13	69	15	244
	LUFTHANSA	S	184	0	0	68	17	11	3	0	0	13	88	6	186
TOTAL HAMBURG			432	0	0	71	15	11	3	0	0	13	77	11	430
HANOVER	BMI BRITISH MIDLAND	S	101	0	2	81	4	8	7	0	0	14	84	6	104
TOTAL HANOVER			101	0	2	81	4	8	7	0	0	14	84	6	104
MUNICH	BRITISH AIRWAYS PLC	S	422	0	0	62	20	12	5	0	0	18	77	14	300
	LUFTHANSA	S	430	0	2	67	19	11	3	0	0	13	83	8	432
TOTAL MUNICH			852	0	2	65	20	12	4	0	0	15	80	10	732
STUTTGART	BRITISH AIRWAYS PLC	S	186	0	0	75	12	6	6	1	0	15	71	13	186
	LUFTHANSA CITY LINE	S	122	0	0	70	25	6	0	0	0	10	94	6	124
TOTAL STUTTGART			308	0	0	73	17	6	4	1	0	13	80	10	310
TOTAL GERMANY			3846	1	10	68	17	10	4	0	0	15	79	10	3935
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	77	10	10	3	0	0	12	71	17	62
TOTAL ACCRA			62	0	0	77	10	10	3	0	0	12	71	17	62
TOTAL GHANA			62	0	0	77	10	10	3	0	0	12	71	17	62
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	62	0	0	76	8	11	3	2	0	16	65	16	62
TOTAL GIBRALTAR			62	0	0	76	8	11	3	2	0	16	65	16	62
TOTAL GIBRALTAR			62	0	0	76	8	11	3	2	0	16	65	16	62
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	186	0	0	62	17	11	10	0	1	25	63	25	180
	OLYMPIC AIRLINES	S	179	0	1	50	18	20	9	3	0	29	56	22	182
	QANTAS	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL ATHENS			367	0	1	56	17	16	9	2	0	27	60	23	376
CORFU	BMI BRITISH MIDLAND	C	8	0	0	75	13	0	13	0	0	15	90	54	10



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CORFU			8	0	0	75	13	0	13	0	0	15	90	54	10
TOTAL GREECE			375	0	1	57	17	15	9	2	0	27	61	24	386
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	186	0	2	81	8	7	2	0	3	33	83	8	150
	CATHAY PACIFIC AIRWAYS	S	248	0	0	70	19	8	2	0	1	17	61	21	186
TOTAL HONG KONG (CHEP LAP KOK)			434	0	2	75	14	7	2	0	2	24	71	15	336
TOTAL HONG KONG			434	0	2	75	14	7	2	0	2	24	71	15	336
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	186	0	0	65	20	11	4	0	0	15	63	14	184
	MALEV (HUNGARIAN AIRLINES)	S	124	0	0	69	13	14	4	0	0	13	81	11	124
TOTAL BUDAPEST			310	0	0	67	17	12	4	0	0	15	70	13	308
TOTAL HUNGARY			310	0	0	67	17	12	4	0	0	15	70	13	308
ICELAND															
KEFLAVIK	ICELANDAIR	S	124	0	0	65	21	12	2	0	0	14	64	17	122
TOTAL KEFLAVIK			124	0	0	65	21	12	2	0	0	14	64	17	122
TOTAL ICELAND			124	0	0	65	21	12	2	0	0	14	64	17	122
INDIA															
AHMEDABAD	AIR INDIA	S	2	0	0	50	50	0	0	0	0	11	0	0	0
TOTAL AHMEDABAD			2	0	0	50	50	0	0	0	0	11	0	0	0
BANGALORE	BRITISH AIRWAYS PLC	S	54	0	0	69	24	4	2	2	0	16	0	0	0
TOTAL BANGALORE			54	0	0	69	24	4	2	2	0	16	0	0	0
CALCUTTA	AIR INDIA	S	26	0	0	77	4	12	0	0	8	58	0	0	0
	BRITISH AIRWAYS PLC	S	26	0	0	65	19	15	0	0	0	13	81	8	26
TOTAL CALCUTTA			52	0	0	71	12	13	0	0	4	36	81	8	26
DELHI	AIR SAHARA	S	4	0	14	0	25	50	25	0	0	64	0	0	0
	BRITISH AIRWAYS PLC	S	124	0	2	75	17	6	2	0	0	11	74	11	62
	JET AIRWAYS	S	62	0	0	60	15	11	13	2	0	28	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	76	19	3	2	0	0	8	44	25	62
TOTAL DELHI			252	0	16	70	17	7	5	0	0	16	59	18	124
MADRAS/CHENNAI	AIR INDIA	S	4	0	0	25	25	25	25	0	0	43	0	69	4
	BRITISH AIRWAYS PLC	S	45	0	0	73	16	4	7	0	0	13	78	20	18
TOTAL MADRAS/CHENNAI			49	0	0	69	16	6	8	0	0	15	64	29	22
MUMBAI															
	AIR INDIA	S	151	0	0	52	16	17	12	3	1	37	46	52	155
	BMI BRITISH MIDLAND	S	60	0	0	67	18	10	5	0	0	15	95	4	20
	BRITISH AIRWAYS PLC	S	124	0	0	82	11	6	1	0	0	7	84	7	62
	JET AIRWAYS	S	62	0	0	66	19	11	3	0	0	13	89	6	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	47	19	23	11	0	0	25	19	35	26
TOTAL MUMBAI			459	0	0	63	16	13	7	1	0	21	58	34	281
TOTAL INDIA			868	0	16	66	17	10	6	1	0	20	60	28	453

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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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>IRAN</b>															
TEHRAN	BMED	S	54	0	0	81	11	7	0	0	0	8	87	5	52
	IRAN AIR	S	26	0	0	50	12	31	4	4	0	33	21	44	28
<b>TOTAL TEHRAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>19</b>	<b>80</b>
<b>TOTAL IRAN</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>19</b>	<b>80</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	302	0	0	72	13	11	2	1	0	16	77	11	298
<b>TOTAL CORK</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>298</b>
DUBLIN	AER LINGUS	S	796	0	0	63	18	12	6	1	0	17	75	11	785
	BMI BRITISH MIDLAND	S	380	0	6	58	16	16	10	1	0	23	73	12	387
<b>TOTAL DUBLIN</b>			<b>1176</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>11</b>	<b>1172</b>
SHANNON	AER LINGUS	S	240	0	0	69	12	14	5	0	0	15	79	10	238
<b>TOTAL SHANNON</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>10</b>	<b>238</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1718</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>16</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>1708</b>
<b>ISRAEL</b>															
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	75	12	10	3	0	0	11	81	13	124
	EL AL	S	100	0	0	74	16	8	2	0	0	11	63	19	101
<b>TOTAL TEL AVIV</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>225</b>
<b>TOTAL ISRAEL</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>225</b>
<b>ITALY</b>															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	4	0	0	50	50	0	0	0	0	11	25	147	4
<b>TOTAL CAGLIARI (ELMAS)</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>11</b>	<b>25</b>	<b>147</b>	<b>4</b>
CATANIA (FONTANAROSSA)	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	19	25	28	8
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>25</b>	<b>28</b>	<b>8</b>
MILAN (LINATE)	ALITALIA	S	280	0	4	75	11	10	4	0	0	12	83	8	228
	BRITISH AIRWAYS PLC	S	248	0	0	66	15	10	8	0	0	19	74	16	184
<b>TOTAL MILAN (LINATE)</b>			<b>528</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>474</b>
MILAN (MALPENSA)	ALITALIA	S	186	0	0	60	24	11	4	0	0	17	71	14	242
	BRITISH AIRWAYS PLC	S	244	0	0	62	15	14	9	0	0	20	63	17	246
<b>TOTAL MILAN (MALPENSA)</b>			<b>430</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>16</b>	<b>488</b>
NAPLES	BMI BRITISH MIDLAND	C	8	0	0	50	0	38	13	0	0	32	0	0	0
	BMI BRITISH MIDLAND	S	62	0	0	68	15	11	6	0	0	17	57	30	68
<b>TOTAL NAPLES</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>30</b>	<b>68</b>
ROME (FIUMICINO)	ALITALIA	S	318	0	0	62	17	13	7	0	0	18	70	15	305
	BRITISH AIRWAYS PLC	S	310	0	0	64	17	15	5	0	0	17	64	19	308
<b>TOTAL ROME (FIUMICINO)</b>			<b>628</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>17</b>	<b>613</b>
VENICE	BMI BRITISH MIDLAND	S	62	0	0	73	15	10	3	0	0	13	60	22	62
<b>TOTAL VENICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>22</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>1724</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>16</b>	<b>1719</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)												
<b>JAMAICA</b>																
KINGSTON	AIR JAMAICA	S	50	0	2	44	12	14	22	8	0	52	31	110	51	
TOTAL KINGSTON			<b>50</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>12</b>	<b>14</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>110</b>	<b>51</b>	
TOTAL JAMAICA			<b>50</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>12</b>	<b>14</b>	<b>22</b>	<b>8</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>110</b>	<b>51</b>	
<b>JAPAN</b>																
OSAKA (KANSAI)	JAPAN AIRLINES	S	62	0	0	74	13	11	2	0	0	11	82	8	62	
TOTAL OSAKA (KANSAI)			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>62</b>	
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	62	0	0	69	19	10	2	0	0	11	81	7	62	
	BRITISH AIRWAYS PLC	S	124	0	0	72	16	6	6	0	0	15	72	14	124	
	JAPAN AIRLINES	S	62	0	1	79	13	8	0	0	0	7	68	13	124	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	85	10	5	0	0	0	7	71	15	59	
TOTAL TOKYO (NARITA)			<b>310</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>369</b>	
TOTAL JAPAN			<b>372</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>12</b>	<b>431</b>	
<b>JORDAN</b>																
AMMAN	BMED	S	53	0	0	57	25	13	6	0	0	18	73	8	26	
	ROYAL JORDANIAN	S	62	0	0	66	23	8	3	0	0	13	65	13	62	
TOTAL AMMAN			<b>115</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>12</b>	<b>88</b>	
TOTAL JORDAN			<b>115</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>12</b>	<b>88</b>	
<b>KAZAKHSTAN</b>																
ALMATY	AIR ASTANA	S	17	0	1	76	18	0	6	0	0	12	78	13	18	
	BMED	S	26	0	0	69	15	8	8	0	0	19	78	7	27	
TOTAL ALMATY			<b>43</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>9</b>	<b>45</b>	
TOTAL KAZAKHSTAN			<b>43</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>9</b>	<b>45</b>	
<b>KENYA</b>																
NAIROBI	BRITISH AIRWAYS PLC	S	88	0	0	70	23	3	3	0	0	13	84	8	88	
	KENYA AIRWAYS	S	68	0	1	72	13	12	3	0	0	13	90	17	72	
TOTAL NAIROBI			<b>156</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>12</b>	<b>160</b>	
TOTAL KENYA			<b>156</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>12</b>	<b>160</b>	
<b>KUWAIT</b>																
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	87	8	3	2	0	0	6	92	5	62	
	KUWAIT AIRWAYS	S	62	0	0	61	21	15	3	0	0	18	65	17	62	
TOTAL KUWAIT			<b>124</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>124</b>	
TOTAL KUWAIT			<b>124</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>124</b>	
<b>KYRGYZSTAN</b>																
BISHKEK (FRUNZE)	BMED	S	26	0	0	69	15	12	4	0	0	13	77	7	26	
TOTAL BISHKEK (FRUNZE)			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>7</b>	<b>26</b>	
TOTAL KYRGYZSTAN			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>7</b>	<b>26</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>LEBANON</b>															
BEIRUT	BMED	S	8	0	0	63	38	0	0	0	0	11	0	0	0
	MEA	S	44	0	0	64	23	11	2	0	0	13	74	9	46
<b>TOTAL BEIRUT</b>			<b>52</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>13</b>	<b>74</b>	<b>9</b>	<b>46</b>
<b>TOTAL LEBANON</b>			<b>52</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>13</b>	<b>74</b>	<b>9</b>	<b>46</b>
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	62	0	0	58	21	18	3	0	0	17	77	13	62
	LIBYAN ARAB AIRLINES	S	16	0	2	13	6	31	38	13	0	82	63	96	16
<b>TOTAL TRIPOLI</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>18</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>74</b>	<b>30</b>	<b>78</b>
<b>TOTAL LIBYA</b>			<b>78</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>18</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>74</b>	<b>30</b>	<b>78</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	124	1	0	77	15	6	2	0	0	10	74	11	122
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>11</b>	<b>122</b>
<b>TOTAL LUXEMBOURG</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>11</b>	<b>122</b>
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-MA	S	159	0	1	75	17	4	4	0	0	11	74	13	159
<b>TOTAL KUALA LUMPUR (SEPANG)</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>159</b>
<b>TOTAL MALAYSIA</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>159</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	124	0	0	67	15	15	2	1	0	15	87	7	124
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>124</b>
<b>TOTAL MALTA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>87</b>	<b>7</b>	<b>124</b>
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	44	0	0	80	14	7	0	0	0	10	41	156	54
	BRITISH AIRWAYS PLC	S	26	0	0	62	27	0	4	0	8	91	69	16	26
<b>TOTAL MAURITIUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>50</b>	<b>110</b>	<b>80</b>
<b>TOTAL MAURITIUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>50</b>	<b>110</b>	<b>80</b>
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	36	0	0	64	19	11	6	0	0	18	64	14	36
<b>TOTAL MEXICO CITY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>14</b>	<b>36</b>
<b>TOTAL MEXICO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>14</b>	<b>36</b>
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	31	0	0	65	29	6	0	0	0	11	79	10	57
<b>TOTAL CASABLANCA MOHAMED V</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>57</b>
MARRAKESH	GB AIRWAYS LTD	S	62	0	0	58	21	8	10	3	0	25	70	26	61
	ROYAL AIR MAROC	S	31	0	0	81	6	6	6	0	0	11	80	21	5
<b>TOTAL MARRAKESH</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>26</b>	<b>66</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)										
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	56	33	11	0	0	0	14	83	9	18
<b>TOTAL TANGIERS (IBN BATUTA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>142</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>17</b>	<b>141</b>
<b>NATIONALIST CHINA (TAIWAN)</b>															
TAIPEI	EVA AIR	S	50	0	0	56	22	12	10	0	0	23	59	16	44
<b>TOTAL TAIPEI</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>16</b>	<b>44</b>
<b>TOTAL NATIONALIST CHINA (TAIWAN)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>16</b>	<b>44</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	453	0	0	64	20	11	5	0	0	16	78	9	453
	BRITISH AIRWAYS PLC	S	480	0	0	76	12	8	4	0	0	13	84	8	471
	KLM	S	578	0	12	82	8	8	2	0	0	9	77	12	527
<b>TOTAL AMSTERDAM</b>			<b>1511</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>1451</b>
EINDHOVEN	KLM CITYHOPPER	S	84	0	0	79	11	11	0	0	0	9	62	19	110
<b>TOTAL EINDHOVEN</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>19</b>	<b>110</b>
ROTTERDAM	KLM CITYHOPPER	S	152	0	0	84	5	9	1	0	0	8	92	5	147
<b>TOTAL ROTTERDAM</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>147</b>
<b>TOTAL NETHERLANDS</b>			<b>1747</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>1708</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	62	0	0	63	16	15	6	0	0	19	73	12	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>62</b>
<b>TOTAL NEW ZEALAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>62</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	62	0	0	85	6	6	0	2	0	10	71	10	45
<b>TOTAL ABUJA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>45</b>
LAGOS	BRITISH AIRWAYS PLC	S	88	0	0	63	23	10	5	0	0	15	68	16	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	1	81	16	3	0	0	0	6	58	52	62
<b>TOTAL LAGOS</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>34</b>	<b>124</b>
<b>TOTAL NIGERIA</b>			<b>212</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>28</b>	<b>169</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	246	0	0	73	11	9	8	0	0	16	82	10	246
	SAS	S	291	0	1	79	11	8	3	0	0	10	82	8	294
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>537</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>9</b>	<b>540</b>
STAVANGER	SAS	S	106	0	0	76	13	8	2	0	0	11	87	7	102
<b>TOTAL STAVANGER</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>7</b>	<b>102</b>
<b>TOTAL NORWAY</b>			<b>643</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>642</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	61	0	1	85	11	3	0	0	0	7	85	6	62
	GULF AIR	S	116	0	0	80	13	5	2	0	0	8	66	18	114

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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 MUSCAT			177	0	1	82	12	5	1	0	0	8	73	13	176
TOTAL OMAN			177	0	1	82	12	5	1	0	0	8	73	13	176
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	0	73	15	12	0	0	0	14	96	4	26
	PAKISTAN INTL AIRLINES	S	40	0	0	25	30	20	18	8	0	45	50	19	26
TOTAL ISLAMABAD			66	0	0	44	24	17	11	5	0	32	73	11	52
KARACHI	PAKISTAN INTL AIRLINES	S	22	0	0	18	41	27	14	0	0	32	46	28	26
TOTAL KARACHI			22	0	0	18	41	27	14	0	0	32	46	28	26
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	31	46	23	0	0	0	21	41	42	22
TOTAL LAHORE			26	0	0	31	46	23	0	0	0	21	41	42	22
TOTAL PAKISTAN			114	0	0	36	32	20	9	3	0	30	59	22	100
POLAND															
WARSAW	BRITISH AIRWAYS PLC	S	186	0	0	62	21	11	6	0	0	17	74	13	186
	LOT-POLISH AIRLINES	S	186	0	0	62	20	13	4	0	0	16	73	13	186
TOTAL WARSAW			372	0	0	62	21	12	5	0	0	16	73	13	372
TOTAL POLAND			372	0	0	62	21	12	5	0	0	16	73	13	372
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR PORTUGAL	S	62	0	0	73	16	10	2	0	0	10	77	9	62
TOTAL FARO			62	0	0	73	16	10	2	0	0	10	77	9	62
LISBON	AIR PORTUGAL	S	186	0	0	53	23	15	8	2	0	23	73	15	184
	BRITISH AIRWAYS PLC	S	246	0	0	74	14	10	2	0	0	12	77	12	246
TOTAL LISBON			432	0	0	65	18	12	5	1	0	17	75	13	430
OPORTO (PORTUGAL)	AIR PORTUGAL	S	124	0	0	52	20	19	8	0	0	22	73	10	124
TOTAL OPORTO (PORTUGAL)			124	0	0	52	20	19	8	0	0	22	74	10	125
TOTAL PORTUGAL(EXCLUDING MADEIRA)			618	0	0	63	18	13	5	0	0	17	75	12	617
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	16	0	0	75	6	19	0	0	0	13	83	8	18
TOTAL FUNCHAL			16	0	0	75	6	19	0	0	0	13	83	8	18
TOTAL PORTUGAL(MADEIRA)			16	0	0	75	6	19	0	0	0	13	83	8	18
QATAR															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	89	5	5	2	0	0	7	84	6	62
	QATAR AIRWAYS	S	186	0	0	65	17	12	5	1	0	16	80	10	124
TOTAL DOHA			248	0	0	71	14	10	4	1	0	14	81	8	186
TOTAL QATAR			248	0	0	71	14	10	4	1	0	14	81	8	186
REPUBLIC OF KOREA															
SEOUL (INCHEON)	ASIANA AIRLINES	S	34	0	0	56	9	29	6	0	0	20	69	11	26
	KOREAN AIR	S	62	0	0	85	8	5	2	0	0	8	85	7	62

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

## Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SEOUL (INCHEON)			96	0	0	75	8	14	3	0	0	13	81	8	88
TOTAL REPUBLIC OF KOREA			96	0	0	75	8	14	3	0	0	13	81	8	88
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	62	0	0	82	8	10	0	0	0	8	84	7	62
	SOUTH AFRICAN AIRWAYS	S	62	0	0	92	6	2	0	0	0	6	94	3	62
TOTAL CAPE TOWN			124	0	0	87	7	6	0	0	0	7	89	5	124
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	73	15	6	5	0	1	26	80	12	124
	SOUTH AFRICAN AIRWAYS	S	115	1	1	67	15	14	3	0	1	23	80	13	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	47	19	29	5	0	0	24	56	19	62
TOTAL JOHANNESBURG			301	1	1	65	16	14	4	0	1	24	75	14	310
TOTAL REPUBLIC OF SOUTH AFRICA			425	1	1	72	13	12	3	0	0	19	79	11	434
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	78	22	0	0	0	0	7	50	32	16
TOTAL SANAA			18	0	0	78	22	0	0	0	0	7	50	32	16
TOTAL REPUBLIC OF YEMEN			18	0	0	78	22	0	0	0	0	7	50	32	16
RUMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	124	0	0	46	22	27	6	0	0	22	63	13	62
	TAROM	S	62	0	0	77	8	6	8	0	0	13	71	10	62
TOTAL BUCHAREST (OTOPENI)			186	0	0	56	17	20	6	0	0	19	67	12	124
TOTAL RUMANIA			186	0	0	56	17	20	6	0	0	19	67	12	124
RUSSIA															
MOSCOW (DOMODEDOVO)	BRITISH AIRWAYS PLC	S	152	0	0	68	15	14	3	0	0	15	70	12	138
TOTAL MOSCOW (DOMODEDOVO)			152	0	0	68	15	14	3	0	0	15	70	12	138
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	162	0	1	76	13	10	1	0	0	10	59	16	150
TOTAL MOSCOW (SHEREMETYEVO)			162	0	1	76	13	10	1	0	0	10	59	16	150
ST PETERSBURG	BRITISH AIRWAYS PLC	S	62	0	0	58	18	21	3	0	0	19	76	10	62
	PULKOVO AVIATION ENTERPRISE	S	8	0	0	25	63	13	0	0	0	18	50	17	8
TOTAL ST PETERSBURG			70	0	0	54	23	20	3	0	0	19	73	11	70
TOTAL RUSSIA			384	0	1	69	16	14	2	0	0	13	66	13	358
SAUDI ARABIA															
DAMMAM	SAUDI ARABIAN AIRLINES	S	8	0	0	75	0	25	0	0	0	14	0	0	0
TOTAL DAMMAM			8	0	0	75	0	25	0	0	0	14	0	0	0
JEDDAH	BMI BRITISH MIDLAND	S	12	0	0	75	25	0	0	0	0	6	0	0	0
	SAUDI ARABIAN AIRLINES	S	37	0	0	57	38	5	0	0	0	13	89	8	62
TOTAL JEDDAH			49	0	0	61	35	4	0	0	0	12	89	8	62
RIYADH	BMI BRITISH MIDLAND	S	27	0	0	78	19	4	0	0	0	8	0	0	0
	SAUDI ARABIAN AIRLINES	S	13	0	0	38	38	23	0	0	0	17	85	10	26
TOTAL RIYADH			40	0	0	65	25	10	0	0	0	11	85	10	26

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			97	0	0	64	28	8	0	0	0	11	88	8	88
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	8	0	0	63	25	13	0	0	0	10	15	40	13
TOTAL SEYCHELLES			8	0	0	63	25	13	0	0	0	10	15	40	13
TOTAL SEYCHELLES			8	0	0	63	25	13	0	0	0	10	15	40	13
SIERRA LEONE															
FREETOWN	BELLVIEW AIRLINES (SIERRA LEO)	S	24	0	2	42	33	21	4	0	0	19	0	0	0
TOTAL FREETOWN			24	0	2	42	33	21	4	0	0	19	0	0	0
TOTAL SIERRA LEONE			24	0	2	42	33	21	4	0	0	19	0	0	0
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	79	21	0	0	0	0	6	0	0	0
	SINGAPORE AIRLINES	S	186	0	0	84	13	2	1	0	0	7	76	12	186
TOTAL SINGAPORE			248	0	0	83	15	1	0	0	0	7	76	12	186
TOTAL SINGAPORE			248	0	0	83	15	1	0	0	0	7	76	12	186
SPAIN															
ALICANTE	BMI BRITISH MIDLAND	S	62	0	0	48	18	29	5	0	0	22	56	17	62
TOTAL ALICANTE			62	0	0	48	18	29	5	0	0	22	56	17	62
BARCELONA	BRITISH AIRWAYS PLC	S	248	0	0	52	25	14	10	0	0	24	59	23	248
	IBERIA	S	248	0	0	77	11	7	4	0	0	14	76	13	242
	QANTAS	C	2	0	0	0	50	50	0	0	0	39	0	0	0
TOTAL BARCELONA			498	1	0	64	18	10	7	0	0	19	67	19	490
BILBAO	IBERIA	S	62	0	0	82	6	3	6	2	0	14	92	6	62
TOTAL BILBAO			62	0	0	82	6	3	6	2	0	14	92	6	62
LA CORUNA	IBERIA	S	62	0	0	89	2	5	3	2	0	11	0	0	0
TOTAL LA CORUNA			62	0	0	89	2	5	3	2	0	11	0	0	0
MADRID	BRITISH AIRWAYS PLC	S	307	0	0	65	14	13	7	0	0	19	64	17	308
	IBERIA	S	433	0	1	73	14	9	4	0	0	14	67	17	370
TOTAL MADRID			740	0	1	70	14	10	6	0	0	16	67	16	740
MALAGA	BMI BRITISH MIDLAND	C	2	0	0	0	50	0	50	0	0	58	0	0	0
	GB AIRWAYS LTD	S	124	0	0	49	26	22	3	0	0	21	65	23	124
TOTAL MALAGA			126	0	0	48	26	21	4	0	0	22	63	25	186
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	72	0	0	51	29	11	7	1	0	23	73	13	70
TOTAL PALMA DE MALLORCA			72	0	0	51	29	11	7	1	0	23	73	13	70
SEVILLE	IBERIA	S	62	0	0	71	13	8	3	5	0	22	69	23	62
TOTAL SEVILLE			62	0	0	71	13	8	3	5	0	22	69	23	62
VALENCIA	IBERIA	S	62	0	0	66	15	15	2	3	0	21	73	15	62
TOTAL VALENCIA			62	0	0	66	15	15	2	3	0	21	73	15	62
TOTAL SPAIN			1746	1	1	66	16	12	6	1	0	18	68	17	1796



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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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>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	88	0	18	68	15	10	3	3	0	20	56	37	80
TOTAL COLOMBO			<b>88</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>37</b>	<b>80</b>
TOTAL SRI LANKA			<b>88</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>37</b>	<b>80</b>
<b>SUDAN</b>															
KHARTOUM	BMED	S	44	0	0	45	25	27	2	0	0	21	53	21	36
TOTAL KHARTOUM			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>21</b>	<b>36</b>
TOTAL SUDAN			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>21</b>	<b>36</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	116	0	0	81	11	6	2	0	0	9	84	11	124
TOTAL GOTEBORG			<b>116</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>11</b>	<b>124</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	354	0	0	67	16	11	6	1	0	17	73	11	352
	SAS	S	337	0	2	76	12	9	3	0	0	11	71	12	343
TOTAL STOCKHOLM (ARLANDA)			<b>691</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>695</b>
TOTAL SWEDEN			<b>807</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>819</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	186	0	0	86	6	4	3	1	0	10	87	8	186
TOTAL BASLE MULHOUSE			<b>186</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>8</b>	<b>186</b>
GENEVA	BRITISH AIRWAYS PLC	S	494	0	0	82	8	7	2	0	0	10	84	8	494
TOTAL GENEVA			<b>494</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>494</b>
ZURICH	BRITISH AIRWAYS PLC	S	360	0	0	76	11	8	5	0	0	13	80	10	364
	SWISS AIRLINES	S	372	0	0	76	11	11	1	0	0	11	73	12	372
TOTAL ZURICH			<b>732</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>736</b>
TOTAL SWITZERLAND			<b>1412</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>1416</b>
<b>SYRIA</b>															
DAMASCUS	BMED	S	36	0	0	50	31	11	8	0	0	21	73	19	37
	SYRIANAIR	S	27	0	0	30	30	33	7	0	0	32	52	24	27
TOTAL DAMASCUS			<b>63</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>21</b>	<b>64</b>
TOTAL SYRIA			<b>63</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>21</b>	<b>64</b>
<b>TANZANIA</b>															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	1	0	77	19	4	0	0	0	9	81	11	27
TOTAL DAR-ES-SALAAM			<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>27</b>
TOTAL TANZANIA			<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>27</b>
<b>THAILAND</b>															
BANGKOK	THAI AIRWAYS INTERNATIONAL	S	124	0	0	66	20	10	3	0	0	14	66	16	116
TOTAL BANGKOK			<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>116</b>
TOTAL THAILAND			<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>116</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

		Reporting Airport: HEATHROW (Full Analysis)														
		NUMBER OF FLIGHTS				PERCENTAGE OF FLIGHTS LATE							MAY 2005			
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>TRINIDAD AND TOBAGO</b>																
PORT OF SPAIN	BWIA	S	62	0	0	55	21	10	15	0	0	27	25	91	61	
TOTAL PORT OF SPAIN			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>91</b>	<b>61</b>	
TOTAL TRINIDAD AND TOBAGO			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>91</b>	<b>61</b>	
<b>TUNISIA</b>																
TUNIS	TUNISAIR	S	34	0	0	41	21	15	18	6	0	41	58	15	36	
TOTAL TUNIS			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>21</b>	<b>15</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>58</b>	<b>15</b>	<b>36</b>	
TOTAL TUNISIA			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>21</b>	<b>15</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>58</b>	<b>15</b>	<b>36</b>	
<b>TURKEY</b>																
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	38	25	25	13	0	0	32	33	22	6	
TOTAL ANTALYA			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>33</b>	<b>22</b>	<b>6</b>	
DALAMAN	BMI BRITISH MIDLAND	C	8	0	0	13	63	13	13	0	0	37	25	48	8	
TOTAL DALAMAN			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>48</b>	<b>8</b>	
ISTANBUL	BRITISH AIRWAYS PLC	S	186	0	0	65	17	12	6	0	0	17	53	20	124	
	QANTAS	C	2	0	0	0	50	50	0	0	0	37	0	0	0	
	THY TURK HAVA YOLLARI TURKIS	S	186	0	0	55	24	18	3	0	0	18	46	22	186	
TOTAL ISTANBUL			<b>374</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>21</b>	<b>310</b>	
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	26	0	0	54	31	8	8	0	0	19	64	20	28	
TOTAL IZMIR (ADNAM MENDERES)			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>20</b>	<b>28</b>	
TOTAL TURKEY			<b>416</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>22</b>	<b>352</b>	
<b>TURKMENISTAN</b>																
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	50	28	17	6	0	0	21	33	35	18	
TOTAL ASHKHABAD			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>35</b>	<b>18</b>	
TOTAL TURKMENISTAN			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>33</b>	<b>35</b>	<b>18</b>	
<b>TURKS AND CAICOS ISLANDS</b>																
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	9	0	0	100	0	0	0	0	0	3	70	14	10	
TOTAL PROVIDENCIALES			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>14</b>	<b>10</b>	
TOTAL TURKS AND CAICOS ISLANDS			<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>14</b>	<b>10</b>	
<b>UGANDA</b>																
ENTEBBE	BRITISH AIRWAYS PLC	S	27	0	0	67	26	4	4	0	0	13	85	9	27	
TOTAL ENTEBBE			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>9</b>	<b>27</b>	
TOTAL UGANDA			<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>9</b>	<b>27</b>	
<b>UKRAINE</b>																
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	62	0	0	61	19	15	5	0	0	18	69	14	62	
TOTAL KIEV (BORISPOL)			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>14</b>	<b>62</b>	
TOTAL UKRAINE			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>14</b>	<b>62</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	94	0	0	82	14	1	3	0	0	8	83	9	86
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	<b>148</b>
DUBAI	BRITISH AIRWAYS PLC	S	124	0	0	79	13	6	2	0	0	9	83	11	150
	EMIRATES	S	310	0	1	55	29	13	2	0	1	19	69	14	248
	VIRGIN ATLANTIC AIRWAYS LTD	S	43	0	0	70	23	7	0	0	0	10	0	0	0
<b>TOTAL DUBAI</b>			<b>477</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>13</b>	<b>398</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>571</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	<b>546</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	268	0	2	80	10	7	2	0	0	10	80	10	268
	BRITISH AIRWAYS PLC	S	409	0	0	65	14	12	8	0	0	19	79	11	406
<b>TOTAL ABERDEEN</b>			<b>677</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>674</b>
BELFAST CITY	BMI BRITISH MIDLAND	S	476	0	0	72	14	9	4	0	0	13	83	8	476
<b>TOTAL BELFAST CITY</b>			<b>476</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>476</b>
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	158	0	0	79	9	6	6	0	0	12	78	9	166
<b>TOTAL DURHAM TEES VALLEY</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>9</b>	<b>166</b>
EDINBURGH	BMI BRITISH MIDLAND	S	467	0	2	75	12	9	4	0	0	12	79	10	469
	BRITISH AIRWAYS PLC	S	616	0	0	58	21	12	9	1	0	22	71	13	731
<b>TOTAL EDINBURGH</b>			<b>1083</b>	<b>1</b>	<b>2</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>12</b>	<b>1200</b>
GLASGOW	BMI BRITISH MIDLAND	S	450	0	2	71	15	8	6	0	0	13	85	9	462
	BRITISH AIRWAYS PLC	S	562	0	0	69	15	8	7	0	0	16	79	10	664
<b>TOTAL GLASGOW</b>			<b>1013</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>15</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>9</b>	<b>1126</b>
INVERNESS	BMI BRITISH MIDLAND	S	62	0	0	68	16	11	5	0	0	14	77	10	62
<b>TOTAL INVERNESS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>62</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	212	0	0	84	10	3	2	0	0	8	88	5	213
<b>TOTAL LEEDS BRADFORD</b>			<b>212</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	<b>213</b>
MANCHESTER	BMI BRITISH MIDLAND	S	398	0	0	74	12	11	3	0	0	11	80	9	395
	BRITISH AIRWAYS PLC	S	546	0	0	68	14	12	5	0	0	16	76	11	604
<b>TOTAL MANCHESTER</b>			<b>944</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	<b>1040</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	347	0	1	67	13	12	8	0	0	18	78	11	404
<b>TOTAL NEWCASTLE</b>			<b>347</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>13</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>11</b>	<b>404</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4972</b>	<b>3</b>	<b>7</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>10</b>	<b>5361</b>
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	0	69	18	10	3	0	0	13	77	12	62
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>62</b>
BOSTON	AMERICAN AIRLINES	S	125	0	0	77	13	8	2	0	0	10	78	9	124
	BRITISH AIRWAYS PLC	S	186	0	0	72	18	5	3	1	1	21	73	11	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	69	19	8	3	0	0	12	73	12	62
<b>TOTAL BOSTON</b>			<b>373</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>11</b>	<b>372</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
CHICAGO (O'HARE)	AIR INDIA	S	27	0	0	26	30	26	11	7	0	51	26	132	27
	AMERICAN AIRLINES	S	307	0	0	53	23	15	7	1	0	26	66	18	308
	BRITISH AIRWAYS PLC	S	123	0	1	55	27	13	5	0	0	18	71	15	124
	UNITED AIRLINES	S	186	0	0	65	12	12	10	1	0	22	63	19	186
<b>TOTAL CHICAGO (O'HARE)</b>			<b>643</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>22</b>	<b>645</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	62	0	0	50	32	13	5	0	0	19	74	13	62
<b>TOTAL DENVER INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>32</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>13</b>	<b>62</b>
DETROIT	BRITISH AIRWAYS PLC	S	62	0	0	66	27	5	2	0	0	11	73	16	62
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>27</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>62</b>
HOUSTON	BRITISH AIRWAYS PLC	S	62	0	0	71	15	8	5	2	0	16	71	15	62
<b>TOTAL HOUSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>15</b>	<b>62</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	121	0	1	58	24	17	1	1	0	18	72	12	124
	BRITISH AIRWAYS PLC	S	186	0	0	52	25	17	6	0	0	20	58	27	151
	UNITED AIRLINES	S	62	0	0	84	11	2	3	0	0	10	85	8	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	60	18	13	8	2	0	23	69	19	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>493</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>18</b>	<b>461</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	70	0	0	80	13	4	3	0	0	9	82	10	71
	BRITISH AIRWAYS PLC	S	124	0	0	69	17	6	6	1	0	17	59	27	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	68	24	8	0	0	0	12	76	11	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>257</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	62	0	0	44	19	19	13	5	0	38	24	46	62
	AMERICAN AIRLINES	S	361	0	0	65	19	10	6	0	0	16	62	19	363
	BRITISH AIRWAYS PLC	S	425	0	0	60	22	14	4	0	0	18	68	15	423
	KUWAIT AIRWAYS	S	26	0	0	46	27	19	8	0	0	21	50	22	26
	UNITED AIRLINES	S	62	0	0	61	21	18	0	0	0	15	71	12	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	186	0	0	61	19	15	4	1	0	20	61	19	186
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1122</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>18</b>	<b>1183</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	178	0	0	70	16	10	4	0	0	16	83	8	166
	VIRGIN ATLANTIC AIRWAYS LTD	S	124	0	0	57	22	17	4	0	0	18	67	13	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>302</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>10</b>	<b>290</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	123	0	1	59	20	16	4	0	1	30	73	11	124
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>20</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>73</b>	<b>11</b>	<b>124</b>
PHOENIX	BRITISH AIRWAYS PLC	S	53	0	0	57	36	8	0	0	0	14	67	16	54
<b>TOTAL PHOENIX</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>36</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	<b>54</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	124	0	0	57	27	12	4	0	0	17	73	28	124
	UNITED AIRLINES	S	123	0	0	70	13	13	3	1	0	15	87	8	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	50	31	10	10	0	0	21	65	18	62
<b>TOTAL SAN FRANCISCO</b>			<b>309</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>18</b>	<b>310</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	62	0	0	55	23	19	3	0	0	18	69	33	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>33</b>	<b>62</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	186	0	0	66	21	12	1	0	0	14	69	14	186
	UNITED AIRLINES	S	248	0	0	79	9	9	2	0	0	11	71	18	245

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	71	10	16	3	0	0	15	55	20	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>496</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>69</b>	<b>17</b>	<b>493</b>
<b>TOTAL USA</b>			<b>4480</b>	<b>1</b>	<b>3</b>	<b>63</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>17</b>	<b>4499</b>
<b>UZBEKISTAN</b>															
TASHKENT	BMED	S	26	0	0	69	12	8	12	0	0	26	42	33	26
	UZBEKISTAN AIRLINES	S	28	0	0	89	7	4	0	0	0	5	93	12	28
<b>TOTAL TASHKENT</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>22</b>	<b>54</b>
<b>TOTAL UZBEKISTAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>22</b>	<b>54</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	27	0	0	70	7	19	4	0	0	16	92	7	26
<b>TOTAL LUSAKA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>7</b>	<b>26</b>
<b>TOTAL ZAMBIA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>7</b>	<b>26</b>
<b>ZIMBABWE</b>															
HARARE	BRITISH AIRWAYS PLC	S	26	0	0	65	19	12	0	4	0	16	85	10	26
<b>TOTAL HARARE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>10</b>	<b>26</b>
<b>TOTAL ZIMBABWE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>10</b>	<b>26</b>
<b>TOTAL HEATHROW</b>			<b>40359</b>	<b>19</b>	<b>113</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>40163</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	238	0	2	85	12	1	1	1	0	9	88	7	228
<b>TOTAL ANTWERP</b>			<b>238</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>228</b>
BRUSSELS	VLM (BELGIUM)	S	241	0	11	88	8	2	2	1	0	8	82	10	194
<b>TOTAL BRUSSELS</b>			<b>241</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>194</b>
<b>TOTAL BELGIUM</b>			<b>479</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>422</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	94	0	0	63	14	15	9	0	0	19	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL DENMARK</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	50	0	0	68	16	10	6	0	0	18	63	12	49
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>12</b>	<b>49</b>
PARIS (ORLY)	CITY JET	S	223	1	0	48	29	15	8	0	0	23	78	13	186
<b>TOTAL PARIS (ORLY)</b>			<b>223</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>29</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>78</b>	<b>13</b>	<b>186</b>
<b>TOTAL FRANCE</b>			<b>273</b>	<b>9</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>12</b>	<b>235</b>
<b>GERMANY</b>															
BREMEN	OLTOSTFRIESISCHE LUFFTRANSP	S	44	0	0	66	30	5	0	0	0	12	82	11	84
<b>TOTAL BREMEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>84</b>
DUSSELDORF	EUROWINGS LUFFTVERKEHRS	S	122	0	0	70	18	8	4	0	0	14	78	10	64
<b>TOTAL DUSSELDORF</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	<b>64</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	150	0	0	61	25	11	3	0	0	16	85	6	130
	BA CONNECT LTD	S	134	0	0	75	16	7	1	0	0	11	66	16	127
<b>TOTAL FRANKFURT MAIN</b>			<b>284</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>257</b>
MUNICH	CIRRUS LUFFTFAHRT	S	76	0	4	39	25	30	5	0	0	27	78	14	64
<b>TOTAL MUNICH</b>			<b>76</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>25</b>	<b>30</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>78</b>	<b>14</b>	<b>64</b>
STUTTGART	CONTACTAIR FLUGDIENST	S	44	0	0	93	5	2	0	0	0	3	0	0	0
<b>TOTAL STUTTGART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>570</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>469</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	233	0	0	54	24	17	4	1	0	22	77	9	238
<b>TOTAL DUBLIN</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>9</b>	<b>238</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>233</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>13</b>	<b>319</b>
<b>ITALY</b>															
MILAN (MALPENSA)	BA CONNECT LTD	S	50	0	0	48	32	16	4	0	0	23	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>32</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ITALY</b>			<b>50</b>	<b>5</b>	<b>0</b>	<b>48</b>	<b>32</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	201	1	3	81	12	5	1	0	0	9	82	8	190
LUXEMBOURG	VLM (BELGIUM)	S	157	1	0	80	12	4	3	1	0	12	92	5	181
<b>TOTAL LUXEMBOURG</b>			<b>358</b>	<b>2</b>	<b>3</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>371</b>
<b>TOTAL LUXEMBOURG</b>			<b>358</b>	<b>2</b>	<b>3</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>87</b>	<b>7</b>	<b>371</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	281	0	0	67	15	14	3	0	0	17	73	14	294
AMSTERDAM	VLM (BELGIUM)	S	247	0	3	87	10	1	1	0	0	6	90	5	154
<b>TOTAL AMSTERDAM</b>			<b>529</b>	<b>1</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	<b>449</b>
ROTTERDAM	VLM (BELGIUM)	S	401	0	5	86	9	2	2	0	0	8	91	5	305
<b>TOTAL ROTTERDAM</b>			<b>401</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>7</b>	<b>384</b>
<b>TOTAL NETHERLANDS</b>			<b>930</b>	<b>1</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>833</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	86	0	0	70	17	12	1	0	0	12	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	155	0	1	75	14	9	2	0	0	11	92	5	191
<b>TOTAL BASLE MULHOUSE</b>			<b>155</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>5</b>	<b>191</b>
BERNE	DARWIN AIRLINE	S	75	0	0	79	16	3	3	0	0	9	0	0	0
<b>TOTAL BERNE</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	SWISS AIRLINES	S	208	0	0	76	13	9	3	0	0	12	76	9	204
<b>TOTAL GENEVA</b>			<b>208</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>12</b>	<b>326</b>
LUGANO	DARWIN AIRLINE	S	23	0	0	91	4	0	4	0	0	8	98	3	52
<b>TOTAL LUGANO</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>52</b>
ZURICH	SWISS AIRLINES	S	355	0	1	77	12	7	3	1	0	13	71	12	238
<b>TOTAL ZURICH</b>			<b>355</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>238</b>
<b>TOTAL SWITZERLAND</b>			<b>816</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>10</b>	<b>807</b>
<b>UNITED KINGDOM</b>															
DUNDEE	SCOT AIRWAYS	S	198	0	3	64	24	11	1	1	0	16	73	10	192
<b>TOTAL DUNDEE</b>			<b>198</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>10</b>	<b>192</b>
EDINBURGH	BA CONNECT LTD	S	320	0	0	60	21	11	7	1	0	20	73	13	233
EDINBURGH	SCOT AIRWAYS	S	377	0	6	74	20	5	1	0	0	10	82	9	401
<b>TOTAL EDINBURGH</b>			<b>697</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>10</b>	<b>634</b>
ISLE OF MAN	EUROMANX GMBH	S	156	0	2	81	12	5	3	0	0	10	73	14	161
ISLE OF MAN	VLM (BELGIUM)	S	46	0	0	91	4	0	4	0	0	7	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>202</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>161</b>
JERSEY	VLM (BELGIUM)	S	56	0	0	66	13	9	7	4	2	45	94	4	160

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
TOTAL JERSEY			56	0	0	66	13	9	7	4	2	45	94	4	160
LIVERPOOL	VLM (BELGIUM)	S	196	0	2	81	13	4	3	0	0	9	87	6	235
TOTAL LIVERPOOL			196	0	2	81	13	4	3	0	0	9	87	6	235
MANCHESTER	VLM (BELGIUM)	S	358	0	6	76	13	8	2	1	0	12	88	6	342
TOTAL MANCHESTER			358	0	6	76	13	8	2	1	0	12	88	6	342
NEWCASTLE	EASTERN AIRWAYS	S	168	0	0	81	11	8	0	0	0	9	0	0	0
TOTAL NEWCASTLE			168	0	0	81	11	8	0	0	0	9	0	0	0
TOTAL UNITED KINGDOM			1875	3	19	73	16	7	3	0	0	14	82	8	1724
TOTAL LONDON CITY			5764	23	49	74	15	8	3	0	0	13	81	9	5180



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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>BULGARIA</b>															
BURGAS	THOMSONFLY LTD	C	3	0	0	33	33	0	33	0	0	34	0	0	0
	WIZZ AIR	S	23	2	0	74	17	0	9	0	0	15	0	0	0
<b>TOTAL BURGAS</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOFIA	WIZZ AIR	S	34	1	0	41	38	18	0	3	0	24	0	0	0
<b>TOTAL SOFIA</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>38</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>60</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>30</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
SPLIT	WIZZ AIR	S	26	0	0	88	8	0	4	0	0	7	0	0	0
<b>TOTAL SPLIT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
ZAGREB	WIZZ AIR	S	60	2	0	78	15	5	2	0	0	10	0	0	0
<b>TOTAL ZAGREB</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>86</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	AJET	S	43	5	13	72	9	12	0	7	0	27	73	14	62
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	22	22	0	0	0	13	100	3	8
	MONARCH AIRLINES	C	11	0	0	27	9	18	27	9	9	101	100	4	2
	THOMSONFLY LTD	C	7	0	0	86	0	14	0	0	0	7	100	5	9
<b>TOTAL LARNACA</b>			<b>70</b>	<b>5</b>	<b>13</b>	<b>64</b>	<b>10</b>	<b>14</b>	<b>4</b>	<b>6</b>	<b>1</b>	<b>35</b>	<b>79</b>	<b>11</b>	<b>81</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	7	0	0	29	57	14	0	0	0	19	70	11	10
	THOMSONFLY LTD	C	17	0	0	35	35	18	6	6	0	36	94	6	16
<b>TOTAL PAPHOS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>42</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>85</b>	<b>8</b>	<b>26</b>
<b>TOTAL CYPRUS</b>			<b>94</b>	<b>5</b>	<b>13</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>34</b>	<b>80</b>	<b>11</b>	<b>107</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	10	0	0	60	30	10	0	0	0	14	100	4	10
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>4</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>4</b>	<b>10</b>
<b>FRANCE</b>															
BREST	RYANAIR	S	25	0	1	76	16	8	0	0	0	11	0	0	0
<b>TOTAL BREST</b>			<b>25</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>16</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>
LORIENT	AER ARRAN	S	16	0	0	88	6	6	0	0	0	7	0	0	0
<b>TOTAL LORIENT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	238	0	2	37	30	28	5	0	0	27	65	20	248
<b>TOTAL NICE</b>			<b>238</b>	<b>9</b>	<b>2</b>	<b>37</b>	<b>30</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>20</b>	<b>248</b>
NIMES	RYANAIR	S	62	0	0	53	26	16	5	0	0	19	83	10	60
<b>TOTAL NIMES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>83</b>	<b>10</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	234	0	0	55	12	14	19	0	0	29	80	10	184
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>234</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>12</b>	<b>14</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>80</b>	<b>10</b>	<b>186</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PARIS (LE BOURGET)			2	6	0	50	50	0	0	0	0	13	0	0	0
REIMS	AIR TURQUOISE	S	56	0	6	75	18	4	4	0	0	12	0	0	0
TOTAL REIMS			56	0	6	75	18	4	4	0	0	12	0	0	0
TOTAL FRANCE			633	20	9	51	21	18	10	0	0	24	72	15	618
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	165	0	3	67	11	16	4	2	0	20	87	8	168
TOTAL BERLIN (SCHONEFELD)			165	0	3	67	11	16	4	2	0	20	87	8	168
BREMEN	EASYJET AIRLINE COMPANY LTD	S	52	0	2	65	17	17	0	0	0	12	0	0	0
TOTAL BREMEN			52	0	2	65	17	17	0	0	0	12	0	0	0
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	108	0	0	69	16	10	5	0	0	12	94	9	106
TOTAL DORTMUND			108	0	0	69	16	10	5	0	0	12	94	9	106
TOTAL GERMANY			325	3	5	68	14	14	4	1	0	16	90	8	274
GIBRALTAR															
GIBRALTAR	MONARCH AIRLINES	S	60	0	2	55	25	15	5	0	0	19	79	18	61
TOTAL GIBRALTAR			60	0	2	55	25	15	5	0	0	19	79	18	61
TOTAL GIBRALTAR			60	0	2	55	25	15	5	0	0	19	79	18	61
GREECE															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	21	8	3	0	0	15	82	13	62
TOTAL ATHENS			62	2	0	68	21	8	3	0	0	15	82	13	62
CORFU	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	8	100	5	1
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	2	71	25	7
TOTAL CORFU			10	0	0	100	0	0	0	0	0	4	75	22	8
KEFALLINIA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	11	0	11	0	0	15	100	2	9
	THOMSONFLY LTD	C	7	0	0	71	0	29	0	0	0	13	100	4	7
TOTAL KEFALLINIA			16	0	0	75	6	13	6	0	0	14	100	3	16
RHODES	THOMSONFLY LTD	C	7	0	0	43	14	14	29	0	0	41	50	51	8
TOTAL RHODES			7	1	0	43	14	14	29	0	0	41	50	51	8
SALONIKA	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	5	89	8	9
TOTAL SALONIKA			9	0	0	89	11	0	0	0	0	5	89	8	9
ZAKINTHOS	MONARCH AIRLINES	C	2	1	0	0	0	0	100	0	0	119	0	19	2
	THOMSONFLY LTD	C	7	0	0	71	0	0	0	29	0	62	100	3	7
TOTAL ZAKINTHOS			9	1	0	56	0	0	22	22	0	75	78	6	9
TOTAL GREECE			113	5	0	71	14	7	6	2	0	19	83	13	119
HUNGARY															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	122	0	0	75	10	9	7	0	0	16	73	25	124
	WIZZ AIR	S	61	1	0	82	5	5	8	0	0	10	71	11	92
TOTAL BUDAPEST			183	1	0	77	8	8	7	0	0	14	72	19	216
TOTAL HUNGARY			183	1	0	77	8	8	7	0	0	14	72	19	216

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>IRISH REPUBLIC</b>																
CONNAUGHT	RYANAIR	S	62	0	0	76	13	5	6	0	0	13	0	0	0	
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DUBLIN	RYANAIR	S	202	0	5	67	20	11	1	0	0	14	84	16	229	
<b>TOTAL DUBLIN</b>			<b>202</b>	<b>0</b>	<b>5</b>	<b>67</b>	<b>20</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>16</b>	<b>229</b>	
GALWAY	AER ARRAN	S	122	0	2	78	7	9	7	0	0	13	84	9	111	
<b>TOTAL GALWAY</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>9</b>	<b>111</b>	
SHANNON	RYANAIR	S	62	0	0	81	15	5	0	0	0	8	81	8	58	
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>8</b>	<b>58</b>	
WATERFORD	AER ARRAN	S	122	0	2	80	7	6	7	0	0	12	81	10	108	
<b>TOTAL WATERFORD</b>			<b>122</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>108</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>570</b>	<b>1</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>12</b>	<b>506</b>	
<b>ITALY</b>																
BERGAMO	RYANAIR	S	115	0	9	65	22	11	2	0	0	14	92	7	124	
<b>TOTAL BERGAMO</b>			<b>115</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>7</b>	<b>124</b>	
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	64	0	0	69	14	9	8	0	0	17	44	34	62	
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>34</b>	<b>62</b>	
NAPLES	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	0	8	40	27	5	
<b>TOTAL NAPLES</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>40</b>	<b>27</b>	<b>5</b>	
ROME (CIAMPINO)	RYANAIR	S	62	0	0	63	23	6	8	0	0	17	69	14	61	
<b>TOTAL ROME (CIAMPINO)</b>			<b>62</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>14</b>	<b>61</b>	
TURIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	16	3	2	0	0	11	79	9	58	
<b>TOTAL TURIN</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>9</b>	<b>58</b>	
VERONA VILLAFRANCA	THOMSONFLY LTD	C	7	0	0	71	29	0	0	0	0	12	0	0	0	
<b>TOTAL VERONA VILLAFRANCA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>317</b>	<b>15</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>15</b>	<b>373</b>	
<b>MALTA</b>																
MALTA	THOMSONFLY LTD	C	9	0	0	78	0	0	22	0	0	20	44	16	9	
<b>TOTAL MALTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>16</b>	<b>9</b>	
<b>TOTAL MALTA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>16</b>	<b>9</b>	
<b>MOROCCO</b>																
MARRAKESH	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0	
<b>TOTAL MARRAKESH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL MOROCCO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>																
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	246	0	0	74	13	9	4	0	0	14	81	10	292	
<b>TOTAL AMSTERDAM</b>			<b>246</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>292</b>	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
EINDHOVEN	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL EINDHOVEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>248</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>292</b>
<b>POLAND</b>															
GDANSK	WIZZ AIR	S	98	0	0	88	10	2	0	0	0	6	70	11	56
<b>TOTAL GDANSK</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>11</b>	<b>56</b>
KATOWICE	WIZZ AIR	S	123	0	0	76	18	5	2	0	0	10	76	11	105
<b>TOTAL KATOWICE</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>105</b>
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	62	1	0	84	11	2	3	0	0	9	89	5	62
<b>TOTAL KRAKOW</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>5</b>	<b>62</b>
POZNAN	WIZZ AIR	S	44	0	0	73	18	9	0	0	0	10	0	0	0
<b>TOTAL POZNAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
WARSAW	EASYJET AIRLINE COMPANY LTD	S	107	1	1	76	11	9	4	0	0	12	94	6	106
	WIZZ AIR	S	124	0	0	65	22	7	6	1	0	17	90	5	62
<b>TOTAL WARSAW</b>			<b>231</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>93</b>	<b>6</b>	<b>168</b>
<b>TOTAL POLAND</b>			<b>558</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>391</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	81	1	1	60	19	12	9	0	0	20	84	10	70
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	14	43	0	0	0	21	75	11	8
	MONARCH AIRLINES	S	44	0	0	64	23	7	7	0	0	16	73	34	44
	THOMSONFLY LTD	C	8	0	0	50	38	0	13	0	0	28	100	3	9
<b>TOTAL FARO</b>			<b>142</b>	<b>2</b>	<b>1</b>	<b>61</b>	<b>20</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>18</b>	<b>131</b>
LISBON	EASYJET AIRLINE COMPANY LTD	S	62	1	0	79	10	5	6	0	0	15	0	0	0
<b>TOTAL LISBON</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>204</b>	<b>3</b>	<b>1</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>18</b>	<b>131</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMSONFLY LTD	C	10	0	0	60	40	0	0	0	0	10	50	20	10
<b>TOTAL FUNCHAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>10</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	EASYJET AIRLINE COMPANY LTD	S	56	0	0	52	36	13	0	0	0	16	89	7	62
<b>TOTAL BRATISLAVA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>36</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>7</b>	<b>62</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>36</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>7</b>	<b>62</b>
<b>SLOVENIA</b>															
LJUBLJANA	WIZZ AIR	S	26	0	0	77	8	12	4	0	0	12	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	100	0	2	63	17	15	5	0	0	19	73	12	121
	MONARCH AIRLINES	S	61	0	0	74	11	5	7	0	3	32	68	29	62
	THOMSONFLY LTD	C	33	0	0	82	15	3	0	0	0	8	82	19	17
<b>TOTAL ALICANTE</b>			<b>195</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>72</b>	<b>18</b>	<b>200</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	175	0	5	64	24	7	4	1	0	18	74	14	185
<b>TOTAL BARCELONA</b>			<b>175</b>	<b>0</b>	<b>5</b>	<b>64</b>	<b>24</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>14</b>	<b>185</b>
GERONA	RYANAIR	S	62	0	0	39	39	13	10	0	0	27	81	12	62
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	8	88	8	8
<b>TOTAL GERONA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>35</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>81</b>	<b>12</b>	<b>70</b>
IBIZA	THOMSONFLY LTD	C	21	0	0	67	14	10	10	0	0	21	65	59	17
<b>TOTAL IBIZA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>65</b>	<b>59</b>	<b>17</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	118	0	1	60	16	13	9	0	2	28	87	12	124
<b>TOTAL MADRID</b>			<b>118</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>87</b>	<b>12</b>	<b>124</b>
MAHON	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	70	10	10
	MONARCH AIRLINES	S	35	0	1	69	14	11	6	0	0	17	69	10	26
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	20	100	3	8
	THOMSONFLY LTD	C	16	0	0	94	6	0	0	0	0	4	43	103	7
<b>TOTAL MAHON</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>22</b>	<b>51</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	170	0	2	50	31	12	6	2	0	25	73	16	166
	MONARCH AIRLINES	S	74	1	0	53	30	14	1	3	0	22	84	12	70
	THOMSONFLY LTD	C	34	0	0	88	9	3	0	0	0	8	94	3	18
<b>TOTAL MALAGA</b>			<b>278</b>	<b>3</b>	<b>2</b>	<b>55</b>	<b>28</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>14</b>	<b>254</b>
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	77	18	5	0	0	0	9	86	9	51
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>9</b>	<b>51</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	112	1	0	62	21	8	4	4	2	39	79	14	98
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	67	22	0	11	0	0	16	94	7	18
	MONARCH AIRLINES	S	8	0	0	50	13	38	0	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	67	0	0	0	0	14	100	1	3
	THOMSONFLY LTD	C	44	1	0	75	14	7	0	5	0	21	74	31	31
<b>TOTAL PALMA DE MALLORCA</b>			<b>185</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>78</b>	<b>17</b>	<b>159</b>
REUS	RYANAIR	S	62	0	0	92	5	0	3	0	0	7	87	8	70
	THOMSONFLY LTD	C	9	0	0	89	0	11	0	0	0	6	100	1	9
<b>TOTAL REUS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>8</b>	<b>79</b>
<b>TOTAL SPAIN</b>			<b>1245</b>	<b>7</b>	<b>11</b>	<b>64</b>	<b>20</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>15</b>	<b>1193</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	8	0	0	63	13	25	0	0	0	18	75	7	8
	THOMSONFLY LTD	C	10	0	0	30	50	0	20	0	0	37	63	24	8
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>16</b>	<b>16</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	14	100	4	8
<b>TOTAL FUERTEVENTURA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>4</b>	<b>8</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LAS PALMAS	MONARCH AIRLINES	S	10	0	0	50	10	40	0	0	0	20	90	7	10
	THOMSONFLY LTD	C	7	1	0	71	14	14	0	0	0	12	100	2	8
<b>TOTAL LAS PALMAS</b>			<b>17</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>12</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>94</b>	<b>5</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	14	100	1	8
	MONARCH AIRLINES	S	50	0	2	52	26	12	4	6	0	32	61	27	44
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	82	16	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>66</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>24</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>27</b>	<b>70</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>111</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>24</b>	<b>14</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>76</b>	<b>20</b>	<b>112</b>
<b>SWEDEN</b>															
VASTERAS	RYANAIR	S	116	0	0	82	14	4	0	0	0	7	90	7	115
<b>TOTAL VASTERAS</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>115</b>
<b>TOTAL SWEDEN</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>115</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	111	0	1	66	23	10	1	0	0	14	69	14	124
<b>TOTAL BASLE MULHOUSE</b>			<b>111</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>23</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>14</b>	<b>124</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	166	0	2	52	22	20	5	0	0	20	65	16	186
<b>TOTAL GENEVA</b>			<b>166</b>	<b>4</b>	<b>2</b>	<b>52</b>	<b>22</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>16</b>	<b>186</b>
ZURICH	HELVETIC AIRWAYS	S	86	0	7	59	29	12	0	0	0	13	73	15	30
	KHOZU AVIA	C	2	0	0	50	50	0	0	0	0	18	0	0	0
<b>TOTAL ZURICH</b>			<b>88</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>15</b>	<b>30</b>
<b>TOTAL SWITZERLAND</b>			<b>365</b>	<b>4</b>	<b>10</b>	<b>58</b>	<b>24</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>15</b>	<b>340</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	4	90	5	10
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL MONASTIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>TURKEY</b>															
ANTALYA	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	44	0	0	0
<b>TOTAL ANTALYA</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>44</b>	<b>60</b>	<b>17</b>	<b>5</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	67	0	0	0	0	15	40	35	5
	THOMSONFLY LTD	C	7	0	0	71	29	0	0	0	0	11	44	17	9
<b>TOTAL BODRUM (MILAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>23</b>	<b>14</b>
<b>TOTAL TURKEY</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>38</b>	<b>38</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	98	0	0	43	26	20	11	0	0	26	57	27	106
<b>TOTAL ABERDEEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>26</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>27</b>	<b>106</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	268	0	4	82	9	4	3	1	0	13	84	10	284
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>268</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>10</b>	<b>284</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	306	2	27	59	15	15	9	1	0	26	85	8	337
<b>TOTAL EDINBURGH</b>			<b>306</b>	<b>3</b>	<b>27</b>	<b>59</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>85</b>	<b>8</b>	<b>337</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	327	1	5	69	17	8	6	1	0	17	90	7	327
<b>TOTAL GLASGOW</b>			<b>329</b>	<b>2</b>	<b>5</b>	<b>68</b>	<b>17</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>90</b>	<b>7</b>	<b>327</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	66	0	12	48	20	21	11	0	0	24	85	8	62
<b>TOTAL INVERNESS</b>			<b>66</b>	<b>0</b>	<b>12</b>	<b>48</b>	<b>20</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>85</b>	<b>8</b>	<b>62</b>
ISLE OF MAN	AER ARRAN	S	114	0	2	93	6	1	0	0	0	3	0	0	0
	BA CONNECT LTD	S	62	0	0	81	8	8	2	2	0	12	92	7	62
<b>TOTAL ISLE OF MAN</b>			<b>176</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>92</b>	<b>7</b>	<b>62</b>
JERSEY	FLYBE LTD	S	6	0	2	100	0	0	0	0	0	4	75	16	8
<b>TOTAL JERSEY</b>			<b>6</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>16</b>	<b>8</b>
MANCHESTER	BRITISH AIRWAYS PLC	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FLIGHTLINE LTD	C	3	0	0	33	67	0	0	0	0	15	0	0	0
<b>TOTAL MANCHESTER</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>40</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 UNITED KINGDOM</b>			<b>1255</b>	<b>20</b>	<b>52</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>10</b>	<b>1192</b>
<b>TOTAL LUTON</b>			<b>6687</b>	<b>129</b>	<b>124</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>13</b>	<b>6252</b>





CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BURGAS	THOMAS COOK AIRLINES LTD	C	5	0	0	40	20	40	0	0	0	23	80	7	5
<b>TOTAL BURGAS</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>81</b>	<b>6</b>	<b>42</b>
SOFIA	BULGARIA AIR	S	18	0	0	78	11	11	0	0	0	8	0	0	0
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
VARNA	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	BH AIR	C	11	0	0	73	18	9	0	0	0	10	9	48	11
	FIRST CHOICE AIRWAYS LTD	C	13	1	0	77	8	15	0	0	0	11	100	2	15
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	9	71	60	7
	THOMSONFLY LTD	C	2	1	0	100	0	0	0	0	0	0	100	0	1
<b>TOTAL VARNA</b>			<b>31</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>65</b>	<b>29</b>	<b>34</b>
<b>TOTAL BULGARIA</b>			<b>84</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>16</b>	<b>76</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	8	0	0	75	25	0	0	0	0	10	0	0	0
	ZOOM AIRLINES	S	8	0	0	50	13	13	25	0	0	32	0	0	0
<b>TOTAL CALGARY</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR TRANSAT	S	30	0	0	77	7	17	0	0	0	11	92	6	36
	THOMAS COOK AIRLINES LTD	S	45	0	0	67	11	9	11	2	0	25	73	12	41
	ZOOM AIRLINES	S	8	0	0	63	25	13	0	0	0	13	0	67	4
<b>TOTAL TORONTO</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>20</b>	<b>104</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	50	25	13	13	0	0	22	88	5	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	0	14	0	0	0	6	83	13	6
	THOMAS COOK AIRLINES LTD	S	8	0	0	50	0	38	13	0	0	26	72	11	18
	ZOOM AIRLINES	S	16	0	0	81	6	6	6	0	0	10	0	63	4
<b>TOTAL VANCOUVER</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>16</b>	<b>36</b>
<b>TOTAL CANADA</b>			<b>138</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>18</b>	<b>151</b>
<b>CROATIA</b>															
DUBROVNIK	CROATIA AIRLINES	S	17	0	0	88	12	0	0	0	0	4	59	74	17
	DUBROVNIK AIRLINE	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	GB AIRWAYS LTD	S	25	1	1	84	16	0	0	0	0	5	67	9	12
	THOMSONFLY LTD	C	7	0	0	86	14	0	0	0	0	7	78	10	9
<b>TOTAL DUBROVNIK</b>			<b>51</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>40</b>	<b>52</b>
PULA	ASTRAEUS LTD	C	10	1	0	50	30	0	10	10	0	41	0	0	0
	GROATIA AIRLINES	S	10	0	0	100	0	0	0	0	0	3	90	5	10
	THOMSONFLY LTD	C	10	0	0	80	10	10	0	0	0	9	89	8	9
<b>TOTAL PULA</b>			<b>30</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>89</b>	<b>6</b>	<b>19</b>
SPLIT	CROATIA AIRLINES	S	10	0	0	60	30	10	0	0	0	12	50	13	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	0	29	0	0	0	14	86	5	7
<b>TOTAL SPLIT</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>10</b>	<b>17</b>
<b>TOTAL CROATIA</b>			<b>98</b>	<b>2</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>27</b>	<b>88</b>
<b>CUBA</b>															
CUNAGUA ( CAYO COCO)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	1	0	88	13	0	0	0	0	4	86	11	7

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>12</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>11</b>	<b>7</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	50	0	0	0	27	0	46	2
	MONARCH AIRLINES	C	4	0	0	0	0	50	50	0	0	60	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>0</b>	<b>46</b>	<b>2</b>
SANTA CLARA	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	10	0	0	0
<b>TOTAL SANTA CLARA</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>0</b>	<b>0</b>	<b>0</b>
VARADERO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	7	75	19	4
	MY TRAVEL AIRWAYS UK	C	6	1	0	83	17	0	0	0	0	7	0	0	0
	THOMSONFLY LTD	C	10	0	0	60	40	0	0	0	0	10	60	46	10
<b>TOTAL VARADERO</b>			<b>20</b>	<b>1</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>59</b>	<b>42</b>	<b>22</b>
<b>TOTAL CUBA</b>			<b>43</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>35</b>	<b>31</b>
<b>CYPRUS</b>															
LARNACA	AJET	S	19	0	2	37	5	32	26	0	0	56	0	0	0
	CYPRUS AIRWAYS	S	27	0	0	37	22	30	11	0	0	32	77	12	26
	EUROCYPRIA AIRLINES LTD	C	36	2	0	50	25	19	6	0	0	20	33	29	30
	EXCEL AIRWAYS LTD	C	18	0	0	50	6	22	11	11	0	67	50	26	8
	FIRST CHOICE AIRWAYS LTD	S	18	0	0	56	11	22	11	0	0	30	57	22	21
	FLYJET LTD	C	4	0	0	25	25	25	25	0	0	38	30	34	10
	MY TRAVEL AIRWAYS UK	C	15	1	0	100	0	0	0	0	0	0	100	2	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	32	20	32	8	8	0	50	70	46	20
	THOMSONFLY LTD	C	16	0	0	69	19	6	6	0	0	15	63	26	16
<b>TOTAL LARNACA</b>			<b>178</b>	<b>3</b>	<b>2</b>	<b>50</b>	<b>16</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>57</b>	<b>26</b>	<b>167</b>
PAPHOS	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	EUROCYPRIA AIRLINES LTD	C	8	0	0	50	38	13	0	0	0	14	0	0	0
	EXCEL AIRWAYS LTD	C	19	0	0	47	11	16	16	0	11	100	22	167	18
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	71	14	7	7	0	0	12	72	23	18
	FIRST CHOICE AIRWAYS LTD	S	19	0	0	79	11	11	0	0	0	8	44	34	18
	GB AIRWAYS LTD	S	45	0	0	87	11	2	0	0	0	5	64	15	14
	MONARCH AIRLINES	C	18	0	0	50	6	11	22	11	0	52	13	53	8
	MY TRAVEL AIRWAYS UK	C	12	0	0	92	8	0	0	0	0	4	88	4	17
	THOMAS COOK AIRLINES LTD	C	27	0	0	52	22	4	22	0	0	39	46	61	28
	THOMSONFLY LTD	C	26	0	0	81	12	4	4	0	0	10	81	11	26
<b>TOTAL PAPHOS</b>			<b>192</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>58</b>	<b>44</b>	<b>156</b>
<b>TOTAL CYPRUS</b>			<b>370</b>	<b>3</b>	<b>2</b>	<b>61</b>	<b>14</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>58</b>	<b>35</b>	<b>323</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	70	0	0	83	4	3	10	0	0	15	81	12	72
	CSA	S	116	0	0	81	16	3	0	0	0	7	85	7	151
<b>TOTAL PRAGUE</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>223</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>9</b>	<b>223</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	86	0	14	73	19	1	5	2	0	19	72	14	90
<b>TOTAL BILLUND</b>			<b>86</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>19</b>	<b>1</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>90</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
COPENHAGEN	SAS	S	152	0	0	75	18	4	3	0	0	12	87	8	178
<b>TOTAL COPENHAGEN</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>9</b>	<b>228</b>
<b>TOTAL DENMARK</b>			<b>238</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>18</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	<b>318</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	50	59	10
	MY TRAVEL AIRWAYS UK	C	9	1	0	78	0	0	22	0	0	37	63	11	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	6	50	60	10
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	6	67	14	12
<b>TOTAL PUERTO PLATA</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>36</b>	<b>41</b>
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	9	0	0	0	56	11	22	11	0	67	0	0	0
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	7	86	8	14
<b>TOTAL PUNTA CANA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>35</b>	<b>4</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>86</b>	<b>8</b>	<b>14</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>64</b>	<b>49</b>	<b>64</b>
<b>EGYPT</b>															
HURGHADA	EXCEL AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	35	0	80	8
	MY TRAVEL AIRWAYS UK	C	7	1	0	86	0	14	0	0	0	9	88	5	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	38	0	13	0	0	24	0	0	0
<b>TOTAL HURGHADA</b>			<b>23</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>44</b>	<b>42</b>	<b>16</b>
LUXOR	MONARCH AIRLINES	C	20	0	0	55	15	25	5	0	0	20	20	32	10
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	4	63	10	8
<b>TOTAL LUXOR</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>37</b>	<b>26</b>	<b>27</b>
MARSA ALAM	ASTRAEUS LTD	C	8	0	0	63	38	0	0	0	0	10	0	0	0
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHARM EL SHEIKH (OPHIRA)	ASTRAEUS LTD	S	8	0	0	88	13	0	0	0	0	4	0	0	0
	EXCEL AIRWAYS LTD	C	11	0	0	55	0	18	27	0	0	30	38	81	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	22	0	0	0	0	7	50	29	8
	FLYJET LTD	C	8	0	0	25	13	13	25	13	13	121	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	25	0	0	0	11	50	21	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	11	11	11	0	0	18	65	13	17
	THOMSONFLY LTD	C	18	0	0	67	11	22	0	0	0	16	75	13	20
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>49</b>	<b>39</b>	<b>81</b>
TABA	ASTRAEUS LTD	C	27	0	0	81	4	11	4	0	0	11	64	14	14
<b>TOTAL TABA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>14</b>	<b>14</b>
<b>TOTAL EGYPT</b>			<b>178</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>48</b>	<b>34</b>	<b>138</b>
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	12	0	0	100	0	0	0	0	0	2	85	8	20
	SLOVAK AL(SLOVENSKE AEROLIN	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL TALLIN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>20</b>
<b>TOTAL ESTONIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>8</b>	<b>20</b>

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			Actual (7)	Plan (8)											
<b>FINLAND</b>															
HELSINKI	FINNAIR	S	110	0	0	72	25	3	0	0	0	10	78	9	102
<b>TOTAL HELSINKI</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>102</b>
<b>TOTAL FINLAND</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>25</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>102</b>
<b>FRANCE</b>															
BORDEAUX	BMIBABY LTD	S	60	0	2	67	25	7	2	0	0	14	75	11	61
<b>TOTAL BORDEAUX</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>25</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>11</b>	<b>61</b>
CALVI	ASTRAEUS LTD	C	5	0	0	100	0	0	0	0	0	0	60	29	5
<b>TOTAL CALVI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>29</b>	<b>5</b>
LYON	BA CONNECT LTD	S	62	0	0	94	3	0	3	0	0	6	94	7	62
<b>TOTAL LYON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>7</b>	<b>62</b>
NANTES	AER ARRAN	S	26	0	0	88	12	0	0	0	0	4	0	0	0
<b>TOTAL NANTES</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	JET2.COM LTD	S	62	0	0	69	15	6	10	0	0	16	77	11	62
	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL NICE</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>124</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	308	0	0	83	7	8	2	0	0	8	85	8	308
	BA CONNECT LTD	S	264	0	6	71	16	8	5	0	0	13	87	6	268
	JET2.COM LTD	C	6	0	0	83	17	0	0	0	0	4	0	0	0
	THOMSONFLY LTD	C	5	0	0	60	40	0	0	0	0	10	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>583</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>581</b>
PERPIGNAN	BMIBABY LTD	S	62	0	0	68	18	11	2	2	0	18	0	0	0
<b>TOTAL PERPIGNAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	ASTRAEUS LTD	C	7	0	0	71	29	0	0	0	0	7	0	0	0
	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	6	50	27	14
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>27</b>	<b>14</b>
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	58	0	0	98	2	0	0	0	0	2	87	8	62
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>62</b>
<b>TOTAL FRANCE</b>			<b>930</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>909</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BA CONNECT LTD	S	61	1	1	87	2	7	5	0	0	9	93	4	59
<b>TOTAL BERLIN (TEGEL)</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>85</b>
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	44	0	0	95	0	5	0	0	0	3	52	27	62
<b>TOTAL COLOGNE (BONN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>27</b>	<b>62</b>
DUSSELDORF	BA CONNECT LTD	S	154	0	2	94	3	1	3	0	0	4	95	3	154
	LUFTHANSA CITY LINE	S	204	0	0	84	9	5	2	0	0	8	85	7	144
<b>TOTAL DUSSELDORF</b>			<b>358</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	<b>360</b>
FRANKFURT MAIN	BA CONNECT LTD	S	150	0	6	87	4	7	2	0	0	7	89	5	271
	LUFTHANSA	S	248	0	0	81	13	6	0	0	0	8	92	4	248

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FRANKFURT MAIN</b>			<b>398</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>91</b>	<b>5</b>	519
HAMBURG	AIR BERLIN	S	54	0	0	57	22	7	13	0	0	20	96	5	54
	LUFTHANSA CITY LINE	S	102	0	0	91	6	2	1	0	0	5	85	9	88
<b>TOTAL HAMBURG</b>			<b>156</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>10</b>	<b>89</b>	<b>7</b>	142
HANOVER	BA CONNECT LTD	S	101	0	3	87	4	3	6	0	0	8	96	4	100
	HAPAG LLOYD EXPRESS	S	38	0	4	74	5	16	5	0	0	14	0	0	0
<b>TOTAL HANOVER</b>			<b>139</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>4</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>4</b>	100
MUNICH	LUFTHANSA CITY LINE	S	186	0	0	84	9	6	1	0	0	8	83	9	186
<b>TOTAL MUNICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>9</b>	186
PADERBORN	AIR BERLIN	S	36	0	0	89	0	8	3	0	0	8	86	27	36
<b>TOTAL PADERBORN</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>27</b>	36
STUTT GART	HAPAG LLOYD EXPRESS	S	44	0	0	77	14	9	0	0	0	10	62	21	34
<b>TOTAL STUTT GART</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>10</b>	84
<b>TOTAL GERMANY</b>			<b>1422</b>	<b>1</b>	<b>16</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>7</b>	1574
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	36	0	0	72	11	11	6	0	0	14	89	7	36
<b>TOTAL GIBRALTAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>7</b>	36
<b>TOTAL GIBRALTAR</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>7</b>	36
<b>GREECE</b>															
ATHENS	OLYMPIC AIRLINES	S	26	0	0	50	35	8	0	8	0	29	45	33	22
	PRIVATAIR SA	C	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL ATHENS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>29</b>	30
CHANIA	EXCEL AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	3	50	14	4
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	8	67	13	9
	MONARCH AIRLINES	C	12	0	0	58	25	17	0	0	0	16	10	130	10
	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	9	67	24	9
<b>TOTAL CHANIA</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>39</b>	<b>56</b>	38
CORFU	EXCEL AIRWAYS LTD	C	14	0	0	43	29	7	14	7	0	41	43	37	14
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	80	12	4	0	4	0	14	63	15	24
	FLYJET LTD	C	2	0	0	0	100	0	0	0	0	25	56	18	9
	MONARCH AIRLINES	C	14	0	0	57	21	0	0	21	0	49	70	15	23
	MY TRAVEL AIRWAYS UK	C	9	0	0	67	0	22	0	11	0	37	100	1	18
	THOMAS COOK AIRLINES LTD	C	27	0	0	59	4	11	19	7	0	49	84	7	19
	THOMSONFLY LTD	C	16	0	0	81	19	0	0	0	0	6	76	43	17
<b>TOTAL CORFU</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>72</b>	<b>18</b>	124
HERAKLION	EXCEL AIRWAYS LTD	C	16	0	0	75	6	6	13	0	0	24	83	37	23
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	58	33	8	0	0	0	15	36	25	11
	GB AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	2	0	0	0
	MONARCH AIRLINES	C	20	0	0	45	25	20	10	0	0	23	40	76	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	31	89	13	18
	THOMAS COOK AIRLINES LTD	C	28	1	0	86	14	0	0	0	0	5	79	9	19
	THOMSONFLY LTD	C	14	0	0	86	0	7	7	0	0	9	100	0	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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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>TOTAL HERAKLION</b>			<b>116</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>23</b>	103
<b>KALAMATA</b>	EXCEL AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	38	194	8
	MY TRAVEL AIRWAYS UK	C	7	0	0	86	14	0	0	0	0	4	100	2	9
<b>TOTAL KALAMATA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>92</b>	17
<b>KAVALLA</b>	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	4	100	5	5
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	0	100	3	9
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>100</b>	<b>4</b>	14
<b>KEFALLINIA</b>	ASTRAEUS LTD	C	5	0	0	60	20	20	0	0	0	19	33	20	3
	EXCEL AIRWAYS LTD	C	12	0	0	58	8	17	17	0	0	28	81	31	16
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	40	27	13	20	0	0	28	80	8	10
	FUTURA AIRLINES	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	HOLA AIRLINES	C	2	0	0	50	0	50	0	0	0	20	0	0	0
	MAP EXECUTIVE FLIGHTSERVICE	C	2	0	0	50	50	0	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	56	11	11	22	0	0	39	78	9	9
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	3	100	0	9
	THOMSONFLY LTD	C	7	0	0	71	0	0	29	0	0	35	57	32	7
	TRAVEL SERVICE ESPANA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>24</b>	75
<b>KOS</b>	ASTRAEUS LTD	C	8	0	0	88	0	0	0	13	0	40	50	81	8
	BMI BRITISH MIDLAND	C	3	0	0	0	0	0	100	0	0	119	0	0	0
	EXCEL AIRWAYS LTD	C	12	0	0	33	25	8	33	0	0	38	63	64	16
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	92	8	0	0	0	0	4	69	86	13
	MONARCH AIRLINES	C	9	1	0	44	22	11	22	0	0	23	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	100	1	7
	THOMAS COOK AIRLINES LTD	C	12	0	0	75	8	17	0	0	0	11	50	75	8
<b>TOTAL KOS</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>6</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>66</b>	68
<b>MIKONOS</b>	EXCEL AIRWAYS LTD	C	7	0	0	57	14	14	0	14	0	45	40	47	5
<b>TOTAL MIKONOS</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>45</b>	<b>40</b>	<b>47</b>	5
<b>MITILINI</b>	EXCEL AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	8	86	5	7
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	88	4	8
<b>TOTAL MITILINI</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>4</b>	15
<b>PREVEZA</b>	EXCEL AIRWAYS LTD	C	12	0	0	58	8	17	17	0	0	30	65	74	20
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	86	0	14	0	0	0	8	100	7	10
	MONARCH AIRLINES	C	7	0	0	86	14	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL PREVEZA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>45</b>	40
<b>RHODES</b>	BMI BRITISH MIDLAND	C	3	0	0	0	0	100	0	0	0	43	0	0	0
	EXCEL AIRWAYS LTD	C	8	0	0	63	13	0	0	0	25	136	100	4	8
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	67	25	8	0	0	0	15	60	60	10
	FLYJET LTD	C	2	0	0	0	50	50	0	0	0	45	38	107	8
	MONARCH AIRLINES	C	19	0	0	58	16	16	0	11	0	29	61	51	23
	MY TRAVEL AIRWAYS UK	C	17	1	0	82	6	0	12	0	0	11	21	135	14
	THOMAS COOK AIRLINES LTD	C	19	0	0	74	26	0	0	0	0	8	44	86	9
	THOMSONFLY LTD	C	16	0	0	94	6	0	0	0	0	2	67	21	15

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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 RHODES</b>			<b>96</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>55</b>	<b>64</b>	<b>88</b>
<b>SALONIKA</b>	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	29	14	14	0	0	23	62	19	13
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	2	71	38	7
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	0	43	43	7
<b>TOTAL SALONIKA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>52</b>	<b>36</b>
<b>SAMOS</b>	EXCEL AIRWAYS LTD	C	8	0	0	75	0	25	0	0	0	12	75	17	8
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SAMOS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>11</b>	<b>13</b>
<b>SKIATHOS</b>	EXCEL AIRWAYS LTD	C	9	1	0	33	11	44	11	0	0	34	22	71	9
	FIRST CHOICE AIRWAYS LTD	C	13	3	0	77	8	8	8	0	0	11	75	11	16
	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	8	50	21	6
	THOMAS COOK AIRLINES LTD	C	3	2	0	67	0	33	0	0	0	14	50	115	2
	THOMSONFLY LTD	C	9	0	0	78	0	0	22	0	0	25	0	0	0
<b>TOTAL SKIATHOS</b>			<b>41</b>	<b>6</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>33</b>	<b>35</b>
<b>THIRA (SANTORINI)</b>	EXCEL AIRWAYS LTD	C	9	1	0	78	0	11	11	0	0	14	56	89	9
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	20	80	0	0	0	0	19	0	0	0
	THOMSONFLY LTD	C	7	0	0	86	0	14	0	0	0	11	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>			<b>21</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>45</b>	<b>24</b>
<b>VOLOS</b>	EXCEL AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	21	0	59	1
<b>TOTAL VOLOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>59</b>	<b>1</b>
<b>ZAKINTHOS</b>	ASTRAEUS LTD	C	6	0	0	50	33	0	17	0	0	19	33	46	9
	EXCEL AIRWAYS LTD	C	6	0	0	33	33	17	17	0	0	27	89	6	9
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	0	13	0	0	0	8	94	4	18
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	7	90	4	10
	MY TRAVEL AIRWAYS UK	C	29	1	0	83	10	0	7	0	0	11	67	59	30
	THOMAS COOK AIRLINES LTD	C	24	1	0	92	4	4	0	0	0	3	89	9	28
	THOMSONFLY LTD	C	16	0	0	75	13	13	0	0	0	12	81	12	16
	TRAVEL SERVICE ESPANA	C	2	0	0	0	0	0	100	0	0	146	0	0	0
<b>TOTAL ZAKINTHOS</b>			<b>107</b>	<b>2</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>23</b>	<b>121</b>
<b>TOTAL GREECE</b>			<b>805</b>	<b>12</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>36</b>	<b>847</b>
<b>HUNGARY</b>															
<b>BUDAPEST</b>	JET2.COM LTD	S	34	0	0	94	3	3	0	0	0	5	59	19	34
	MALEV (HUNGARIAN AIRLINES)	S	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BUDAPEST</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>19</b>	<b>34</b>
<b>TOTAL HUNGARY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>59</b>	<b>19</b>	<b>34</b>
<b>ICELAND</b>															
<b>KEFLAVIK</b>	ICELANDAIR	S	18	0	0	83	17	0	0	0	0	7	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>18</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ICELAND</b>			<b>18</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>IRAN</b>															
<b>TEHRAN</b>	MAHAN AIR	S	8	0	0	63	25	13	0	0	0	14	0	0	0

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 TEHRAN			8	0	0	63	25	13	0	0	0	14	0	0	0
TOTAL IRAN			8	0	0	63	25	13	0	0	0	14	0	0	0
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	62	0	0	94	2	0	5	0	0	7	87	15	62
TOTAL CONNAUGHT			62	0	0	94	2	0	5	0	0	7	87	15	62
CORK	BMIBABY LTD	S	62	0	0	84	10	3	3	0	0	7	75	20	101
	EIRJET	C	2	0	0	0	0	50	50	0	0	62	0	0	0
	MONARCH AIRLINES	C	4	0	0	50	25	25	0	0	0	20	0	0	0
TOTAL CORK			68	0	0	79	10	6	4	0	0	9	80	16	163
DUBLIN	AER ARRAN	C	2	0	0	50	0	50	0	0	0	18	0	0	0
	AER LINGUS	S	180	0	0	72	12	9	6	1	0	19	44	28	250
	EIRJET	C	4	0	0	50	0	0	50	0	0	33	50	13	2
	LUXAIR	S	62	0	0	89	5	2	5	0	0	9	80	8	61
	MAP EXECUTIVE FLIGHTSERVICE	C	2	0	0	50	0	50	0	0	0	30	0	0	0
	RYANAIR	S	235	0	2	69	17	10	4	0	0	14	79	10	236
TOTAL DUBLIN			485	2	2	72	13	9	5	0	0	15	63	18	549
GALWAY	AER ARRAN	S	80	0	0	90	3	1	6	0	0	11	98	1	62
TOTAL GALWAY			80	0	0	90	3	1	6	0	0	11	98	1	62
KERRY COUNTY	AER ARRAN	S	28	0	0	89	4	0	7	0	0	14	100	1	26
TOTAL KERRY COUNTY			28	0	0	89	4	0	7	0	0	14	100	1	26
SHANNON	RYANAIR	S	26	0	0	69	15	15	0	0	0	10	0	0	0
TOTAL SHANNON			26	0	0	69	15	15	0	0	0	10	95	3	62
WATERFORD	AER ARRAN	S	25	0	1	92	0	0	8	0	0	13	100	1	28
TOTAL WATERFORD			25	0	1	92	0	0	8	0	0	13	100	1	28
TOTAL IRISH REPUBLIC			774	2	3	78	10	7	5	0	0	13	74	14	952
ITALY															
BRESCIA/MONTICHIARI	ASTRAEUS LTD	C	3	0	0	100	0	0	0	0	0	6	0	0	0
	BA CONNECT LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
	EUROPEAN AIR CHARTER	C	4	0	0	25	50	25	0	0	0	24	0	0	0
TOTAL BRESCIA/MONTICHIARI			10	0	0	70	20	10	0	0	0	11	0	0	0
CAGLIARI (ELMAS)	BMI REGIONAL	C	4	0	0	25	50	25	0	0	0	28	0	0	0
TOTAL CAGLIARI (ELMAS)			4	0	0	25	50	25	0	0	0	28	33	19	3
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	8	0	0	25	13	13	50	0	0	91	71	13	7
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	8	33	105	3
TOTAL CATANIA (FONTANAROSSA)			12	0	0	42	8	17	33	0	0	63	60	41	10
LAMETIA-TERME	JET2.COM LTD	C	9	0	0	78	0	0	22	0	0	20	0	0	0
TOTAL LAMETIA-TERME			9	0	0	78	0	0	22	0	0	20	0	0	0
MILAN (MALPENSA)	ALITALIA	S	119	0	0	75	13	9	3	0	0	12	70	12	118
	BA CONNECT LTD	S	107	0	1	70	23	5	2	0	0	12	72	17	106
TOTAL MILAN (MALPENSA)			226	0	1	73	18	7	3	0	0	12	70	14	226



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)										
NAPLES	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	13	50	0	0	0	26	67	8	6
	FUTURA AIRLINES	C	3	0	0	0	33	0	67	0	0	80	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	25	13	25	13	25	0	89	67	61	6
	THOMSONFLY LTD	C	17	0	0	59	6	18	18	0	0	26	69	12	16
	TRAVEL SERVICE ESPANA	C	2	0	0	50	0	0	50	0	0	49	0	0	0
<b>TOTAL NAPLES</b>			<b>40</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>23</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>47</b>	<b>75</b>	<b>21</b>	<b>99</b>
OLBIA	ASTRAEUS LTD	C	4	0	0	25	25	0	25	25	0	88	0	173	6
<b>TOTAL OLBIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>173</b>	<b>6</b>
PISA	JET2.COM LTD	S	10	0	0	70	30	0	0	0	0	8	92	6	12
	THOMSONFLY LTD	C	5	0	0	60	0	20	20	0	0	27	100	4	7
<b>TOTAL PISA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>12</b>	<b>81</b>
RIMINI	MY TRAVEL AIRWAYS UK	C	9	0	0	67	0	33	0	0	0	14	0	0	0
<b>TOTAL RIMINI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>11</b>	<b>35</b>	<b>9</b>
ROME (FIUMICINO)	JET2.COM LTD	S	44	0	0	70	20	0	9	0	0	17	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>21</b>	<b>68</b>
VENICE	BMI BRITISH MIDLAND	C	4	0	0	75	0	25	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	20	0	10	0	0	18	30	80	10
	THOMSONFLY LTD	C	7	0	0	57	0	14	0	29	0	79	57	11	7
<b>TOTAL VENICE</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>37</b>	<b>67</b>	<b>25</b>	<b>141</b>
VERONA VILAFRANCA	ASTRAEUS LTD	C	9	0	0	89	11	0	0	0	0	7	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	29	29	43	0	0	0	27	0	0	0
	THOMSONFLY LTD	C	17	0	0	100	0	0	0	0	0	4	53	35	15
<b>TOTAL VERONA VILAFRANCA</b>			<b>33</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>10</b>	<b>64</b>	<b>28</b>	<b>36</b>
<b>TOTAL ITALY</b>			<b>429</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>21</b>	<b>690</b>
<b>JAMAICA</b>															
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	0	0	50	0	122	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	1	0	50	20	20	0	10	0	32	80	23	10
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	7	50	42	8
<b>TOTAL MONTEGO BAY</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>40</b>	<b>67</b>	<b>32</b>	<b>18</b>
<b>TOTAL JAMAICA</b>			<b>22</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>40</b>	<b>67</b>	<b>32</b>	<b>18</b>
<b>KENYA</b>															
MOMBASA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	15	0	0	0
<b>TOTAL MOMBASA</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KENYA</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>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	20	0	4	80	10	0	5	5	0	21	79	11	24
<b>TOTAL RIGA</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>11</b>	<b>24</b>
<b>TOTAL LATVIA</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>79</b>	<b>11</b>	<b>24</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	62	0	0	90	2	3	5	0	0	8	95	6	61

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			Actual (7)	Plan (8)											
TOTAL LUXEMBOURG			62	0	0	90	2	3	5	0	0	8	95	6	61
TOTAL LUXEMBOURG			62	0	0	90	2	3	5	0	0	8	95	6	61
MALDIVE ISLANDS															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	10	0	0	70	0	30	0	0	0	15	68	20	19
TOTAL MALE INTERNATIONAL			16	0	0	75	6	19	0	0	0	12	68	20	19
TOTAL MALDIVE ISLANDS			16	0	0	75	6	19	0	0	0	12	68	20	19
MALTA															
MALTA	AIR MALTA	S	70	0	0	66	19	13	1	1	0	17	77	19	79
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	20	0	0	29	100	3	10
	GB AIRWAYS LTD	S	26	0	0	85	15	0	0	0	0	6	54	18	24
	HELLO	C	20	0	0	35	35	20	10	0	0	25	60	15	30
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	80	13	10
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	3	3
	THOMSONFLY LTD	C	10	0	0	70	10	0	20	0	0	28	88	5	8
TOTAL MALTA			148	0	0	68	18	9	5	1	0	16	73	15	166
TOTAL MALTA			148	0	0	68	18	9	5	1	0	16	73	15	166
MEXICO															
BAHIAS DE HUATULCO	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	11	0	0	0
TOTAL BAHIAS DE HUATULCO			3	0	0	67	33	0	0	0	0	11	0	0	0
CANCUN															
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	14	17	47	6
	MONARCH AIRLINES	C	9	0	0	33	11	11	44	0	0	55	11	91	9
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	0	0	11	133	83	6	18
	THOMAS COOK AIRLINES LTD	C	11	0	0	64	18	18	0	0	0	13	70	16	10
	THOMSONFLY LTD	C	16	5	0	50	25	13	6	6	0	30	50	25	16
TOTAL CANCUN			55	5	0	60	15	13	9	2	2	45	54	30	59
COZUMEL	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	21	25	98	4
TOTAL COZUMEL			4	0	0	50	25	0	25	0	0	21	25	98	4
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	3	1	0	67	0	33	0	0	0	16	0	0	0
TOTAL PUERTO VALLARTA			3	1	0	67	0	33	0	0	0	16	0	0	0
TOTAL MEXICO			65	6	0	60	15	12	9	2	2	40	52	34	63
MOROCCO															
AGADIR	ASTRAEUS LTD	C	8	0	0	50	25	13	13	0	0	21	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	7	3	0	100	0	0	0	0	0	0	75	10	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	80	11	10
TOTAL AGADIR			23	3	0	83	9	4	4	0	0	7	78	11	18
TOTAL MOROCCO			23	3	0	83	9	4	4	0	0	7	78	11	18
NETHERLANDS															
AMSTERDAM	JET2.COM LTD	S	116	0	0	87	5	4	3	0	0	9	93	4	168
	KLM	S	286	0	9	88	6	3	2	0	0	6	88	6	210

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMSTERDAM	KLM CITYHOPPER	S	131	1	0	76	8	11	4	0	0	11	59	25	204
<b>TOTAL AMSTERDAM</b>			<b>533</b>	<b>1</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>582</b>
<b>TOTAL NETHERLANDS</b>			<b>533</b>	<b>1</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>582</b>
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	16	0	0	63	13	6	19	0	0	27	0	0	0
<b>TOTAL BERGEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	SAS	S	32	0	0	91	9	0	0	0	0	6	75	8	32
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>10</b>	<b>93</b>
<b>TOTAL NORWAY</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>10</b>	<b>93</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	44	0	0	59	18	14	5	5	0	31	69	27	29
<b>TOTAL ISLAMABAD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>27</b>	<b>29</b>
KARACHI	PAKISTAN INTL AIRLINES	S	79	0	9	51	25	13	9	3	0	26	52	35	73
<b>TOTAL KARACHI</b>			<b>79</b>	<b>0</b>	<b>9</b>	<b>51</b>	<b>25</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>35</b>	<b>73</b>
LAHORE	PAKISTAN INTL AIRLINES	S	8	0	0	38	50	13	0	0	0	20	57	92	14
<b>TOTAL LAHORE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>92</b>	<b>14</b>
<b>TOTAL PAKISTAN</b>			<b>131</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>40</b>	<b>116</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	26	0	0	73	19	8	0	0	0	10	54	74	26
<b>TOTAL KRAKOW</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>10</b>	<b>54</b>	<b>71</b>	<b>28</b>
WARSAW	LOT-POLISH AIRLINES	S	45	0	0	71	20	7	2	0	0	11	85	7	53
<b>TOTAL WARSAW</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>53</b>
<b>TOTAL POLAND</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>29</b>	<b>81</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EXCEL AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	3	79	7	14
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	75	13	13	0	0	0	9	85	7	46
	JET2.COM LTD	S	62	0	0	98	2	0	0	0	0	2	72	13	61
	MONARCH AIRLINES	S	124	0	0	77	10	6	4	2	0	16	74	17	92
	MONARCH AIRLINES	C	8	0	0	38	38	0	25	0	0	24	55	20	20
	MY TRAVEL AIRWAYS UK	C	16	0	0	94	0	6	0	0	0	5	78	28	18
	THOMAS COOK AIRLINES LTD	C	24	0	0	79	8	13	0	0	0	9	58	16	26
	THOMSONFLY LTD	C	16	0	0	81	6	0	6	0	6	44	82	12	17
	TRAVEL SERVICE ESPANA	C	2	0	0	0	0	50	50	0	0	69	0	0	0
<b>TOTAL FARO</b>			<b>301</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>295</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>301</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>14</b>	<b>357</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EXCEL AIRWAYS LTD	C	10	0	0	60	0	0	0	20	20	133	100	1	10
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	1	60	34	10
	THOMAS COOK AIRLINES LTD	C	9	1	0	44	11	0	0	0	44	263	50	26	10
	THOMSONFLY LTD	C	10	0	0	80	0	0	20	0	0	38	50	20	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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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 FUNCHAL			39	1	0	72	3	0	5	5	15	105	65	20	40
TOTAL PORTUGAL(MADEIRA)			39	1	0	72	3	0	5	5	15	105	65	20	40
QATAR															
DOHA	QATAR AIRWAYS	S	62	0	0	63	16	16	2	3	0	19	81	11	36
TOTAL DOHA			62	0	0	63	16	16	2	3	0	19	81	11	36
TOTAL QATAR			62	0	0	63	16	16	2	3	0	19	81	11	36
SINGAPORE															
SINGAPORE	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	4	0	0	0	100	0	0	0	42	0	0	0
	SINGAPORE AIRLINES	S	62	0	0	94	5	2	0	0	0	5	75	12	61
TOTAL SINGAPORE			68	4	0	88	4	6	1	0	0	8	75	12	61
TOTAL SINGAPORE			68	4	0	88	4	6	1	0	0	8	75	12	61
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	S	36	0	0	92	3	6	0	0	0	6	0	0	0
TOTAL BRATISLAVA			36	0	0	92	3	6	0	0	0	6	0	0	0
TOTAL SLOVAK REPUBLIC			36	0	0	92	3	6	0	0	0	6	0	0	0
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	14	0	0	50	21	14	14	0	0	21	100	5	11
TOTAL LJUBLJANA			14	0	0	50	21	14	14	0	0	21	100	5	11
TOTAL SLOVENIA			14	0	0	50	21	14	14	0	0	21	100	5	11
SPAIN															
ALICANTE	BMIBABY LTD	S	62	0	0	58	15	16	11	0	0	23	39	36	62
	EXCEL AIRWAYS LTD	C	28	0	0	64	14	4	18	0	0	27	78	8	18
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	89	7	0	0	4	0	11	69	14	35
	GREECE AIRWAYS	S	8	0	0	88	13	0	0	0	0	2	0	0	0
	JET2.COM LTD	S	62	0	0	73	23	2	3	0	0	11	53	21	62
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	S	124	0	0	69	16	10	1	2	2	23	81	12	124
	MY TRAVEL AIRWAYS UK	C	26	0	0	96	4	0	0	0	0	2	88	6	26
	THOMAS COOK AIRLINES LTD	C	31	0	0	58	16	13	6	6	0	33	83	7	30
	THOMSONFLY LTD	C	52	0	0	79	10	4	8	0	0	13	70	38	20
TOTAL ALICANTE			423	0	0	71	14	7	5	1	0	18	68	18	385
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	75	30	8
	MONARCH AIRLINES	S	34	0	0	76	12	3	9	0	0	18	72	16	36
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	75	12	8
	THOMAS COOK AIRLINES LTD	C	7	0	0	71	29	0	0	0	0	9	57	11	7
TOTAL ALMERIA			57	0	0	81	12	2	5	0	0	12	71	17	59
BARCELONA	GREECE AIRWAYS	S	8	0	0	38	13	50	0	0	0	28	0	0	0
	MONARCH AIRLINES	S	62	0	0	76	6	11	0	6	0	25	66	22	62
TOTAL BARCELONA			70	0	0	71	7	16	0	6	0	25	66	22	64

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
GERONA	GREECE AIRWAYS	S	9	0	0	67	22	11	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	100	0	0	0	0	1	93	3	14	
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	2	100	1	8	
	THOMSONFLY LTD	C	18	0	0	67	6	17	0	11	0	34	80	28	15
<b>TOTAL GERONA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>12</b>	<b>40</b>
IBIZA	EXCEL AIRWAYS LTD	C	4	0	0	100	0	0	0	0	3	50	622	2	
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	82	18	0	0	0	6	86	19	21	
	JET2.COM LTD	S	12	0	0	100	0	0	0	0	0	0	0	0	
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	5	100	6	2	
	MY TRAVEL AIRWAYS UK	C	28	0	0	71	7	7	7	7	0	27	85	20	33
	THOMAS COOK AIRLINES LTD	C	19	0	0	68	16	16	0	0	0	12	82	6	22
	THOMSONFLY LTD	C	30	0	0	67	17	7	10	0	0	19	87	16	30
<b>TOTAL IBIZA</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>27</b>	<b>110</b>
JEREZ	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	1	100	10	3	
<b>TOTAL JEREZ</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>1</b>	<b>100</b>	<b>10</b>	<b>3</b>	
MADRID	BA CONNECT LTD	S	107	0	1	86	9	3	2	0	7	77	12	108	
<b>TOTAL MADRID</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>14</b>	<b>170</b>	
MAHON	EXCEL AIRWAYS LTD	C	7	0	0	57	0	0	43	0	0	43	86	23	7
	FIRST CHOICE AIRWAYS LTD	C	51	0	0	78	16	2	4	0	0	10	84	5	43
	MONARCH AIRLINES	S	34	0	0	76	15	3	0	6	0	21	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	13	0	0	13	0	29	87	8	15
	MY TRAVEL AIRWAYS UK	C	22	0	0	82	5	5	0	9	0	24	81	43	21
	SPANAIR	C	3	0	0	67	33	0	0	0	0	7	67	12	3
	THOMAS COOK AIRLINES LTD	C	21	0	0	86	10	0	5	0	0	13	83	6	24
	THOMSONFLY LTD	C	26	0	0	85	0	8	0	8	0	24	58	22	24
<b>TOTAL MAHON</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>15</b>	<b>137</b>
MALAGA	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	20	50	42	8
	BMIBABY LTD	S	70	0	0	79	14	1	6	0	0	11	42	26	62
	EXCEL AIRWAYS LTD	C	17	0	0	65	0	12	12	12	0	48	62	20	13
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	77	17	0	7	0	0	13	75	12	44
	GB AIRWAYS LTD	S	62	0	0	84	15	2	0	0	0	8	82	14	66
	GREECE AIRWAYS	S	9	0	0	22	56	0	0	22	0	62	0	0	0
	JET2.COM LTD	S	62	0	0	81	8	8	3	0	0	11	44	24	61
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	MONARCH AIRLINES	S	177	0	0	77	12	11	1	0	0	11	78	13	130
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	11	11	0	0	34	75	10	8
	THOMSONFLY LTD	C	46	0	0	76	7	11	2	4	0	21	88	29	26
<b>TOTAL MALAGA</b>			<b>487</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>18</b>	<b>430</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	62	0	0	82	10	8	0	0	0	8	71	15	62
<b>TOTAL MURCIA SAN JAVIER</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>31</b>	<b>75</b>
PALMA DE MALLORCA	ASTRAEUS LTD	C	4	0	0	75	0	0	25	0	0	25	0	0	0
	BMIBABY LTD	S	62	0	0	69	23	3	5	0	0	15	44	26	62
	EXCEL AIRWAYS LTD	C	26	1	0	58	8	15	19	0	0	33	67	22	18
	FIRST CHOICE AIRWAYS LTD	C	84	0	0	67	19	10	5	0	0	16	52	16	85
	FUTURA AIRLINES	C	11	0	0	27	36	27	9	0	0	27	0	0	0
	GREECE AIRWAYS	S	8	0	0	25	50	25	0	0	0	21	0	0	0

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				Actual (7)	Plan (8)										
PALMA DE MALLORCA	JET2.COM LTD	S	62	1	0	73	18	5	2	3	0	16	0	0	0
	MONARCH AIRLINES	S	84	0	4	69	19	6	6	0	0	15	79	17	61
	MONARCH AIRLINES	C	16	0	0	63	13	0	19	0	6	66	44	27	16
	MY TRAVEL AIRWAYS UK	C	43	4	0	88	2	7	2	0	0	6	85	30	66
	THOMAS COOK AIRLINES LTD	C	65	0	0	62	14	11	12	2	0	25	73	13	67
	THOMSONFLY LTD	C	78	0	0	83	10	3	3	0	1	12	72	21	81
	TRAVEL SERVICE ESPANA	C	2	0	0	0	0	0	50	50	0	187	0	0	0
	VOLAR AIRLINES	C	2	0	0	0	50	50	0	0	0	30	100	7	1
<b>TOTAL PALMA DE MALLORCA</b>			<b>547</b>	<b>6</b>	<b>4</b>	<b>69</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>21</b>	<b>472</b>
REUS	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	100	2	7
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	1	88	6	17
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	6	0	0	0	0	2	79	46	19
	THOMAS COOK AIRLINES LTD	C	11	0	0	82	9	0	9	0	0	10	100	5	7
	THOMSONFLY LTD	C	16	0	0	94	6	0	0	0	0	2	93	3	15
	TRAVEL SERVICE ESPANA	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL REUS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>19</b>	<b>66</b>	
VALENCIA	JET2.COM LTD	S	30	0	0	67	17	17	0	0	0	12	50	23	62
<b>TOTAL VALENCIA</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>23</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>2201</b>	<b>6</b>	<b>5</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>19</b>	<b>2073</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	8	0	0	88	13	0	0	0	0	5	0	0	0
	EXCEL AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	0	56	68	9
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	92	4	4	0	0	0	5	85	12	26
	FLYJET LTD	C	2	0	0	0	0	0	0	0	100	592	100	0	2
	GB AIRWAYS LTD	S	16	0	0	88	6	6	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	8	0	0	25	25	25	25	0	0	35	50	55	8
	MY TRAVEL AIRWAYS UK	C	17	1	0	100	0	0	0	0	0	1	83	17	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	76	0	8	12	4	0	31	89	5	19
	THOMSONFLY LTD	C	16	0	0	81	6	0	13	0	0	16	71	8	17
<b>TOTAL ARRECIFE</b>			<b>128</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>21</b>	<b>77</b>	<b>19</b>	<b>106</b>
FUERTEVENTURA	EXCEL AIRWAYS LTD	C	13	0	0	92	0	8	0	0	0	8	88	5	8
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	50	17	33	0	0	0	19	95	3	20
	MONARCH AIRLINES	C	6	0	0	83	17	0	0	0	0	3	0	0	0
	MY TRAVEL AIRWAYS UK	C	12	0	0	83	8	0	8	0	0	9	65	232	17
	THOMAS COOK AIRLINES LTD	C	13	0	0	62	38	0	0	0	0	9	100	2	16
	THOMSONFLY LTD	C	9	1	0	100	0	0	0	0	0	0	100	1	9
<b>TOTAL FUERTEVENTURA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>89</b>	<b>58</b>	<b>70</b>	
LAS PALMAS	EXCEL AIRWAYS LTD	C	22	0	0	64	0	14	14	9	0	49	73	6	11
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	61	22	17	0	0	0	13	32	39	19
	MY TRAVEL AIRWAYS UK	C	18	0	0	78	11	0	0	11	0	29	83	6	18
	THOMAS COOK AIRLINES LTD	C	29	0	0	45	7	14	31	3	0	57	58	28	19
	THOMSONFLY LTD	C	26	0	0	92	4	4	0	0	0	4	81	29	26
<b>TOTAL LAS PALMAS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>66</b>	<b>23</b>	<b>94</b>
TENERIFE (SURREINA SOFIA)	ASTRAEUS LTD	C	2	0	0	0	0	50	50	0	0	56	50	12	4

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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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)										
TENERIFE (SURREINA SOFIA)	EXCEL AIRWAYS LTD	C	18	0	0	50	11	6	11	17	6	88	59	49	34
	FIRST CHOICE AIRWAYS LTD	C	42	0	0	55	36	10	0	0	0	15	68	11	50
	FLYJET LTD	C	2	0	0	50	50	0	0	0	0	15	25	35	8
	FUTURA AIRLINES	C	6	0	0	50	17	17	17	0	0	28	0	0	0
	GB AIRWAYS LTD	S	55	0	0	87	5	5	2	0	0	6	33	27	9
	MONARCH AIRLINES	S	63	0	0	54	24	19	3	0	0	17	61	17	62
	MONARCH AIRLINES	C	8	0	0	25	13	38	0	0	25	148	61	66	18
	MY TRAVEL AIRWAYS UK	C	26	0	0	69	12	0	19	0	0	23	96	6	25
	THOMAS COOK AIRLINES LTD	C	34	0	0	82	6	6	6	0	0	13	75	34	36
	THOMSONFLY LTD	C	18	0	0	83	17	0	0	0	0	7	69	15	29
	VOLAR AIRLINES	C	20	0	0	95	5	0	0	0	0	6	80	7	15
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>66</b>	<b>24</b>	<b>293</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>610</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>71</b>	<b>27</b>	<b>563</b>
<b>SRI LANKA</b>															
COLOMBO	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	11	0	0	0
<b>TOTAL COLOMBO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SRI LANKA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	94	0	0	79	18	2	1	0	0	9	77	9	94
<b>TOTAL GOTEBORG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>9</b>	<b>94</b>
STOCKHOLM (ARLANDA)	SAS	S	90	0	0	97	3	0	0	0	0	2	91	5	86
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>5</b>	<b>86</b>
<b>TOTAL SWEDEN</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>7</b>	<b>180</b>
<b>SWITZERLAND</b>															
GENEVA	BA CONNECT LTD	S	62	0	0	81	19	0	0	0	0	8	85	8	109
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>109</b>
ZURICH	SWISS AIRLINES	S	184	0	2	67	18	14	0	0	0	13	76	10	179
<b>TOTAL ZURICH</b>			<b>184</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>279</b>
<b>TOTAL SWITZERLAND</b>			<b>246</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>488</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	14	0	0	36	21	29	14	0	0	29	33	37	9
<b>TOTAL DAMASCUS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>37</b>	<b>9</b>
<b>TOTAL SYRIA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>21</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>37</b>	<b>9</b>
<b>TUNISIA</b>															
JERBA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL JERBA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MONASTIR</b>															
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	12	80	47	10
	MY TRAVEL AIRWAYS UK	C	26	0	0	92	8	0	0	0	0	3	81	40	26
	THOMAS COOK AIRLINES LTD	C	8	1	0	25	25	0	50	0	0	69	40	74	10
	THOMSONFLY LTD	C	18	0	0	61	22	6	11	0	0	19	72	14	18

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			Actual (7)	Plan (8)											
<b>TOTAL MONASTIR</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>44</b>	<b>72</b>
<b>TOTAL TUNISIA</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>44</b>	<b>72</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	26	80	7	10
	ONUR AIR	C	8	0	0	38	13	13	38	0	0	37	33	35	12
	THOMAS COOK AIRLINES LTD	C	21	0	0	52	14	24	10	0	0	23	73	23	37
	THOMSONFLY LTD	C	17	0	0	59	12	24	6	0	0	22	63	42	8
<b>TOTAL ANTALYA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>65</b>	<b>28</b>	<b>85</b>
<b>BODRUM (MILAS)</b>	EXCEL AIRWAYS LTD	C	12	1	0	58	33	8	0	0	0	11	71	24	7
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	84	5	0	11	0	0	17	87	14	23
	MY TRAVEL AIRWAYS UK	C	18	0	0	94	0	0	6	0	0	5	88	11	17
	ONUR AIR	C	15	0	0	53	13	20	13	0	0	28	100	11	1
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	0	0	12	0	0	18	68	29	25
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	67	51	9
<b>TOTAL BODRUM (MILAS)</b>			<b>88</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>26</b>	<b>94</b>
<b>DALAMAN</b>	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	BMI BRITISH MIDLAND	C	12	0	0	25	8	50	17	0	0	53	75	9	8
	EXCEL AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	6	88	7	16
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	75	17	8	0	0	0	10	88	7	26
	FLYJET LTD	C	16	0	0	63	13	6	0	13	6	67	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	30	0	0	77	7	10	7	0	0	17	94	10	16
	MONARCH AIRLINES	C	4	0	0	75	25	0	0	0	0	8	63	29	19
	MY TRAVEL AIRWAYS UK	C	27	0	0	74	11	11	4	0	0	12	93	29	40
	ONUR AIR	C	18	1	0	28	6	44	22	0	0	46	33	40	9
	THOMAS COOK AIRLINES LTD	C	45	0	0	64	16	11	9	0	0	22	76	32	72
	THOMSONFLY LTD	C	16	0	0	69	13	6	13	0	0	18	56	21	18
<b>TOTAL DALAMAN</b>			<b>197</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>78</b>	<b>24</b>	<b>224</b>
<b>ISTANBUL</b>	ATLASJET INTERNATIONAL	C	8	0	0	25	38	38	0	0	0	28	0	0	0
	PRIVATAIR SA	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	55	34	10	2	0	0	15	59	19	63
<b>TOTAL ISTANBUL</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>33</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>27</b>	<b>71</b>
<b>IZMIR (ADNAM MENDERES)</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	79	27	14
<b>TOTAL IZMIR (ADNAM MENDERES)</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>79</b>	<b>27</b>	<b>14</b>
<b>TOTAL TURKEY</b>			<b>419</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>33</b>	<b>514</b>
<b>UNITED ARAB EMIRATES</b>															
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	62	0	0	87	8	2	3	0	0	7	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DUBAI</b>	EMIRATES	S	124	0	0	69	19	10	2	0	0	13	75	12	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>12</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	<b>124</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BA CONNECT LTD	S	169	0	3	93	3	4	0	0	0	4	90	5	168



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				Actual (7)	Plan (8)										
ABERDEEN	BMI REGIONAL	S	190	0	0	94	2	4	1	0	0	4	97	2	145
<b>TOTAL ABERDEEN</b>			<b>359</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>313</b>
BELFAST CITY	BA CONNECT LTD	S	339	0	2	82	7	7	4	0	0	11	80	9	329
	FLYBE LTD	S	220	0	0	80	10	5	6	0	0	12	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>559</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>9</b>	<b>329</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	174	0	4	91	4	1	4	1	0	8	74	14	159
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>14</b>	<b>159</b>
BRISTOL	AIR SOUTHWEST	S	90	0	2	73	18	8	1	0	0	10	64	19	47
<b>TOTAL BRISTOL</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>19</b>	<b>47</b>
EDINBURGH	BA CONNECT LTD	S	303	0	2	81	9	6	4	0	0	11	75	13	304
	BMI REGIONAL	S	236	0	0	97	2	0	0	0	0	2	84	9	223
	JET2.COM LTD	S	104	0	2	88	3	3	6	0	0	8	90	5	163
	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL EDINBURGH</b>			<b>646</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>695</b>
EXETER	FLYBE LTD	S	108	0	0	76	8	6	7	2	0	18	0	0	0
<b>TOTAL EXETER</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	394	0	0	74	13	10	2	1	0	13	75	14	383
	EXCEL AIRWAYS LTD	C	2	8	0	0	0	50	50	0	0	89	0	0	0
	JET2.COM LTD	S	137	0	0	86	9	4	0	0	0	6	93	6	166
<b>TOTAL GATWICK</b>			<b>534</b>	<b>34</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>12</b>	<b>556</b>
GLASGOW	BA CONNECT LTD	S	303	0	2	83	7	5	5	0	0	10	86	7	295
	BMI REGIONAL	S	180	0	0	98	1	0	1	0	0	1	95	2	165
	THOMSONFLY LTD	C	4	5	0	75	0	25	0	0	0	10	0	0	0
	ZOOM AIRLINES	S	12	12	0	83	0	8	8	0	0	12	0	0	0
<b>TOTAL GLASGOW</b>			<b>499</b>	<b>18</b>	<b>2</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>462</b>
GUERNSEY	AURIGNY AIR SERVICES	S	122	1	5	86	5	1	6	1	2	22	74	24	132
<b>TOTAL GUERNSEY</b>			<b>122</b>	<b>1</b>	<b>5</b>	<b>86</b>	<b>5</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>74</b>	<b>24</b>	<b>132</b>
HEATHROW	BMI BRITISH MIDLAND	S	398	0	2	79	11	8	2	0	0	9	82	8	395
	BRITISH AIRWAYS PLC	S	546	0	0	70	12	12	6	0	0	15	77	10	604
	SYRIANAIR	S	4	4	0	25	0	50	25	0	0	48	22	30	9
<b>TOTAL HEATHROW</b>			<b>948</b>	<b>4</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>9</b>	<b>1049</b>
INVERNESS	EASTERN AIRWAYS	S	96	0	4	85	5	4	4	1	0	13	73	11	132
<b>TOTAL INVERNESS</b>			<b>96</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>11</b>	<b>134</b>
ISLE OF MAN	BA CONNECT LTD	S	285	1	5	75	10	8	7	0	0	14	83	8	288
	EUROMANX GMBH	S	163	1	7	94	6	1	0	0	0	4	49	29	154
<b>TOTAL ISLE OF MAN</b>			<b>448</b>	<b>2</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>442</b>
JERSEY	BA CONNECT LTD	S	82	0	5	66	18	4	12	0	0	19	87	8	90
	BA CONNECT LTD	C	5	0	0	20	0	40	0	40	0	100	86	6	14
	BMIBABY LTD	S	62	0	0	71	15	11	3	0	0	12	53	27	62
	FLYBE LTD	C	7	0	0	43	29	0	29	0	0	46	83	5	6
<b>TOTAL JERSEY</b>			<b>156</b>	<b>0</b>	<b>5</b>	<b>65</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>15</b>	<b>172</b>
LONDON CITY	VLM (BELGIUM)	S	357	0	6	83	10	6	1	1	0	9	91	4	342

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LONDON CITY</b>			<b>357</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>4</b>	<b>342</b>
LUTON	FLIGHTLINE LTD	C	3	0	0	67	33	0	0	0	0	9	0	0	0
<b>TOTAL LUTON</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>
NEWQUAY	AIR SOUTHWEST	S	107	0	1	55	26	4	15	0	0	25	0	0	0
	BMIBABY LTD	S	58	0	4	93	3	0	3	0	0	6	0	0	0
<b>TOTAL NEWQUAY</b>			<b>165</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>18</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	EASTERN AIRWAYS	S	104	0	10	83	6	8	4	0	0	12	94	3	120
	FLYBE LTD	S	24	0	0	63	21	17	0	0	0	13	0	0	0
<b>TOTAL NORWICH</b>			<b>128</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>3</b>	<b>120</b>
PLYMOUTH	AIR SOUTHWEST	S	66	0	0	82	9	8	2	0	0	9	69	13	100
<b>TOTAL PLYMOUTH</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>13</b>	<b>100</b>
SOUTHAMPTON	BA CONNECT LTD	S	245	0	6	80	8	4	8	0	0	13	90	8	222
	FLYBE LTD	S	204	0	0	79	9	9	2	0	0	10	84	12	148
<b>TOTAL SOUTHAMPTON</b>			<b>449</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>10</b>	<b>370</b>
STANSTED	AIR BERLIN	S	106	0	2	32	20	26	22	0	0	35	0	0	0
	JET2.COM LTD	C	2	0	0	50	0	0	50	0	0	35	0	0	0
<b>TOTAL STANSTED</b>			<b>110</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>19</b>	<b>25</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>93</b>	<b>6</b>	<b>120</b>
<b>TOTAL UNITED KINGDOM</b>			<b>6021</b>	<b>66</b>	<b>74</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>5660</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	63	15	8	11	3	0	25	74	16	62
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>16</b>	<b>62</b>
BOSTON	AMERICAN AIRLINES	S	62	0	0	77	16	5	2	0	0	8	79	12	52
<b>TOTAL BOSTON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>12</b>	<b>52</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	73	10	10	6	2	0	17	68	16	62
	BMI BRITISH MIDLAND	S	58	2	2	66	16	9	10	0	0	19	66	20	62
	PAKISTAN INTL AIRLINES	S	18	0	0	78	11	0	6	6	0	24	60	18	10
<b>TOTAL CHICAGO (O'HARE)</b>			<b>138</b>	<b>2</b>	<b>2</b>	<b>70</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>18</b>	<b>135</b>
HOUSTON	PAKISTAN INTL AIRLINES	S	9	0	9	22	11	67	0	0	0	32	60	32	10
<b>TOTAL HOUSTON</b>			<b>9</b>	<b>0</b>	<b>9</b>	<b>22</b>	<b>11</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>32</b>	<b>10</b>
LAS VEGAS	BMI BRITISH MIDLAND	S	27	0	0	78	15	7	0	0	0	7	67	17	18
	MY TRAVEL AIRWAYS UK	C	16	1	0	75	19	0	6	0	0	13	38	25	16
<b>TOTAL LAS VEGAS</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>53</b>	<b>21</b>	<b>34</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	62	0	0	90	0	8	2	0	0	5	97	4	61
	DELTA AIRLINES	S	30	0	2	93	0	3	3	0	0	5	0	0	0
	PAKISTAN INTL AIRLINES	S	42	0	0	26	31	26	12	5	0	40	34	39	35
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>134</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>16</b>	<b>96</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	114	0	0	68	10	13	9	0	0	18	68	14	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>14</b>	<b>62</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	53	0	0	79	15	6	0	0	0	7	87	6	62
<b>TOTAL ORLANDO</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>6</b>	<b>66</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	79	3	8	8	2	0	18	81	9	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>3</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>9</b>	<b>62</b>
SANFORD	EXCEL AIRWAYS LTD	C	16	0	0	81	19	0	0	0	0	5	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	11	33	33	9
	MONARCH AIRLINES	C	14	0	0	36	14	14	36	0	0	58	0	0	0
	MY TRAVEL AIRWAYS UK	C	25	0	0	88	4	8	0	0	0	5	84	7	32
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	63	25	0	0	0	23	63	9	8
	THOMSONFLY LTD	C	15	0	0	47	40	13	0	0	0	16	50	29	16
<b>TOTAL SANFORD</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>25</b>	<b>82</b>
<b>TOTAL USA</b>			<b>763</b>	<b>5</b>	<b>13</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>17</b>	<b>718</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	2	1	0	50	0	0	50	0	0	89	50	9	4
<b>TOTAL PORLAMAR</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>89</b>	<b>50</b>	<b>9</b>	<b>4</b>
<b>TOTAL VENEZUELA</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>89</b>	<b>50</b>	<b>9</b>	<b>4</b>
<b>TOTAL MANCHESTER</b>			<b>18821</b>	<b>131</b>	<b>171</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>15</b>	<b>19191</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	2	0	0	100	0	0	0	0	0	5	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>5</b>	<b>67</b>	<b>6</b>	<b>3</b>
SALZBURG	THOMSONFLY LTD	C	6	0	0	83	0	17	0	0	0	11	0	0	0
<b>TOTAL SALZBURG</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>11</b>	<b>75</b>	<b>9</b>	<b>4</b>
<b>TOTAL AUSTRIA</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>9</b>	<b>71</b>	<b>8</b>	<b>7</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	90	0	0	91	4	0	4	0	0	8	96	3	129
<b>TOTAL BRUSSELS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>129</b>
<b>TOTAL BELGIUM</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>96</b>	<b>3</b>	<b>129</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	8	0	0	75	13	13	0	0	0	10	100	6	8
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	0	67	0	0	65	100	0	3
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL BURGAS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>4</b>	<b>11</b>
VARNA	BH AIR	C	3	0	0	67	33	0	0	0	0	14	67	5	3
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	9	100	0	1
<b>TOTAL VARNA</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>12</b>	<b>75</b>	<b>4</b>	<b>4</b>
<b>TOTAL BULGARIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>93</b>	<b>4</b>	<b>15</b>
<b>CANADA</b>															
TORONTO	AIR TRANSAT	S	8	0	0	63	13	0	0	25	0	80	38	14	8
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>80</b>	<b>38</b>	<b>14</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>80</b>	<b>38</b>	<b>14</b>	<b>8</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	C	2	0	0	50	0	50	0	0	0	21	0	0	0
<b>TOTAL SPLIT</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>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</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>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	AJET	C	16	0	0	13	13	6	56	13	0	104	56	20	9
	EUROCYPRIA AIRLINES LTD	C	8	0	0	25	38	13	13	13	0	57	25	43	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	0	0	0	11	109	88	8	8
	THOMSONFLY LTD	C	7	0	0	43	0	43	14	0	0	29	56	14	9
<b>TOTAL LARNACA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>28</b>	<b>8</b>	<b>3</b>	<b>83</b>	<b>55</b>	<b>21</b>	<b>44</b>
PAPHOS	EUROCYPRIA AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	12	100	2	8
	FLYJET LTD	C	10	0	0	50	0	10	40	0	0	51	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	5	75	36	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	100	2	10
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	20	71	17	7
<b>TOTAL PAPHOS</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>15</b>	<b>40</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CYPRUS			85	0	0	54	11	12	19	4	1	49	65	18	84
CZECH REPUBLIC															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	16	5	3	0	0	11	81	12	62
TOTAL PRAGUE			62	0	0	76	16	5	3	0	0	11	81	12	62
TOTAL CZECH REPUBLIC			62	0	0	76	16	5	3	0	0	11	81	12	62
DENMARK															
COPENHAGEN	CIMBER AIR A/S	S	62	0	0	74	16	6	3	0	0	14	0	0	0
TOTAL COPENHAGEN			62	0	0	74	16	6	3	0	0	14	100	2	62
TOTAL DENMARK			62	0	0	74	16	6	3	0	0	14	100	2	62
DOMINICAN REPUBLIC															
PUERTO PLATA	MONARCH AIRLINES	C	7	0	0	29	14	29	29	0	0	37	0	0	0
TOTAL PUERTO PLATA			7	0	0	29	14	29	29	0	0	37	14	102	7
TOTAL DOMINICAN REPUBLIC			7	0	0	29	14	29	29	0	0	37	14	102	7
EGYPT															
SHARM EL SHEIKH (OPHIRA)	FLYJET LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	35	75	26	8
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	9	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			24	0	0	79	13	0	8	0	0	16	75	26	8
TOTAL EGYPT			24	0	0	79	13	0	8	0	0	16	75	26	8
FRANCE															
NANTES	EXCEL AIRWAYS LTD	C	2	0	0	50	0	0	0	0	50	299	0	0	0
TOTAL NANTES			2	0	0	50	0	0	0	0	50	299	0	0	0
NICE	EASYJET AIRLINE COMPANY LTD	S	58	0	0	55	31	10	3	0	0	19	52	19	62
TOTAL NICE			58	0	0	55	31	10	3	0	0	19	52	19	62
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	167	0	0	77	8	11	3	0	0	12	78	10	169
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	16	6	8	3	0	24	74	12	62
TOTAL PARIS (CHARLES DE GAULLE)			229	0	0	74	10	10	4	1	0	15	77	11	231
TOTAL FRANCE			289	0	0	70	15	10	4	1	0	18	72	12	293
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	10	16	10	0	0	20	56	16	62
TOTAL BERLIN (SCHONEFELD)			62	0	0	65	10	16	10	0	0	20	56	16	62
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	50	0	0	44	14	20	22	0	0	30	92	6	48
TOTAL DUSSELDORF			50	0	0	44	14	20	22	0	0	30	92	6	48
HANOVER	HAPAG LLOYD EXPRESS	S	26	0	0	69	12	19	0	0	0	11	64	14	36
TOTAL HANOVER			26	0	0	69	12	19	0	0	0	11	64	14	36
TOTAL GERMANY			138	0	0	58	12	18	12	0	0	22	72	12	212

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
CHANIA	EXCEL AIRWAYS LTD	C	6	2	0	83	0	17	0	0	0	11	50	36	8
<b>TOTAL CHANIA</b>			<b>6</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>36</b>	<b>8</b>
<b>CORFU</b>															
	EXCEL AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	5	3
	FLYJET LTD	C	9	0	0	78	11	0	11	0	0	10	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	0	11	0	0	15	78	11	9
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	25	0	0	0	14	94	4	16
	THOMSONFLY LTD	C	16	0	0	94	6	0	0	0	0	2	71	12	7
<b>TOTAL CORFU</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>9</b>	<b>84</b>	<b>8</b>	<b>45</b>
<b>HERAKLION</b>															
	FLYJET LTD	C	7	0	0	86	14	0	0	0	0	5	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	0	11	0	0	0	4	100	0	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	0	33	0	0	34	100	2	8
<b>TOTAL HERAKLION</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>94</b>	<b>3</b>	<b>31</b>
<b>KALAMATA</b>															
	EXCEL AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	46	0	0	0
<b>TOTAL KALAMATA</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>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>KEFALLINIA</b>															
	BMI BRITISH MIDLAND	C	6	0	0	33	0	17	33	17	0	75	33	25	6
<b>TOTAL KEFALLINIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>75</b>	<b>56</b>	<b>17</b>	<b>9</b>
<b>KOS</b>															
	EXCEL AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	3	43	159	7
	FLYJET LTD	C	7	0	0	86	14	0	0	0	0	4	0	0	0
<b>TOTAL KOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>79</b>	<b>14</b>
<b>RHODES</b>															
	EXCEL AIRWAYS LTD	C	16	0	0	88	13	0	0	0	0	3	50	169	14
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	13	0	0	16	100	3	7
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	2	43	90	7
<b>TOTAL RHODES</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>107</b>	<b>28</b>
<b>THIRA (SANTORINI)</b>															
	EXCEL AIRWAYS LTD	C	5	0	0	40	40	20	0	0	0	14	83	26	6
<b>TOTAL THIRA (SANTORINI)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>26</b>	<b>6</b>
<b>ZAKINTHOS</b>															
	EXCEL AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	1	94	5	17
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	3	86	8	7
	THOMAS COOK AIRLINES LTD	C	7	0	0	29	29	0	14	0	29	239	56	16	9
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	1	100	1	9
<b>TOTAL ZAKINTHOS</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>57</b>	<b>86</b>	<b>7</b>	<b>42</b>
<b>TOTAL GREECE</b>			<b>173</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>77</b>	<b>32</b>	<b>191</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	36	0	0	56	14	19	11	0	0	23	77	10	62
<b>TOTAL BUDAPEST</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>10</b>	<b>62</b>
<b>TOTAL HUNGARY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>10</b>	<b>62</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	34	0	0	68	18	9	6	0	0	13	0	0	0
<b>TOTAL CORK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBLIN	RYANAIR	S	124	0	0	61	16	16	6	0	1	23	54	33	114

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
TOTAL DUBLIN			124	0	0	61	16	16	6	0	1	23	54	33	114
TOTAL IRISH REPUBLIC			158	0	0	63	16	15	6	0	1	20	54	33	114
ITALY															
BERGAMO	RYANAIR	S	26	0	0	88	0	12	0	0	0	7	89	8	62
TOTAL BERGAMO			26	0	0	88	0	12	0	0	0	7	89	8	62
NAPLES	THOMSONFLY LTD	C	7	0	0	57	14	14	0	0	14	147	57	63	7
TOTAL NAPLES			7	0	0	57	14	14	0	0	14	147	57	63	7
PISA	JET2.COM LTD	S	6	0	0	83	0	17	0	0	0	11	0	0	0
TOTAL PISA			6	0	0	83	0	17	0	0	0	11	0	0	0
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	13	3	3	0	0	11	61	20	62
TOTAL ROME (CIAMPINO)			62	0	0	81	13	3	3	0	0	11	61	20	62
VENICE	BMI BRITISH MIDLAND	C	3	0	0	33	0	67	0	0	0	22	38	27	8
TOTAL VENICE			3	0	0	33	0	67	0	0	0	22	38	27	8
VERONA VILAFRANCA	EXCEL AIRWAYS LTD	C	3	0	0	0	33	0	67	0	0	72	0	87	4
	THOMSONFLY LTD	C	5	0	0	60	40	0	0	0	0	10	0	0	0
	TRAVEL SERVICE AIRLINES	C	3	0	0	33	0	33	33	0	0	43	0	0	0
TOTAL VERONA VILAFRANCA			11	0	0	36	27	9	27	0	0	36	50	36	12
TOTAL ITALY			116	0	0	75	10	9	5	0	1	22	70	19	151
MALTA															
MALTA	AIR MALTA	S	8	0	0	50	13	13	25	0	0	32	75	11	8
	HELLO	C	8	0	0	63	25	13	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	0	100	0	9
TOTAL MALTA			25	0	0	72	12	8	8	0	0	14	88	5	17
TOTAL MALTA			25	0	0	72	12	8	8	0	0	14	88	5	17
NETHERLANDS															
AMSTERDAM	JET2.COM LTD	S	108	0	0	97	1	0	1	1	0	4	0	0	0
	KLM	S	125	0	2	94	2	3	1	0	0	4	0	0	0
	KLM CITYHOPPER	S	175	0	0	80	13	6	1	0	0	8	77	16	284
TOTAL AMSTERDAM			408	0	2	89	6	4	1	0	0	6	77	16	284
TOTAL NETHERLANDS			408	0	2	89	6	4	1	0	0	6	77	16	284
NORWAY															
BERGEN	JET2.COM LTD	S	26	0	0	92	0	0	4	4	0	15	0	0	0
	WIDEROE FLYVESELSKAP A/S	S	16	0	0	94	6	0	0	0	0	5	0	0	0
TOTAL BERGEN			42	0	0	93	2	0	2	2	0	11	0	0	0
SANDEFJORD(TORP)	RYANAIR	S	62	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL SANDEFJORD(TORP)			62	0	0	100	0	0	0	0	0	0	0	0	0
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	34	0	0	85	3	12	0	0	0	8	78	11	50
TOTAL STAVANGER			34	0	0	85	3	12	0	0	0	8	78	11	50

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				Actual (7)	Plan (8)										
<b>TOTAL NORWAY</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>50</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	35	0	0	66	17	17	0	0	0	12	0	0	0
	EXCEL AIRWAYS LTD	C	7	0	0	86	14	0	0	0	0	6	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	13	13	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	0	0	60	33	7	0	0	0	11	88	6	26
	THOMSONFLY LTD	C	7	0	0	57	14	0	29	0	0	45	0	0	0
<b>TOTAL FARO</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>36</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>36</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	EXCEL AIRWAYS LTD	C	8	0	0	63	13	13	0	0	13	84	80	11	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>80</b>	<b>11</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>80</b>	<b>11</b>	<b>10</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	76	0	2	82	12	7	0	0	0	7	77	11	81
	EXCEL AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	3	43	60	7
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	3	75	13	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	24	12	0	0	0	10	94	5	17
	THOMSONFLY LTD	C	23	0	0	91	0	4	4	0	0	7	83	5	18
<b>TOTAL ALICANTE</b>			<b>131</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>131</b>
<b>BARCELONA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	82	8	6	3	0	0	11	69	15	62
<b>TOTAL BARCELONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>15</b>	<b>62</b>
<b>GERONA</b>	BA CONNECT LTD	C	7	0	0	43	43	14	0	0	0	17	0	0	0
	THOMSONFLY LTD	C	7	0	0	71	0	0	29	0	0	19	100	0	8
<b>TOTAL GERONA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>39</b>	<b>22</b>
<b>IBIZA</b>	EXCEL AIRWAYS LTD	C	10	0	0	70	10	0	0	20	0	58	81	45	16
	THOMAS COOK AIRLINES LTD	C	12	0	0	75	0	8	17	0	0	23	100	1	14
	THOMSONFLY LTD	C	27	0	0	89	4	4	4	0	0	8	56	33	16
<b>TOTAL IBIZA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>78</b>	<b>27</b>	<b>46</b>
<b>MAHON</b>	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	4	0	0	0
	MY TRAVEL AIRWAYS UK	C	14	0	0	86	0	0	14	0	0	9	93	9	14
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	0	14	0	0	0	8	86	10	7
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	2	100	0	7
<b>TOTAL MAHON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>7</b>	<b>28</b>
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	70	0	0	89	1	7	3	0	0	8	81	11	70
	FLYJET LTD	C	7	0	0	71	14	14	0	0	0	12	0	0	0
	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	1	100	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	7	90	5	10
	THOMSONFLY LTD	C	12	0	0	83	0	0	17	0	0	13	100	1	10
<b>TOTAL MALAGA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>105</b>
<b>MURCIA SAN JAVIER</b>	JET2.COM LTD	S	34	0	0	85	15	0	0	0	0	6	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	75	0	0	25	0	0	30	43	16	7
	EASYJET AIRLINE COMPANY LTD	S	61	0	1	67	15	16	2	0	0	14	72	13	61
	EXCEL AIRWAYS LTD	C	17	0	0	100	0	0	0	0	0	2	77	27	13
	FLYJET LTD	C	8	0	0	63	13	25	0	0	0	15	0	0	0
	FUTURA AIRLINES	C	8	0	0	63	13	0	0	0	25	159	63	9	8
	THOMAS COOK AIRLINES LTD	C	25	0	0	68	12	12	0	8	0	27	79	7	24
	THOMSONFLY LTD	C	29	0	0	69	10	10	7	3	0	23	79	15	24
<b>TOTAL PALMA DE MALLORCA</b>			<b>156</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>11</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>70</b>	<b>18</b>	<b>162</b>
REUS	MY TRAVEL AIRWAYS UK	C	17	0	0	88	0	6	6	0	0	10	78	19	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	33	0	0	0	0	8	100	4	9
	THOMSONFLY LTD	C	9	0	0	67	11	0	22	0	0	21	100	2	9
<b>TOTAL REUS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>8</b>	<b>27</b>
<b>TOTAL SPAIN</b>			<b>619</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>15</b>	<b>583</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FLYJET LTD	C	8	0	0	25	25	0	50	0	0	57	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	100	0	8
	THOMSONFLY LTD	C	9	1	0	78	0	0	22	0	0	19	100	0	7
<b>TOTAL ARRECIFE</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>91</b>	<b>3</b>	<b>23</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	10	75	54	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	0	11	0	0	18	100	0	8
<b>TOTAL FUERTEVENTURA</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>13</b>	<b>88</b>	<b>27</b>	<b>16</b>
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	86	9	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	70	14	10
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	80	10	10
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>27</b>
TENERIFE (SURREINA SOFIA)	FLYJET LTD	C	18	0	0	72	11	11	6	0	0	15	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	100	0	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	11	17	11	0	0	25	88	4	17
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	80	10	10
	VOLAR AIRLINES	C	8	0	0	63	38	0	0	0	0	10	100	2	8
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>85</b>	<b>9</b>	<b>62</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>134</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>10</b>	<b>128</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	68	26	0	6	0	0	14	63	16	62
<b>TOTAL GENEVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>16</b>	<b>62</b>
<b>TOTAL SWITZERLAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>26</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>16</b>	<b>62</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	10	0	0	0
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>10</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TURKEY</b>															
ANTALYA	SUNEXPRESS	C	8	0	0	38	0	50	13	0	0	28	10	21	10
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	5	0	0	0
<b>TOTAL ANTALYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>10</b>	<b>21</b>	<b>10</b>
BODRUM (MILAS)	ONUR AIR	C	9	0	0	56	33	11	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	94	6	0	0	0	0	2	78	15	18
<b>TOTAL BODRUM (MILAS)</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>11</b>	<b>27</b>
DALAMAN	EXCEL AIRWAYS LTD	C	16	0	0	69	31	0	0	0	0	9	56	12	16
	ONUR AIR	C	15	0	0	53	33	7	7	0	0	19	0	45	1
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	0	13	13	0	56	75	41	16
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	0	100	0	7
<b>TOTAL DALAMAN</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>18</b>	<b>51</b>
<b>TOTAL TURKEY</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>16</b>	<b>89</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	226	0	20	88	6	5	2	0	0	7	86	9	214
<b>TOTAL ABERDEEN</b>			<b>227</b>	<b>0</b>	<b>20</b>	<b>88</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>214</b>
BELFAST CITY	FLYBE LTD	S	60	0	2	80	7	7	7	0	0	11	89	11	150
<b>TOTAL BELFAST CITY</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>11</b>	<b>150</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	170	0	0	84	8	5	3	0	1	11	78	10	168
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>78</b>	<b>10</b>	<b>168</b>
BIRMINGHAM	BMI BRITISH MIDLAND	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	EASTERN AIRWAYS	S	164	0	20	95	3	2	1	0	0	4	93	4	160
<b>TOTAL BIRMINGHAM</b>			<b>166</b>	<b>0</b>	<b>20</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>4</b>	<b>160</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	178	0	0	87	8	2	2	1	0	10	82	10	178
<b>TOTAL BRISTOL</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>178</b>
CARDIFF WALES	EASTERN AIRWAYS	S	88	0	4	95	3	1	0	0	0	2	0	0	0
<b>TOTAL CARDIFF WALES</b>			<b>88</b>	<b>0</b>	<b>4</b>	<b>95</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
EXETER	FLYBE LTD	S	108	0	0	65	11	17	7	0	0	19	79	26	62
<b>TOTAL EXETER</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>17</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>79</b>	<b>26</b>	<b>62</b>
GATWICK	BRITISH AIRWAYS PLC	S	240	0	0	66	18	10	6	0	0	18	73	13	237
<b>TOTAL GATWICK</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>237</b>
HEATHROW	BRITISH AIRWAYS PLC	S	347	0	1	68	14	11	8	0	0	17	81	10	404
<b>TOTAL HEATHROW</b>			<b>347</b>	<b>1</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>10</b>	<b>404</b>
ISLE OF MAN	EASTERN AIRWAYS	S	54	0	0	100	0	0	0	0	0	2	86	15	49
<b>TOTAL ISLE OF MAN</b>			<b>54</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>86</b>	<b>15</b>	<b>49</b>
JERSEY	FLYBE LTD	S	8	0	0	63	13	25	0	0	0	16	58	17	31
<b>TOTAL JERSEY</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>16</b>	<b>58</b>	<b>17</b>	<b>31</b>
LONDON CITY	EASTERN AIRWAYS	S	168	0	24	83	12	5	1	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LONDON CITY			168	0	24	83	12	5	1	0	0	8	0	0	0
SOUTHAMPTON	EASTERN AIRWAYS	S	134	0	12	87	7	3	2	0	0	8	84	10	134
	FLYBE LTD	S	158	0	0	82	13	2	3	0	0	10	61	20	96
TOTAL SOUTHAMPTON			292	0	12	84	11	2	3	0	0	9	75	14	230
STANSTED	EASYJET AIRLINE COMPANY LTD	S	236	0	2	67	19	8	6	0	0	16	81	13	239
TOTAL STANSTED			236	2	2	67	19	8	6	0	0	16	81	13	239
TOTAL UNITED KINGDOM			2344	9	85	79	11	6	4	0	0	12	80	12	2283
USA															
SANFORD	MONARCH AIRLINES	C	14	0	0	14	14	43	29	0	0	48	29	50	7
TOTAL SANFORD			14	0	0	14	14	43	29	0	0	48	21	75	14
TOTAL USA			14	0	0	14	14	43	29	0	0	48	21	75	14
TOTAL NEWCASTLE			5180	14	90	77	11	7	4	0	0	14	78	14	4971

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	62	0	0	82	3	8	6	0	0	12	73	10	62
TOTAL GRAZ			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>10</b>	<b>62</b>
LINZ	RYANAIR	S	62	0	0	94	3	3	0	0	0	3	97	3	62
TOTAL LINZ			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>3</b>	<b>62</b>
SALZBURG	RYANAIR	S	122	0	2	67	20	9	4	0	0	15	82	9	124
TOTAL SALZBURG			<b>122</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>20</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>9</b>	<b>124</b>
VIENNA	NIKI	S	54	0	0	30	15	37	19	0	0	37	71	16	106
TOTAL VIENNA			<b>54</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>15</b>	<b>37</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>71</b>	<b>16</b>	<b>106</b>
TOTAL AUSTRIA			<b>300</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>10</b>	<b>416</b>
<b>BULGARIA</b>															
BURGAS	FIRST CHOICE AIRWAYS LTD	C	5	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL BURGAS			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>132</b>	<b>8</b>
TOTAL BULGARIA			<b>5</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>132</b>	<b>8</b>
<b>CANADA</b>															
TORONTO	ZOOM AIRLINES	S	4	0	0	0	50	0	25	25	0	103	0	0	0
TOTAL TORONTO			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL CANADA			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	38	0	0	71	16	5	8	0	0	15	58	25	38
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	0	11	11	0	48	88	48	8
TOTAL LARNACA			<b>47</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>29</b>	<b>46</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	12	60	17	10
	NORDIC AIRWAYS	C	8	0	0	38	13	25	25	0	0	44	0	0	0
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	14	100	2	7
TOTAL PAPHOS			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>12</b>	<b>19</b>
TOTAL CYPRUS			<b>71</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>24</b>	<b>65</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	62	0	0	79	16	5	0	0	0	8	84	7	62
TOTAL BRNO (TURANY)			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>62</b>
PRAGUE	CSA	S	114	0	2	74	16	10	1	0	0	11	72	10	116
	EASYJET AIRLINE COMPANY LTD	S	124	0	4	70	20	6	3	0	0	14	75	13	124
TOTAL PRAGUE			<b>238</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>11</b>	<b>242</b>
TOTAL CZECH REPUBLIC			<b>300</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>10</b>	<b>304</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	116	0	0	72	20	7	2	0	0	10	99	3	106
TOTAL AARHUS (TIRSTRUP)			<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>99</b>	<b>3</b>	<b>106</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	178	0	0	61	15	13	11	0	0	23	81	8	176

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 COPENHAGEN			178	0	0	61	15	13	11	0	0	23	81	8	176
ESBJERG	RYANAIR	S	62	0	0	77	13	5	5	0	0	13	0	0	0
TOTAL ESBJERG			62	0	0	77	13	5	5	0	0	13	0	0	0
TOTAL DENMARK			356	0	0	67	16	10	7	0	0	17	88	6	282
ESTONIA															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	6	2	5	0	0	10	89	7	62
TOTAL TALLIN			62	0	0	87	6	2	5	0	0	10	89	7	62
TOTAL ESTONIA			62	0	0	87	6	2	5	0	0	10	89	7	62
FAROE ISLANDS															
VAGAR	ATLANTIC AIRWAYS	S	18	0	0	67	22	0	0	0	11	51	50	15	10
TOTAL VAGAR			18	0	0	67	22	0	0	0	11	51	50	15	10
TOTAL FAROE ISLANDS			18	0	0	67	22	0	0	0	11	51	50	15	10
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	JET2.COM LTD	C	2	6	0	100	0	0	0	0	0	0	100	0	3
TOTAL PRISTINA			2	6	0	100	0	0	0	0	0	0	100	0	3
TOTAL FED REP YUGO SERBIA M'ENEGRO			2	6	0	100	0	0	0	0	0	0	100	0	3
FINLAND															
HELSINKI	BLUE 1	S	92	0	3	83	11	7	0	0	0	8	0	0	0
TOTAL HELSINKI			92	0	3	83	11	7	0	0	0	8	0	0	0
TAMPERE	RYANAIR	S	88	0	0	91	7	2	0	0	0	5	89	6	62
TOTAL TAMPERE			88	0	0	91	7	2	0	0	0	5	89	6	62
TOTAL FINLAND			180	0	3	87	9	4	0	0	0	6	89	6	62
FRANCE															
BERGERAC	RYANAIR	S	66	0	0	71	21	8	0	0	0	11	94	7	64
TOTAL BERGERAC			66	0	0	71	21	8	0	0	0	11	94	7	64
BIARRITZ	RYANAIR	S	66	0	0	70	20	6	5	0	0	13	84	8	64
TOTAL BIARRITZ			66	0	0	70	20	6	5	0	0	13	84	8	64
CALVI	JET2.COM LTD	C	3	0	0	100	0	0	0	0	0	7	100	1	3
TOTAL CALVI			3	0	0	100	0	0	0	0	0	7	100	1	3
CARCASSONNE	RYANAIR	S	124	0	0	84	10	6	0	0	0	7	82	7	122
TOTAL CARCASSONNE			124	0	0	84	10	6	0	0	0	7	82	7	122
DINARD	RYANAIR	S	66	0	0	88	11	2	0	0	0	4	73	10	60
TOTAL DINARD			66	0	0	88	11	2	0	0	0	4	73	10	60
GRENOBLE	RYANAIR	S	62	0	0	84	15	2	0	0	0	7	0	0	0
TOTAL GRENOBLE			62	0	0	84	15	2	0	0	0	7	0	0	0
LA ROCHELLE	RYANAIR	S	63	0	1	81	13	6	0	0	0	9	85	7	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LA ROCHELLE			<b>63</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	62
LIMOGES	RYANAIR	S	64	0	0	78	13	5	5	0	0	10	95	6	64
TOTAL LIMOGES			<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>6</b>	64
LYON	EASYJET AIRLINE COMPANY LTD	S	62	0	0	60	11	13	16	0	0	23	92	6	62
TOTAL LYON			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>92</b>	<b>6</b>	62
MONTPELLIER	RYANAIR	S	62	0	0	58	24	16	2	0	0	15	94	4	62
TOTAL MONTPELLIER			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>4</b>	62
NANTES	RYANAIR	S	62	0	0	77	21	2	0	0	0	8	0	0	0
TOTAL NANTES			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	0
NICE	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	122	1	1	59	18	17	3	2	0	23	73	12	120
TOTAL NICE			<b>124</b>	<b>7</b>	<b>1</b>	<b>60</b>	<b>18</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>11</b>	128
PARIS (CHARLES DE GAULLE)	AIR MEDITERRANEE	C	2	0	0	50	0	0	50	0	0	67	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	50	0	0	0	0	14	0	0	0
	FLYJET LTD	C	2	0	0	0	0	0	100	0	0	120	0	0	0
	JET2.COM LTD	C	2	0	0	0	0	0	100	0	0	101	0	0	0
	LTU INTERNATIONAL AIRWAYS	C	2	0	0	0	50	0	50	0	0	64	0	0	0
	MONARCH AIRLINES	C	3	0	0	0	0	0	67	33	0	131	0	0	0
	STERLING AIRLINES	C	4	0	0	25	0	0	75	0	0	85	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	80	0	0	0
TOTAL PARIS (CHARLES DE GAULLE)			<b>19</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>63</b>	<b>5</b>	<b>0</b>	<b>85</b>	<b>0</b>	<b>0</b>	0
PAU	RYANAIR	S	62	0	0	84	10	2	5	0	0	9	92	6	60
TOTAL PAU			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	60
PERPIGNAN	RYANAIR	S	62	0	0	79	11	2	6	2	0	15	82	8	60
TOTAL PERPIGNAN			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>82</b>	<b>8</b>	60
POITIERS	RYANAIR	S	62	0	0	81	15	5	0	0	0	7	92	6	60
TOTAL POITIERS			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>6</b>	60
RODEZ	RYANAIR	S	62	0	0	81	11	5	3	0	0	9	76	12	62
TOTAL RODEZ			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	62
ST ETIENNE	RYANAIR	S	62	0	0	55	29	8	8	0	0	19	75	11	60
TOTAL ST ETIENNE			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>29</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>11</b>	60
TARBES-LOURDES INTERNATIONAL	AIR MEDITERRANEE	C	5	0	0	0	20	80	0	0	0	36	20	50	10
	EUROPEAN AIR CHARTER	C	3	0	0	100	0	0	0	0	0	4	0	0	0
	JET2.COM LTD	C	10	0	0	100	0	0	0	0	0	1	83	6	6
	TITAN AIRWAYS LTD	C	7	0	0	71	0	29	0	0	0	17	100	1	6
TOTAL TARBES-LOURDES INTERNATIONAL			<b>25</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>4</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>25</b>	22
TOULON / HYERES	RYANAIR	S	62	0	0	60	24	15	2	0	0	15	0	0	0
TOTAL TOULON / HYERES			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	0
TOURS	RYANAIR	S	62	0	0	90	5	3	2	0	0	5	82	7	62
TOTAL TOURS			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FRANCE			1302	14	2	73	15	7	4	0	0	13	83	8	1142
GERMANY															
ALTENBURG - WALLBURG	RYANAIR	S	62	0	0	74	10	11	5	0	0	12	94	2	62
TOTAL ALTENBURG - WALLBURG			62	0	0	74	10	11	5	0	0	12	94	2	62
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	0	64	17	15	4	0	0	17	87	6	124
TOTAL BERLIN (SCHONEFELD)			124	1	0	64	17	15	4	0	0	17	87	6	124
BERLIN (TEGEL)	AIR BERLIN	S	216	0	0	56	21	14	8	0	0	19	85	9	168
TOTAL BERLIN (TEGEL)			216	0	0	56	21	14	8	0	0	19	85	9	168
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	170	0	0	84	7	6	4	0	0	11	90	6	124
TOTAL COLOGNE (BONN)			170	2	0	84	7	6	4	0	0	11	90	6	124
DUSSELDORF	AIR BERLIN	S	204	0	0	60	17	17	5	0	0	18	74	9	150
TOTAL DUSSELDORF			204	0	0	60	17	17	5	0	0	18	74	9	150
FRIEDRICHSHAFEN	RYANAIR	S	62	0	0	77	16	5	2	0	0	9	89	7	62
TOTAL FRIEDRICHSHAFEN			62	0	0	77	16	5	2	0	0	9	89	7	62
HAHN	RYANAIR	S	240	0	0	81	14	3	1	0	1	13	87	7	240
TOTAL HAHN			240	0	0	81	14	3	1	0	1	13	87	7	240
HANOVER	AIR BERLIN	S	106	0	0	57	17	16	8	3	0	25	60	17	62
TOTAL HANOVER			106	0	0	57	17	16	8	3	0	25	60	17	62
KARLSRUHE/BADEN BADEN	EASTERN AIRWAYS	C	4	0	0	75	0	25	0	0	0	17	0	0	0
	RYANAIR	S	109	0	0	81	13	6	0	0	0	8	87	7	106
TOTAL KARLSRUHE/BADEN BADEN			113	0	0	81	12	7	0	0	0	9	87	7	106
LEIPZIG	AIR BERLIN	S	62	0	0	63	10	13	15	0	0	20	75	10	28
TOTAL LEIPZIG			62	0	0	63	10	13	15	0	0	20	75	10	28
LUBECK	RYANAIR	S	169	0	1	88	9	2	1	0	0	6	97	4	168
TOTAL LUBECK			169	0	1	88	9	2	1	0	0	6	97	4	168
MUNICH	EASYJET AIRLINE COMPANY LTD	S	122	2	0	67	13	14	5	1	0	19	85	10	123
TOTAL MUNICH			122	2	0	67	13	14	5	1	0	19	85	10	123
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	82	13	3	0	2	0	11	85	9	62
TOTAL MUNSTER-OSNABRUCK			62	0	0	82	13	3	0	2	0	11	85	9	62
NIEDERRHEIN	RYANAIR	S	106	0	2	75	19	7	0	0	0	10	94	3	106
TOTAL NIEDERRHEIN			106	0	2	75	19	7	0	0	0	10	94	3	106
NUREMBERG	AIR BERLIN	S	108	0	0	60	11	24	5	0	0	20	60	23	72
TOTAL NUREMBERG			109	0	0	61	11	24	5	0	0	20	60	23	72
PADERBORN	AIR BERLIN	S	63	1	1	65	10	17	8	0	0	20	91	12	116
TOTAL PADERBORN			63	1	1	65	10	17	8	0	0	20	91	12	116
STUTTGART	EUROWINGS LUFTVERKEHRS	S	120	0	0	79	13	5	3	0	0	10	71	10	124
TOTAL STUTTGART			120	0	0	79	13	5	3	0	0	10	71	10	124
TOTAL GERMANY			2110	6	4	71	14	10	4	0	0	15	84	8	1897

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>GREECE</b>															
CORFU	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	4	75	5	4
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	NORDIC AIRWAYS	C	10	0	0	30	20	10	30	0	10	99	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	5	0	0	0
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	6	86	2	7
<b>TOTAL CORFU</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>82</b>	<b>3</b>	<b>11</b>
HERAKLION	NORDIC AIRWAYS	C	14	0	0	43	14	14	29	0	0	43	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	100	0	0	2
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	2	89	6	9
<b>TOTAL HERAKLION</b>			<b>24</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>26</b>	<b>83</b>	<b>9</b>	<b>12</b>
KOS	NORDIC AIRWAYS	C	9	1	0	44	0	0	56	0	0	54	0	0	0
<b>TOTAL KOS</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>100</b>	<b>0</b>	<b>7</b>
RHODES	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	33	11	0	0	0	16	63	44	8
<b>TOTAL RHODES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>33</b>	<b>57</b>	<b>15</b>
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	33	11	11	0	0	30	78	8	9
	MONARCH AIRLINES	C	7	0	0	57	14	0	29	0	0	41	100	5	7
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	2	78	12	9
<b>TOTAL ZAKINTHOS</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>84</b>	<b>9</b>	<b>25</b>
<b>TOTAL GREECE</b>			<b>100</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>5</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>74</b>	<b>17</b>	<b>70</b>
<b>HUNGARY</b>															
BUDAPEST	SKYEUROPE AIRLINES HUNGARY	S	62	0	0	63	19	13	5	0	0	17	74	13	62
<b>TOTAL BUDAPEST</b>			<b>63</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>22</b>	<b>115</b>
SARMELLEK/BALATON	RYANAIR	S	24	0	5	79	8	13	0	0	0	11	0	0	0
<b>TOTAL SARMELLEK/BALATON</b>			<b>24</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>87</b>	<b>1</b>	<b>5</b>	<b>67</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>22</b>	<b>115</b>
<b>ICELAND</b>															
KEFLAVIK	HELLO	S	79	0	5	81	16	3	0	0	0	7	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>79</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>76</b>
<b>TOTAL ICELAND</b>			<b>79</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>76</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	61	0	1	90	3	3	3	0	0	8	90	5	62
<b>TOTAL CONNAUGHT</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>5</b>	<b>62</b>
CORK	RYANAIR	S	176	0	1	88	7	3	2	0	0	8	82	9	248
<b>TOTAL CORK</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>248</b>
DUBLIN	RYANAIR	S	598	0	9	66	19	13	2	0	0	14	82	8	682
<b>TOTAL DUBLIN</b>			<b>598</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>8</b>	<b>682</b>
KERRY COUNTY	RYANAIR	S	125	0	0	85	10	3	2	0	0	8	98	3	124
<b>TOTAL KERRY COUNTY</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>124</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SHANNON	RYANAIR	S	174	0	4	86	10	3	2	0	0	7	82	12	186
<b>TOTAL SHANNON</b>			<b>174</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>12</b>	<b>186</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>1134</b>	<b>2</b>	<b>17</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>1302</b>
<b>ISRAEL</b>															
TEL AVIV	EL AL	S	40	0	0	70	23	8	0	0	0	11	57	28	21
	ISRAIR LTD	C	23	0	0	61	22	9	9	0	0	22	50	16	22
<b>TOTAL TEL AVIV</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>23</b>	<b>47</b>
<b>TOTAL ISRAEL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>49</b>	<b>23</b>	<b>47</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	124	0	0	60	23	6	10	0	0	20	87	7	124
<b>TOTAL ALGHERO/SASSARI</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>7</b>	<b>124</b>
ANCONA	RYANAIR	S	62	0	0	73	15	8	5	0	0	14	80	8	60
<b>TOTAL ANCONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>60</b>
BARI (PALESE)	RYANAIR	S	36	0	0	72	17	8	3	0	0	13	67	13	60
<b>TOTAL BARI (PALESE)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>13</b>	<b>60</b>
BERGAMO	RYANAIR	S	248	9	0	72	16	8	4	0	0	13	80	11	160
<b>TOTAL BERGAMO</b>			<b>248</b>	<b>9</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>11</b>	<b>161</b>
BRESCIA/MONTICHIARI	RYANAIR	S	62	0	0	61	21	15	3	0	0	16	90	6	72
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>90</b>	<b>6</b>	<b>72</b>
BRINDISI	RYANAIR	S	26	0	0	65	15	12	8	0	0	19	67	12	64
<b>TOTAL BRINDISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>12</b>	<b>64</b>
FORLI	RYANAIR	S	124	0	0	64	23	9	2	2	0	18	69	15	124
<b>TOTAL FORLI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>15</b>	<b>124</b>
GENOA	RYANAIR	S	62	0	0	65	18	8	10	0	0	19	87	11	70
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	13	0	0	0
<b>TOTAL GENOA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>87</b>	<b>11</b>	<b>70</b>
LAMETIA-TERME	RYANAIR	S	36	0	0	33	31	25	11	0	0	27	0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>31</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	114	0	0	58	16	15	11	1	0	26	83	14	106
<b>TOTAL NAPLES</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>83</b>	<b>14</b>	<b>106</b>
OLBIA	JET2.COM LTD	C	3	0	0	100	0	0	0	0	0	3	40	96	5
<b>TOTAL OLBIA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>40</b>	<b>96</b>	<b>5</b>
PALERMO	RYANAIR	S	124	0	0	81	16	2	2	0	0	9	94	4	124
<b>TOTAL PALERMO</b>			<b>125</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>4</b>	<b>124</b>
PARMA	RYANAIR	S	54	0	0	59	22	13	6	0	0	21	0	0	0
<b>TOTAL PARMA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
PESCARA	RYANAIR	S	61	0	0	80	8	7	5	0	0	12	90	7	62
<b>TOTAL PESCARA</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>7</b>	<b>62</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)										
PISA	RYANAIR	S	188	0	0	77	13	5	4	0	0	12	81	10	201
<b>TOTAL PISA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>201</b>
ROME (CIAMPINO)	RYANAIR	S	311	0	0	73	16	7	3	1	0	14	81	15	310
<b>TOTAL ROME (CIAMPINO)</b>			<b>311</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>16</b>	<b>311</b>
TREVISO	RYANAIR	S	183	1	3	80	12	5	2	1	0	12	91	7	186
<b>TOTAL TREVISO</b>			<b>183</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>7</b>	<b>186</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	62	0	0	48	24	24	3	0	0	23	87	10	62
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>10</b>	<b>62</b>
TURIN	RYANAIR	S	61	0	1	84	11	5	0	0	0	8	87	5	62
<b>TOTAL TURIN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>5</b>	<b>62</b>
<b>TOTAL ITALY</b>			<b>1947</b>	<b>10</b>	<b>4</b>	<b>70</b>	<b>17</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>11</b>	<b>1918</b>
<b>LATVIA</b>															
RIGA	RYANAIR	S	97	0	1	85	9	5	1	0	0	9	90	5	62
<b>TOTAL RIGA</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>62</b>
<b>TOTAL LATVIA</b>			<b>97</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>62</b>
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	62	0	1	68	21	8	3	0	0	15	0	0	0
<b>TOTAL KAUNAS</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	56	33	11	0	0	0	15	94	4	34
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>4</b>	<b>34</b>
<b>TOTAL MALTA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>94</b>	<b>4</b>	<b>34</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	184	0	0	71	17	9	3	0	0	14	80	10	186
<b>TOTAL AMSTERDAM</b>			<b>184</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>80</b>	<b>10</b>	<b>186</b>
EINDHOVEN	RYANAIR	S	108	0	0	82	12	3	3	0	0	9	91	5	106
<b>TOTAL EINDHOVEN</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>91</b>	<b>5</b>	<b>106</b>
ROTTERDAM	TRANSAVIA	S	124	0	0	78	10	6	6	0	0	12	95	4	123
<b>TOTAL ROTTERDAM</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>95</b>	<b>4</b>	<b>123</b>
<b>TOTAL NETHERLANDS</b>			<b>416</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>7</b>	<b>415</b>
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	62	0	0	84	5	8	3	0	0	10	90	5	51
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>90</b>	<b>5</b>	<b>51</b>
HAUGESUND	RYANAIR	S	62	0	0	81	11	6	2	0	0	8	98	2	62
<b>TOTAL HAUGESUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>2</b>	<b>62</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	110	0	0	75	11	8	5	0	0	13	90	5	106

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 OSLO (GARDERMOEN)			110	0	0	75	11	8	5	0	0	13	90	5	106
SANDEFJORD(TORP)	RYANAIR	S	171	0	1	75	16	5	4	0	0	12	96	4	166
TOTAL SANDEFJORD(TORP)			171	0	1	75	16	5	4	0	0	12	96	4	166
STAVANGER	SAS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
TOTAL STAVANGER			2	0	0	100	0	0	0	0	0	2	0	0	0
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	52	0	0	62	23	12	4	0	0	17	91	8	44
TOTAL TRONDHEIM (VAERNES)			52	0	0	62	23	12	4	0	0	17	91	8	44
TOTAL NORWAY			459	0	1	76	13	7	4	0	0	12	94	5	429
POLAND															
BYDGOSZCZ/SZWEREDOWO	RYANAIR	S	62	0	0	73	21	5	2	0	0	11	0	0	0
TOTAL BYDGOSZCZ/SZWEREDOWO			62	0	0	73	21	5	2	0	0	11	0	0	0
GDANSK	RYANAIR	S	62	0	0	68	18	10	5	0	0	13	0	0	0
TOTAL GDANSK			62	0	0	68	18	10	5	0	0	13	0	0	0
KRAKOW	RYANAIR	S	123	0	1	88	7	3	1	1	0	9	0	0	0
	SKY EUROPE	S	62	0	0	73	13	10	2	3	0	18	85	11	62
TOTAL KRAKOW			185	0	1	83	9	5	1	2	0	12	85	11	62
LODZ LUBLINEK	RYANAIR	S	62	0	0	73	18	6	3	0	0	12	0	0	0
TOTAL LODZ LUBLINEK			62	0	0	73	18	6	3	0	0	12	0	0	0
POZNAN	RYANAIR	S	62	0	0	69	11	13	6	0	0	18	0	0	0
TOTAL POZNAN			62	0	0	69	11	13	6	0	0	18	0	0	0
RZESZOW	RYANAIR	S	62	0	0	56	24	15	5	0	0	17	0	0	0
TOTAL RZESZOW			62	0	0	56	24	15	5	0	0	17	0	0	0
SZCZECIN (GOLENOW)	RYANAIR	S	62	0	0	81	15	3	2	0	0	7	0	0	0
TOTAL SZCZECIN (GOLENOW)			62	0	0	81	15	3	2	0	0	7	0	0	0
WROCLAW	RYANAIR	S	62	0	0	60	18	18	5	0	0	21	95	3	62
TOTAL WROCLAW			62	0	0	60	18	18	5	0	0	21	95	3	62
TOTAL POLAND			619	0	1	73	15	9	3	0	0	14	85	8	178
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	75	10	10	5	0	0	15	71	14	122
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	12	75	113	4
TOTAL FARO			131	0	0	75	10	10	5	0	0	15	72	17	133
OPORTO (PORTUGAL)	RYANAIR	S	124	0	0	80	10	10	0	0	0	9	71	12	124
TOTAL OPORTO (PORTUGAL)			124	0	0	80	10	10	0	0	0	9	71	12	124
TOTAL PORTUGAL(EXCLUDING MADEIRA)			255	0	0	77	10	10	3	0	0	12	72	15	257
RUSSIA															
MURMANSK	JET2.COM LTD	C	5	0	0	80	20	0	0	0	0	9	0	0	0
TOTAL MURMANSK			5	0	0	80	20	0	0	0	0	9	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ST PETERSBURG	TITAN AIRWAYS LTD	C	3	0	0	33	67	0	0	0	0	18	0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>88</b>	<b>2</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	RYANAIR	S	124	0	0	73	14	3	10	0	0	16	0	0	0
	SKY EUROPE	S	98	0	0	61	19	16	2	1	0	18	51	39	98
<b>TOTAL BRATISLAVA</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>39</b>	<b>98</b>
TATRY-POPRAD	SKY EUROPE	S	18	0	0	61	17	11	11	0	0	16	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>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>240</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>51</b>	<b>39</b>	<b>98</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	5	5	6	0	0	15	89	7	62
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>7</b>	<b>62</b>
<b>TOTAL SLOVENIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>89</b>	<b>7</b>	<b>62</b>
<b>SPAIN</b>															
ALICANTE	AIR BERLIN	S	62	0	0	66	15	13	6	0	0	17	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	181	1	0	74	14	7	4	0	1	15	75	11	177
<b>TOTAL ALICANTE</b>			<b>243</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>178</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	8	5	2	0	0	8	77	16	62
	RYANAIR	S	78	0	0	82	10	5	3	0	0	9	90	6	80
<b>TOTAL ALMERIA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>142</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	61	0	5	87	5	7	2	0	0	7	84	8	62
<b>TOTAL ASTURIAS</b>			<b>62</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>62</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	123	4	2	63	19	12	7	0	0	18	74	16	124
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL BARCELONA</b>			<b>125</b>	<b>6</b>	<b>2</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>16</b>	<b>125</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	124	0	0	74	10	9	6	0	0	14	73	12	124
<b>TOTAL BILBAO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>12</b>	<b>124</b>
GERONA	RYANAIR	S	248	0	0	66	19	10	4	0	0	17	81	11	247
<b>TOTAL GERONA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>81</b>	<b>11</b>	<b>247</b>
GRANADA	RYANAIR	S	87	0	1	79	11	2	7	0	0	14	89	8	62
<b>TOTAL GRANADA</b>			<b>88</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>11</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>8</b>	<b>62</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	66	0	1	71	15	12	2	0	0	13	70	15	67
	NORDIC AIRWAYS	C	7	0	0	43	0	14	43	0	0	50	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	11	11	11	22	0	59	0	0	0
	THOMSONFLY LTD	C	16	0	0	50	19	13	19	0	0	30	86	9	14
<b>TOTAL IBIZA</b>			<b>98</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>15</b>	<b>91</b>
JEREZ	RYANAIR	S	123	0	2	75	15	5	6	0	0	14	92	8	124
<b>TOTAL JEREZ</b>			<b>123</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>8</b>	<b>125</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			Actual (7)	Plan (8)											
MAHON	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	16	80	8	10
	MY TRAVEL AIRWAYS UK	C	7	0	0	71	14	0	14	0	18	86	9	7	
	THOMAS COOK AIRLINES LTD	C	15	0	0	100	0	0	0	0	2	82	6	17	
	THOMSONFLY LTD	C	7	0	0	57	14	29	0	0	16	100	3	16	
<b>TOTAL MAHON</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>6</b>	<b>50</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	193	1	1	64	19	11	7	0	17	75	13	203	
	FLIGHTLINE LTD	C	2	0	0	100	0	0	0	0	8	0	0	0	
<b>TOTAL MALAGA</b>			<b>195</b>	<b>2</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>213</b>	
MURCIA SAN JAVIER	RYANAIR	S	123	0	0	68	20	6	7	0	17	76	9	122	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>9</b>	<b>122</b>	
PALMA DE MALLORCA	AIR BERLIN	S	62	0	0	42	19	29	10	0	27	76	12	62	
	EASYJET AIRLINE COMPANY LTD	S	70	0	0	56	23	10	9	3	27	69	21	70	
	EUROPEAN AIR CHARTER	C	4	0	0	0	0	0	100	0	115	0	23	4	
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	28	0	0	0	11	83	7	18	
	IBERWORLD	C	6	0	0	67	17	17	0	0	13	57	62	7	
	MONARCH AIRLINES	C	7	0	0	0	57	14	29	0	47	0	0	0	
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	7	100	3	3	
	THOMSONFLY LTD	C	17	0	0	94	6	0	0	0	2	80	59	25	
<b>TOTAL PALMA DE MALLORCA</b>			<b>195</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>25</b>	<b>71</b>	<b>24</b>	<b>197</b>	
REUS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	21	75	10	4	
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	1	78	11	9	
	RYANAIR	S	124	0	0	79	13	8	0	0	8	87	7	98	
<b>TOTAL REUS</b>			<b>141</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>111</b>	
SANTANDER	RYANAIR	S	62	0	0	94	6	0	0	0	3	83	8	60	
<b>TOTAL SANTANDER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>60</b>	
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	62	0	0	66	18	8	8	0	16	95	7	60	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>95</b>	<b>7</b>	<b>60</b>	
SEVILLE	RYANAIR	S	98	0	0	67	20	6	5	0	21	90	7	80	
<b>TOTAL SEVILLE</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>90</b>	<b>7</b>	<b>83</b>	
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	8	3	10	0	22	73	12	62	
	RYANAIR	S	124	0	0	63	23	8	5	1	19	52	21	124	
<b>TOTAL VALENCIA</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>59</b>	<b>18</b>	<b>186</b>	
VALLADOLID	RYANAIR	S	62	0	0	71	16	13	0	0	11	85	6	60	
<b>TOTAL VALLADOLID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>60</b>	
VITORIA	RYANAIR	S	62	0	0	87	8	3	2	0	6	0	0	0	
<b>TOTAL VITORIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZARAGOZA	RYANAIR	S	62	0	0	50	23	23	5	0	22	85	10	62	
<b>TOTAL ZARAGOZA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>10</b>	<b>62</b>	
<b>TOTAL SPAIN</b>			<b>2539</b>	<b>12</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>12</b>	<b>2362</b>	
SPAIN(CANARY ISLANDS)															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	7	100	1	8	

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
ARRECIFE	NORDIC AIRWAYS	C	8	0	0	38	38	0	25	0	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	100	1	8
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>1</b>	<b>23</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	9	0	0	67	11	0	22	0	0	34	100	1	7
<b>TOTAL FUERTEVENTURA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>1</b>	<b>7</b>
LAS PALMAS	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	15	70	15	10
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	4	100	1	10
<b>TOTAL LAS PALMAS</b>			<b>20</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>85</b>	<b>8</b>	<b>20</b>
TENERIFE (SURREINA SOFIA)	FLYGLOBESPAN	S	62	0	0	61	13	10	16	0	0	25	0	0	0
	NORDIC AIRWAYS	C	8	0	0	0	13	13	75	0	0	93	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	11	0	0	0
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	4	89	4	9
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>13</b>	<b>22</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>146</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>89</b>	<b>6</b>	<b>72</b>
<b>SWEDEN</b>															
GOTEBORG	FLYME SWEDEN	S	106	0	10	72	14	13	1	0	0	11	0	0	0
<b>TOTAL GOTEBORG</b>			<b>106</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
GOTEBORG (SAVE)	RYANAIR	S	170	0	0	65	27	8	0	1	0	13	75	9	168
<b>TOTAL GOTEBORG (SAVE)</b>			<b>170</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>9</b>	<b>168</b>
MALMO	RYANAIR	S	108	0	0	67	20	6	6	0	1	20	84	7	106
<b>TOTAL MALMO</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>84</b>	<b>7</b>	<b>106</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	178	0	0	86	7	6	1	1	0	9	96	5	178
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>5</b>	<b>178</b>
<b>TOTAL SWEDEN</b>			<b>562</b>	<b>3</b>	<b>13</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>452</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	58	18	23	2	0	0	17	73	20	62
<b>TOTAL BASLE MULHOUSE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>23</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>20</b>	<b>62</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	60	27	8	5	0	0	17	0	0	0
<b>TOTAL GENEVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>27</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>23</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>20</b>	<b>62</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	8	0	0	63	25	0	13	0	0	19	30	116	10
<b>TOTAL MONASTIR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>30</b>	<b>116</b>	<b>10</b>
<b>TOTAL TUNISIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>30</b>	<b>116</b>	<b>10</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	38	0	0	34	29	32	5	0	0	29	47	21	38
	SUNEXPRESS	C	8	0	0	38	25	13	25	0	0	36	50	11	4
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	69	23	13

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ANTALYA			48	0	0	38	27	27	8	0	0	29	53	20	55
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	7	0	0	57	29	14	0	0	0	13	100	3	9
TOTAL BODRUM (MILAS)			7	0	0	57	29	14	0	0	0	13	81	48	16
DALAMAN	EXCEL AIRWAYS LTD	C	3	0	0	0	0	0	67	33	0	159	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	1	78	9	9
	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	50	40	10	0	0	0	17	60	15	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	24	64	14	14
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	100	2	1
TOTAL DALAMAN			30	0	0	63	17	7	10	3	0	28	68	13	34
ISTANBUL	ATLASJET INTERNATIONAL	C	20	0	0	45	20	20	10	0	5	54	0	0	0
	JET2.COM LTD	C	6	0	0	83	17	0	0	0	0	5	0	0	0
	THY TURK HAVA YOLLARI TURKIS	S	32	0	0	50	28	19	3	0	0	19	0	0	0
TOTAL ISTANBUL			58	0	0	52	24	17	5	0	2	29	32	42	34
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	70	30	0	0	0	0	10	100	3	8
TOTAL IZMIR (ADNAM MENDERES)			10	0	0	70	30	0	0	0	0	10	100	3	9
TOTAL TURKEY			153	0	0	51	24	17	7	1	1	27	57	26	150
UNITED KINGDOM															
BELFAST CITY	AIR BERLIN	S	104	0	0	38	30	27	6	0	0	23	0	0	0
TOTAL BELFAST CITY			104	0	0	38	30	27	6	0	0	23	0	0	0
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	286	0	0	75	13	8	4	0	0	12	85	9	282
TOTAL BELFAST INTERNATIONAL			286	0	0	75	13	8	4	0	0	12	85	9	282
BLACKPOOL	RYANAIR	S	105	0	3	79	13	7	1	0	0	9	90	5	106
TOTAL BLACKPOOL			105	0	3	79	13	7	1	0	0	9	90	5	106
CARDIFF WALES	MONARCH AIRLINES	C	2	0	0	0	50	50	0	0	0	32	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	19	0	0	0
TOTAL CARDIFF WALES			4	0	0	25	25	50	0	0	0	25	50	16	6
CITY OF DERRY (EGLINTON)	RYANAIR	S	116	0	0	65	25	7	3	0	0	14	97	2	62
TOTAL CITY OF DERRY (EGLINTON)			116	0	0	65	25	7	3	0	0	14	97	2	62
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	334	0	4	64	19	10	6	1	0	18	78	11	337
TOTAL EDINBURGH			334	0	4	64	19	10	6	1	0	18	78	11	337
GLASGOW	AIR BERLIN	S	108	0	0	10	28	46	16	0	0	40	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	286	0	0	71	17	6	6	0	0	13	89	7	284
TOTAL GLASGOW			394	0	0	54	20	17	9	0	0	21	89	7	284
GUERNSEY	AURIGNY AIR SERVICES	S	59	2	5	81	7	0	12	0	0	17	67	25	64
TOTAL GUERNSEY			59	2	5	81	7	0	12	0	0	17	67	25	64
JERSEY	AIR ATLANTIQUE	S	12	0	8	83	0	8	8	0	0	22	0	0	0
	AIR ATLANTIQUE	C	2	0	0	50	0	0	50	0	0	35	0	0	0
	VLM (BELGIUM)	C	6	0	0	33	33	33	0	0	0	23	50	16	6
TOTAL JERSEY			20	0	8	65	10	15	10	0	0	24	50	16	6
MANCHESTER	AIR BERLIN	S	106	0	2	26	23	31	20	0	0	36	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR MAY 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL MANCHESTER			108	0	2	28	22	31	19	0	0	35	89	7	120
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	236	0	2	66	18	8	7	0	0	17	78	14	240
TOTAL NEWCASTLE			236	0	2	66	18	8	7	0	0	17	78	14	240
NEWQUAY	RYANAIR	S	55	0	7	91	5	4	0	0	0	5	84	12	123
TOTAL NEWQUAY			55	0	7	91	5	4	0	0	0	5	84	12	123
PRESTWICK	RYANAIR	S	307	0	3	87	7	4	2	0	0	7	87	6	317
TOTAL PRESTWICK			307	0	3	87	7	4	2	0	0	7	87	6	317
TOTAL UNITED KINGDOM			2129	6	34	66	17	11	6	0	0	16	83	10	2006
USA															
NEW YORK (JF KENNEDY)	EOS AIRLINES	S	62	0	1	60	21	13	6	0	0	18	0	0	0
	MAXJET AIRWAYS	S	52	0	0	56	12	17	13	2	0	27	0	0	0
TOTAL NEW YORK (JF KENNEDY)			114	0	1	58	17	15	10	1	0	22	0	0	0
WASHINGTON (DULLES)	MAXJET AIRWAYS	S	36	0	0	64	14	3	3	14	3	59	0	0	0
TOTAL WASHINGTON (DULLES)			36	0	0	64	14	3	3	14	3	59	0	0	0
TOTAL USA			150	0	1	59	16	12	8	4	1	31	0	0	0
TOTAL STANSTED			16170	66	112	71	15	9	4	0	0	15	82	10	14440



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	58	0	0	78	19	2	2	0	0	7	98	1	53	
	STANSTED	RYANAIR		S D	58	0	0	66	21	12	2	0	0	14	100	5	53	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>99</b>	<b>3</b>	<b>3</b>	
ABERDEEN																		
	BIRMINGHAM	BA CONNECT LTD		S A	79	0	0	91	6	3	0	0	0	4	81	8	78	
	BIRMINGHAM	BA CONNECT LTD		S D	79	0	0	92	6	0	1	0	0	4	78	10	78	
	MANCHESTER	BA CONNECT LTD		S A	83	0	3	94	1	5	0	0	0	4	88	7	84	
	MANCHESTER	BA CONNECT LTD		S D	86	0	0	93	5	2	0	0	0	3	93	4	84	
	HEATHROW	BMI BRITISH MIDLAND		S A	134	0	1	80	13	7	1	0	0	8	81	10	134	
	HEATHROW	BMI BRITISH MIDLAND		S D	134	0	1	81	8	7	4	0	0	11	79	10	134	
	MANCHESTER	BMI REGIONAL		S A	95	0	0	94	2	4	0	0	0	4	97	3	72	
	MANCHESTER	BMI REGIONAL		S D	95	0	0	94	2	3	1	0	0	4	96	2	73	
	GATWICK	BRITISH AIRWAYS PLC		S A	93	0	0	59	18	17	5	0	0	19	66	16	114	
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	0	70	14	12	4	0	0	15	72	17	114	
	HEATHROW	BRITISH AIRWAYS PLC		S A	204	0	0	65	14	13	7	0	0	19	83	10	203	
	HEATHROW	BRITISH AIRWAYS PLC		S D	205	0	0	65	15	11	8	0	0	20	74	13	203	
	NEWCASTLE	EASTERN AIRWAYS		S A	113	0	10	91	4	3	2	0	0	6	87	9	107	
	NEWCASTLE	EASTERN AIRWAYS		S D	113	0	10	84	7	7	2	0	0	9	85	9	107	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	49	0	0	53	14	20	12	0	0	25	62	23	53	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	49	0	0	33	37	20	10	0	0	28	51	30	53	
<b>TOTAL ABERDEEN</b>					<b>1705</b>	<b>2</b>	<b>25</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>11</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS		S A	31	0	0	84	6	0	6	3	0	17	97	1	31	
	GATWICK	ETIHAD AIRWAYS		S D	31	0	0	90	6	0	3	0	0	9	68	11	31	
	HEATHROW	ETIHAD AIRWAYS		S A	47	0	0	87	11	0	2	0	0	5	88	7	43	
	HEATHROW	ETIHAD AIRWAYS		S D	47	0	0	77	17	2	4	0	0	10	77	11	43	
	MANCHESTER	ETIHAD AIRWAYS		S A	31	0	0	77	16	3	3	0	0	12	0	0	0	
	MANCHESTER	ETIHAD AIRWAYS		S D	31	0	0	97	0	0	3	0	0	3	0	0	0	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>218</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	<b>7</b>	
ABUJA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	3	3	0	3	0	12	73	11	22	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	81	10	10	0	0	0	7	70	9	23	
<b>TOTAL ABUJA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ACCRA																		
	GATWICK	ASTRAEUS LTD	S	A	9	0	0	56	22	0	0	11	11	146	0	108	9	
	GATWICK	ASTRAEUS LTD	S	D	9	0	0	67	11	0	0	11	11	148	22	72	9	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	0	3	0	0	5	90	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	58	19	19	3	0	0	20	52	29	31	
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	A	27	0	0	85	0	7	0	7	0	22	0	0	0	
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	D	27	0	0	22	44	11	19	4	0	44	0	0	0	
<b>TOTAL ACCRA</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>39</b>	<b>56</b>	<b>52</b>	<b>52</b>	
ADDIS ABABA																		
	HEATHROW	BMED	S	A	22	0	0	77	18	5	0	0	0	8	54	16	13	
	HEATHROW	BMED	S	D	22	0	0	36	14	18	32	0	0	45	46	30	13	
	GATWICK	ETHIOPIAN AIRLINES	S	A	10	0	0	70	10	20	0	0	0	14	0	0	0	
	GATWICK	ETHIOPIAN AIRLINES	S	D	10	0	1	70	10	20	0	0	0	14	0	0	0	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	13	0	0	23	38	8	31	0	0	36	59	18	17	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	13	0	0	46	31	15	8	0	0	25	76	12	17	
<b>TOTAL ADDIS ABABA</b>					<b>90</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>20</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>18</b>	<b>18</b>	
AGADIR																		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	25	0	25	0	0	26	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	75	25	0	0	0	0	13	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	25	75	0	0	0	0	21	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	60	0	0	0	0	16	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	100	0	0	0	0	0	1	50	17	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	2	0	100	0	0	0	0	0	0	100	3	4	
	GATWICK	GB AIRWAYS LTD	S	A	12	0	0	92	0	0	8	0	0	8	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	8	0	0	63	25	0	13	0	0	22	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	39	100	0	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	65	100	2	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	80	13	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	80	9	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	6	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AGADIR																		
<b>TOTAL AGADIR</b>					<b>78</b>	<b>6</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>86</b>	<b>6</b>	<b>6</b>	
AHMEDABAD																		
<b>TOTAL AHMEDABAD</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>	
AJACCIO																		
	GATWICK	GB AIRWAYS LTD		S A	4	0	0	50	50	0	0	0	0	12	0	0	0	
	GATWICK	GB AIRWAYS LTD		S D	4	0	0	50	50	0	0	0	0	15	0	0	0	
<b>TOTAL AJACCIO</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>14</b>	<b>100</b>	<b>3</b>	<b>3</b>		
ALEXANDRIA (BORG EL ARA)																		
ALGHERO/SASSARI																		
	BIRMINGHAM	BA CONNECT LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BA CONNECT LTD		C D	3	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	RYANAIR		S A	62	0	0	63	19	8	10	0	0	19	85	7	62	
	STANSTED	RYANAIR		S D	62	0	0	58	26	5	11	0	0	22	89	7	62	
	GATWICK	THOMSONFLY LTD		C A	3	0	0	0	67	0	33	0	0	48	0	0	0	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	50	50	0	0	0	0	11	0	0	0	
<b>TOTAL ALGHERO/SASSARI</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>83</b>	<b>9</b>	<b>9</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE		S A	17	0	0	53	35	6	6	0	0	20	44	16	18	
	HEATHROW	AIR ALGERIE		S D	17	0	0	76	18	6	0	0	0	10	89	5	18	
	GATWICK	BRITISH AIRWAYS PLC		S A	27	0	0	63	30	7	0	0	0	12	64	20	22	
	GATWICK	BRITISH AIRWAYS PLC		S D	27	0	0	67	30	4	0	0	0	11	55	20	22	
<b>TOTAL ALGIERS</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>28</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>16</b>	<b>16</b>	
ALICANTE																		
	STANSTED	AIR BERLIN		S A	31	0	0	77	10	10	3	0	0	10	0	0	0	
	STANSTED	AIR BERLIN		S D	31	0	0	55	19	16	10	0	0	24	0	0	0	
	BIRMINGHAM	BA CONNECT LTD		C A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	BIRMINGHAM	BA CONNECT LTD		C D	4	0	0	75	25	0	0	0	0	4	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S A	31	0	0	42	19	32	6	0	0	24	52	21	31	
	HEATHROW	BMI BRITISH MIDLAND		S D	31	0	0	55	16	26	3	0	0	20	61	14	31	
	BIRMINGHAM	BMIBABY LTD		S A	31	0	0	61	19	16	3	0	0	15	65	20	26	
	BIRMINGHAM	BMIBABY LTD		S D	31	1	0	65	13	16	6	0	0	20	65	18	26	
	MANCHESTER	BMIBABY LTD		S A	31	0	0	48	16	23	13	0	0	27	32	44	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	68	13	10	10	0	0	20	45	28	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	2	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	69	0	1	80	4	12	3	1	0	15	75	15	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	70	0	0	77	11	10	1	0	0	12	78	13	93	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	49	0	2	65	16	12	6	0	0	18	77	9	60	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	51	0	0	61	18	18	4	0	0	20	69	15	61	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	38	0	1	89	3	8	0	0	0	5	80	10	41	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	38	0	1	74	21	5	0	0	0	9	73	12	40	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	91	1	0	78	10	7	4	0	1	16	81	9	88	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	90	0	0	70	18	8	4	0	0	14	70	13	89	
	GATWICK	EXCEL AIRWAYS LTD		C A	6	0	0	67	17	0	17	0	0	34	75	20	12	
	GATWICK	EXCEL AIRWAYS LTD		C D	7	0	0	57	14	14	14	0	0	32	67	21	12	
	GLASGOW	EXCEL AIRWAYS LTD		C A	4	0	0	0	75	0	25	0	0	32	100	4	3	
	GLASGOW	EXCEL AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	28	100	0	3	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	14	0	0	50	21	7	21	0	0	33	67	11	9	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	14	0	0	79	7	0	14	0	0	20	89	5	9	
	NEWCASTLE	EXCEL AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	1	33	73	3	
	NEWCASTLE	EXCEL AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	5	50	51	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	25	0	0	0	12	67	15	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	5	67	12	9	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	10	75	9	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	50	20	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	14	0	0	86	7	0	0	7	0	19	41	22	17	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	14	0	0	93	7	0	0	0	0	3	94	6	18	
	BIRMINGHAM	FLYBE LTD		S A	22	0	0	82	9	0	5	5	0	23	36	40	22	
	BIRMINGHAM	FLYBE LTD		S D	22	0	0	82	9	0	5	5	0	25	45	27	22	
	EDINBURGH	FLYGLOBESPAN		S A	31	0	0	90	6	0	3	0	0	4	50	17	4	
	EDINBURGH	FLYGLOBESPAN		S D	31	0	0	90	6	0	3	0	0	8	25	21	4	
	GLASGOW	FLYGLOBESPAN		S A	31	0	0	87	0	10	3	0	0	11	66	28	32	
	GLASGOW	FLYGLOBESPAN		S D	31	0	0	77	10	10	3	0	0	12	84	25	31	
	GLASGOW	FUTURA AIRLINES		C A	5	0	0	60	20	0	20	0	0	31	0	0	0	
	GLASGOW	FUTURA AIRLINES		C D	5	0	0	20	40	20	20	0	0	33	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ALICANTE																		
	GATWICK	GB AIRWAYS LTD		S A	41	0	0	68	2	15	12	2	0	27	58	27	71	
	GATWICK	GB AIRWAYS LTD		S D	41	0	0	51	24	15	5	5	0	29	56	28	71	
	GLASGOW	GREECE AIRWAYS		S A	5	4	0	80	20	0	0	0	10	80	18	10		
	GLASGOW	GREECE AIRWAYS		S D	9	0	0	67	11	22	0	0	21	44	30	9		
	MANCHESTER	GREECE AIRWAYS		S A	4	0	0	75	25	0	0	0	4	0	0	0		
	MANCHESTER	GREECE AIRWAYS		S D	4	0	0	100	0	0	0	0	1	0	0	0		
	MANCHESTER	JET2.COM LTD		S A	31	0	0	55	39	3	3	0	16	26	30	31		
	MANCHESTER	JET2.COM LTD		S D	31	0	0	90	6	0	3	0	6	81	12	31		
	BIRMINGHAM	MONARCH AIRLINES		S A	13	0	0	85	0	15	0	0	10	57	12	7		
	BIRMINGHAM	MONARCH AIRLINES		S D	13	0	0	62	23	8	8	0	14	63	20	8		
	EDINBURGH	MONARCH AIRLINES		C A	4	0	0	25	75	0	0	0	17	75	11	4		
	EDINBURGH	MONARCH AIRLINES		C D	5	0	0	20	40	40	0	0	29	80	9	5		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	50	50	0	0	0	14	20	100	10		
	GATWICK	MONARCH AIRLINES		S A	62	0	0	79	8	3	10	0	14	77	21	61		
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	13	11	103	9		
	GATWICK	MONARCH AIRLINES		S D	62	0	0	71	11	11	6	0	16	84	23	62		
	GLASGOW	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	8	0	0	0		
	GLASGOW	MONARCH AIRLINES		C D	5	0	0	100	0	0	0	0	3	0	0	0		
	LUTON	MONARCH AIRLINES		S A	31	0	0	71	13	6	6	0	3	32	58	31	31	
	LUTON	MONARCH AIRLINES		S D	30	0	0	77	10	3	7	0	3	32	77	27	31	
	MANCHESTER	MONARCH AIRLINES		S A	62	0	0	60	23	13	2	2	2	25	76	14	62	
	MANCHESTER	MONARCH AIRLINES		S D	62	0	0	77	10	8	0	3	2	21	87	9	62	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	75	7	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	75	13	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	13	0	0	92	8	0	0	0	2	85	9	13		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	13	0	0	100	0	0	0	0	1	92	3	13		
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	75	10	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	25	0	0	0	7	75	17	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	4	67	24	3		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	6	75	17	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C A	3	0	0	33	33	33	0	0	20	50	15	4		
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	25	0	0	15	75	9	4		
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	0	50	0	0	25	25	171	75	14	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ALICANTE	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	0	25	25	176	50	20	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	15	0	0	60	13	13	7	7	0	34	73	12	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	16	0	0	56	19	13	6	6	0	32	93	3	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	13	0	0	0	9	100	6	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	33	11	0	0	0	11	89	4	9
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	11	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	2	0	100	0	0	0	0	0	6	80	9	5
	EDINBURGH	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	80	6	5
	EDINBURGH	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	6	60	19	5
	GATWICK	THOMSONFLY LTD	C	A	17	0	0	88	12	0	0	0	0	7	56	24	9
	GATWICK	THOMSONFLY LTD	C	D	17	0	0	71	29	0	0	0	0	8	89	13	9
	GLASGOW	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	5	78	11	9
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	78	22	0	0	0	0	9	78	8	9
	LUTON	THOMSONFLY LTD	C	A	16	0	0	94	6	0	0	0	0	3	88	6	8
	LUTON	THOMSONFLY LTD	C	D	17	0	0	71	24	6	0	0	0	12	78	31	9
	MANCHESTER	THOMSONFLY LTD	C	A	26	0	0	81	8	4	8	0	0	12	60	71	10
	MANCHESTER	THOMSONFLY LTD	C	D	26	0	0	77	12	4	8	0	0	15	80	5	10
	NEWCASTLE	THOMSONFLY LTD	C	A	11	0	0	91	0	9	0	0	0	6	78	6	9
	NEWCASTLE	THOMSONFLY LTD	C	D	12	0	0	92	0	0	8	0	0	8	89	4	9
<b>TOTAL ALICANTE</b>					<b>1856</b>	<b>8</b>	<b>5</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>20</b>	<b>20</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	8	0	1	50	38	0	13	0	0	22	67	20	9
	HEATHROW	AIR ASTANA	S	D	9	0	0	100	0	0	0	0	0	3	89	5	9
	HEATHROW	BMED	S	A	13	0	0	85	8	0	8	0	0	11	100	1	14
	HEATHROW	BMED	S	D	13	0	0	54	23	15	8	0	0	28	54	15	13
<b>TOTAL ALMATY</b>					<b>43</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>9</b>	<b>9</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	6	3	6	0	0	9	84	9	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	29	3	3	0	0	16	71	14	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	3	0	0	0	4	81	14	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	6	3	0	0	13	74	17	31
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	4	0	0	100	0	0	0	0	0	9	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ALMERIA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	44	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	52	50	13	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	31	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	30	4	
	BIRMINGHAM	MONARCH AIRLINES	S	A	12	0	0	92	8	0	0	0	0	3	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	D	12	0	0	58	33	8	0	0	0	17	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	71	12	6	12	0	0	22	56	26	18	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	82	12	0	6	0	0	13	89	5	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	17	4	
	STANSTED	RYANAIR	S	A	39	0	0	87	5	3	5	0	0	7	93	4	40	
	STANSTED	RYANAIR	S	D	39	0	0	77	15	8	0	0	0	11	88	8	40	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	0	33	0	0	55	0	56	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	52	75	8	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	12	33	14	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	9	4	
<b>TOTAL ALMERIA</b>					<b>307</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>13</b>	
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	31	0	0	77	10	10	3	0	0	9	100	0	31	
	STANSTED	RYANAIR	S	D	31	0	0	71	10	13	6	0	0	15	87	5	31	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>2</b>	<b>2</b>	
AMMAN																		
	HEATHROW	BMED	S	A	27	0	0	85	7	7	0	0	0	8	77	7	13	
	HEATHROW	BMED	S	D	26	0	0	27	42	19	12	0	0	29	69	9	13	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	0	90	6	3	0	0	0	5	87	6	31	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	0	42	39	13	6	0	0	20	42	20	31	
<b>TOTAL AMMAN</b>					<b>115</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>12</b>	<b>12</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	226	0	0	59	21	14	6	0	0	18	80	9	226	
	HEATHROW	BMI BRITISH MIDLAND	S	D	227	0	0	70	18	7	5	0	0	14	75	10	227	
	BIRMINGHAM	BMIBABY LTD	S	A	58	0	0	86	5	9	0	0	0	6	73	18	56	
	BIRMINGHAM	BMIBABY LTD	S	D	58	0	0	81	10	5	3	0	0	10	75	16	56	
	GATWICK	BRITISH AIRWAYS PLC	S	A	165	0	0	77	14	7	2	0	0	11	83	9	163	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
AMSTERDAM																		
	GATWICK	BRITISH AIRWAYS PLC		S D	165	0	0	73	18	7	2	0	0	11	79	10	163	
	HEATHROW	BRITISH AIRWAYS PLC		S A	240	0	0	75	13	8	5	0	0	13	87	7	236	
	HEATHROW	BRITISH AIRWAYS PLC		S D	240	0	0	77	11	9	3	0	0	12	81	10	235	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	94	3	3	0	0	0	4	65	15	31	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	87	13	0	0	0	0	8	55	17	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	112	0	0	73	14	9	3	1	0	12	81	12	113	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	112	0	0	76	13	9	3	0	0	12	74	13	114	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	123	0	0	74	13	9	4	0	0	13	83	9	146	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	123	0	0	73	13	9	5	0	0	15	79	12	146	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	92	0	0	78	11	9	2	0	0	12	87	7	93	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	92	0	0	63	24	10	3	0	0	16	72	12	93	
	GLASGOW	FLYGLOBESPAN		S A	21	0	0	86	5	5	5	0	0	9	0	0	0	
	GLASGOW	FLYGLOBESPAN		S D	21	0	0	76	5	14	5	0	0	16	0	0	0	
	MANCHESTER	JET2.COM LTD		S A	58	0	0	83	7	7	3	0	0	12	94	3	84	
	MANCHESTER	JET2.COM LTD		S D	58	0	0	91	3	2	3	0	0	6	92	4	84	
	NEWCASTLE	JET2.COM LTD		S A	54	0	0	98	0	0	2	0	0	4	0	0	0	
	NEWCASTLE	JET2.COM LTD		S D	54	0	0	96	2	0	0	2	0	5	0	0	0	
	BIRMINGHAM	KLM		S A	93	0	0	94	2	1	3	0	0	5	0	0	0	
	BIRMINGHAM	KLM		S D	93	0	0	88	6	2	3	0	0	8	0	0	0	
	HEATHROW	KLM		S A	289	0	6	85	7	6	2	0	0	8	79	11	264	
	HEATHROW	KLM		S D	289	0	6	79	10	9	2	0	0	11	75	14	263	
	MANCHESTER	KLM		S A	143	0	4	85	9	3	3	0	0	7	84	7	105	
	MANCHESTER	KLM		S D	143	0	5	92	3	3	1	0	0	5	92	4	105	
	NEWCASTLE	KLM		S A	63	0	1	95	2	2	2	0	0	3	0	0	0	
	NEWCASTLE	KLM		S D	62	0	1	94	2	5	0	0	0	6	0	0	0	
	BIRMINGHAM	KLM CITYHOPPER		S A	88	0	0	86	6	7	1	0	0	7	74	13	174	
	BIRMINGHAM	KLM CITYHOPPER		S D	88	0	0	92	3	3	1	0	0	5	74	14	175	
	EDINBURGH	KLM CITYHOPPER		S A	148	1	0	87	5	6	2	0	0	7	84	8	154	
	EDINBURGH	KLM CITYHOPPER		S D	147	1	0	79	13	5	3	1	0	12	81	10	153	
	GLASGOW	KLM CITYHOPPER		S A	148	0	0	93	5	1	2	0	0	5	78	16	121	
	GLASGOW	KLM CITYHOPPER		S D	148	0	0	74	16	7	1	1	1	20	73	13	120	
	LONDON CITY	KLM CITYHOPPER		S A	141	0	0	82	10	7	1	0	0	8	82	9	148	
	LONDON CITY	KLM CITYHOPPER		S D	140	0	0	53	21	21	5	0	1	25	64	19	146	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
AMSTERDAM																		
	MANCHESTER	KLM CITYHOPPER	S	A	66	0	0	77	5	15	3	0	0	12	61	25	102	
	MANCHESTER	KLM CITYHOPPER	S	D	65	1	0	75	12	8	5	0	0	11	58	25	102	
	NEWCASTLE	KLM CITYHOPPER	S	A	87	0	0	79	13	8	0	0	0	8	77	16	142	
	NEWCASTLE	KLM CITYHOPPER	S	D	88	0	0	81	14	5	1	0	0	8	77	17	142	
	LONDON CITY	VLM (BELGIUM)	S	A	123	0	2	89	9	1	1	0	0	5	96	2	77	
	LONDON CITY	VLM (BELGIUM)	S	D	124	0	1	85	11	2	2	0	0	8	84	9	77	
<b>TOTAL AMSTERDAM</b>					<b>5138</b>	<b>6</b>	<b>26</b>	<b>79</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>12</b>	<b>12</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	31	0	0	77	10	6	6	0	0	12	83	6	30	
	STANSTED	RYANAIR	S	D	31	0	0	68	19	10	3	0	0	15	77	11	30	
<b>TOTAL ANCONA</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>8</b>	<b>8</b>	
ANTALYA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	43	33	44	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	26	50	43	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	17	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	8	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	32	80	9	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	21	80	4	5	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	2	0	0	100	0	0	0	0	0	0	50	40	2	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	2	0	0	50	50	0	0	0	0	13	50	45	2	
	GLASGOW	KIBRIS TURKISH AIRLINES - KTHY	S	D	2	0	0	50	0	0	50	0	0	68	0	37	2	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	25	25	25	25	0	0	39	33	24	3	
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	25	25	0	0	0	25	33	20	3	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	19	0	0	42	26	32	0	0	0	23	53	17	19	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	19	0	0	26	32	32	11	0	0	35	42	25	19	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	50	25	0	0	66	60	11	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	50	25	0	0	69	100	1	5	
	GATWICK	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	ONUR AIR	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0	
	MANCHESTER	ONUR AIR	C	A	4	0	0	50	0	25	25	0	0	31	33	33	6	
	MANCHESTER	ONUR AIR	C	D	4	0	0	25	25	0	50	0	0	44	33	37	6	
	NEWCASTLE	SUNEXPRESS	C	A	4	0	0	50	0	50	0	0	0	19	0	23	5	
	NEWCASTLE	SUNEXPRESS	C	D	4	0	0	25	0	50	25	0	0	38	20	19	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ANTALYA	STANSTED	SUNEXPRESS	C	A	4	0	0	75	0	0	25	0	0	28	50	10	2
	STANSTED	SUNEXPRESS	C	D	4	0	0	0	50	25	25	0	0	43	50	12	2
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	20	20	0	0	35	89	26	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	40	0	0	36	90	20	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	38	13	19	31	0	0	44	53	62	15
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	1	0	38	15	23	23	0	0	46	47	66	15
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	30	60	11	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	49	100	4	5
	LUTON	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	61	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	42	17	25	17	0	0	29	76	26	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	22	0	0	0	15	70	20	20
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	50	13	25	13	0	0	32	67	30	3
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	67	11	22	0	0	0	13	60	49	5
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	3	0	0	0
<b>TOTAL ANTALYA</b>					<b>220</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>18</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>27</b>	<b>27</b>
ANTIGUA	MANCHESTER	BMI BRITISH MIDLAND	S	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	S	D	4	0	0	50	25	0	25	0	0	30	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	75	27	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	25	25	0	0	54	25	41	4
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	83	8	0	0	0	8	37	92	3	13
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	77	0	8	8	0	8	56	83	8	12
<b>TOTAL ANTIGUA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>38</b>	<b>79</b>	<b>12</b>	<b>12</b>
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	A	119	0	1	90	8	0	2	1	0	7	89	6	114
	LONDON CITY	VLM (BELGIUM)	S	D	119	0	1	80	17	2	1	1	0	10	87	7	114
<b>TOTAL ANTWERP</b>					<b>238</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>7</b>
AQABA	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	20	40	0	0	0	19	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	25	0	0	0	20	0	0	0
<b>TOTAL AQABA</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>22</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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																	MATCHED	UNMATCHED
ARRECIFE																		
	MANCHESTER	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	MANCHESTER	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4	4
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	25	0	0	0	0	12	75	17	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	40	0	0	0	40	181	75	78	4	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	50	0	0	50	249	25	86	4	4
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	25	120	4	4
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	25	125	4	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	0	50	95	6	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	0	67	14	3	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	21	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	25	42	25	8	0	0	27	85	12	13	13
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	58	33	8	0	0	0	16	69	15	13	13
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	8	4	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	11	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	83	8	8	0	0	0	7	85	13	13	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	3	85	11	13	13
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	3	4	4
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	80	0	0	20	0	0	15	100	0	2	2
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	100	0	0	0	0	0	3	100	3	2	2
	GATWICK	FLYJET LTD	C	A	2	0	0	0	0	0	100	0	0	93	0	0	0	0
	GATWICK	FLYJET LTD	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	0
	NEWCASTLE	FLYJET LTD	C	A	4	0	0	25	25	0	50	0	0	61	0	0	0	0
	NEWCASTLE	FLYJET LTD	C	D	4	0	0	25	25	0	50	0	0	54	0	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	4	0	0	0	25	75	0	0	0	34	0	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	15	0	0	87	13	0	0	0	0	3	75	16	12	12
	GATWICK	GB AIRWAYS LTD	S	D	15	0	0	53	40	7	0	0	0	17	42	30	12	12
	MANCHESTER	GB AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	0	3	0	0	0	0
	MANCHESTER	GB AIRWAYS LTD	S	D	8	0	0	88	0	13	0	0	0	6	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	6	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	BIRMINGHAM	MONARCH AIRLINES		S D	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	GATWICK	MONARCH AIRLINES		S A	9	0	0	33	33	22	11	0	0	35	0	0	0	0
	GATWICK	MONARCH AIRLINES		S D	9	0	0	67	22	0	11	0	0	22	0	0	0	0
	LUTON	MONARCH AIRLINES		S A	4	0	0	75	25	0	0	0	0	11	100	0	4	4
	LUTON	MONARCH AIRLINES		S D	4	0	0	50	0	50	0	0	0	26	50	14	4	4
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	25	25	25	25	0	0	36	50	57	4	4
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	25	25	25	25	0	0	34	50	54	4	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	9	0	0	78	0	11	11	0	0	12	100	0	9	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	9	0	0	89	0	0	11	0	0	13	100	1	9	9
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	0	25	25	0	0	24	100	0	4	4
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	25	0	0	0	15	75	4	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	1	0	100	0	0	0	0	0	0	78	22	9	9
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	9	0	0	100	0	0	0	0	0	1	89	12	9	9
	STANSTED	NORDIC AIRWAYS		C A	4	0	0	25	25	0	50	0	0	52	0	0	0	0
	STANSTED	NORDIC AIRWAYS		C D	4	0	0	50	50	0	0	0	0	19	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	8	100	0	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	5	100	0	4	4
	GATWICK	THOMAS COOK AIRLINES LTD		C A	9	0	0	67	11	0	11	11	0	59	90	4	10	10
	GATWICK	THOMAS COOK AIRLINES LTD		C D	9	0	0	56	11	0	22	11	0	70	70	18	10	10
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	25	0	0	0	0	9	88	6	8	8
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	4	0	0	0	0	100	0	0	0	39	86	8	7	7
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	13	0	0	77	0	8	8	8	0	32	78	11	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	12	0	0	75	0	8	17	0	0	29	100	0	10	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	0	100	0	4	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	9	100	0	4	4
	STANSTED	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	2	100	0	4	4
	STANSTED	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	5	100	2	4	4
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	2	60	10	5	5
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	3	100	1	5	5
	GATWICK	THOMSONFLY LTD		C A	9	0	0	89	11	0	0	0	0	3	100	2	13	13
	GATWICK	THOMSONFLY LTD		C D	9	0	0	67	11	22	0	0	0	13	92	6	13	13
	LUTON	THOMSONFLY LTD		C A	5	0	0	40	40	0	20	0	0	36	50	21	4	4
	LUTON	THOMSONFLY LTD		C D	5	0	0	20	60	0	20	0	0	38	75	27	4	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ARRECIFE																			
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	0	0	13	0	0	14	75	8	8		
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	0	17	67	9	9		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	1	0	75	0	0	25	0	0	20	100	0	3		
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	18	100	0	4		
	EDINBURGH	VOLAR AIRLINES	C	A	4	0	0	75	25	0	0	0	0	11	75	9	4		
	EDINBURGH	VOLAR AIRLINES	C	D	4	0	0	50	50	0	0	0	0	11	50	26	4		
<b>TOTAL ARRECIFE</b>					<b>433</b>	<b>3</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>81</b>	<b>14</b>	<b>14</b>		
ARUBA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	43	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	36	100	0	1		
<b>TOTAL ARUBA</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>100</b>	<b>0</b>	<b>0</b>		
ASHKHABAD																			
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	15	0	2	87	7	7	0	0	0	7	100	2	16		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	15	0	2	80	13	7	0	0	0	7	88	7	16		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	56	33	11	0	0	0	15	44	30	9		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	44	22	22	11	0	0	26	22	39	9		
<b>TOTAL ASHKHABAD</b>					<b>48</b>	<b>0</b>	<b>4</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>15</b>		
ASTURIAS																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	5	90	3	7	0	0	0	4	94	5	31		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	6	3	0	0	10	74	10	31		
<b>TOTAL ASTURIAS</b>					<b>62</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>8</b>		
ATHENS																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	53	6	41	0	0	0	20	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	12	18	0	0	0	13	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	72	8	11	9	0	1	25	71	26	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	52	26	12	11	0	0	24	56	24	90		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	16	3	3	0	0	13	84	17	31		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	23	3	3	0	0	16	81	19	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	13	0	0	0	12	84	11	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	29	3	6	0	0	18	81	16	31		
	GLASGOW	FLYGLOBESPAN	S	A	2	0	0	0	50	50	0	0	0	28	0	0	0		
	GLASGOW	FLYGLOBESPAN	S	D	2	0	0	100	0	0	0	0	0	4	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							MAY 2005		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ATHENS	GLASGOW	GREECE AIRWAYS	S	A	5	0	4	40	0	0	40	20	0	90	67	47	9
	GLASGOW	GREECE AIRWAYS	S	D	5	0	0	0	40	0	40	20	0	103	44	58	9
	GATWICK	OLYMPIC AIRLINES	S	A	21	0	1	86	10	5	0	0	8	64	12	14	
	GATWICK	OLYMPIC AIRLINES	S	D	21	0	1	62	19	10	10	0	19	21	36	14	
	HEATHROW	OLYMPIC AIRLINES	S	A	90	0	0	51	21	18	7	3	0	28	62	21	91
	HEATHROW	OLYMPIC AIRLINES	S	D	89	0	1	49	15	21	11	3	0	31	51	23	91
	MANCHESTER	OLYMPIC AIRLINES	S	A	13	0	0	38	46	8	0	8	0	30	45	31	11
	MANCHESTER	OLYMPIC AIRLINES	S	D	13	0	0	62	23	8	0	8	0	29	45	35	11
<b>TOTAL ATHENS</b>					<b>611</b>	<b>4</b>	<b>7</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>23</b>	<b>23</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	58	13	23	6	0	0	18	32	29	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	3	0	0	15	71	13	31
	GATWICK	DELTA AIRLINES	S	A	89	0	2	40	20	24	15	1	0	31	53	18	92
	GATWICK	DELTA AIRLINES	S	D	89	0	2	58	21	15	3	1	1	24	71	11	92
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	45	19	13	16	6	0	40	58	21	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	81	10	3	6	0	0	11	90	10	31
<b>TOTAL ATLANTA</b>					<b>302</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>16</b>	<b>16</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	31	0	0	71	10	13	6	0	0	20	65	14	31
	HEATHROW	AIR NEW ZEALAND LTD	S	D	31	0	0	55	23	16	6	0	0	19	81	9	31
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>12</b>	<b>12</b>
AVIGNON																	
AZORES PONTA DELGADA	GATWICK	SATA	S	A	5	0	0	60	20	20	0	0	0	18	40	24	5
	GATWICK	SATA	S	D	6	0	0	50	17	33	0	0	0	22	20	34	5
<b>TOTAL AZORES PONTA DELGADA</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>30</b>	<b>29</b>	<b>29</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
BAHIAS DE HUATULCO	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL BAHIAS DE HUATULCO</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
BAHRAIN	HEATHROW	GULF AIR	S	A	62	0	0	61	13	19	5	2	0	22	76	13	62
	HEATHROW	GULF AIR	S	D	62	0	0	69	18	13	0	0	0	12	68	12	62
<b>TOTAL BAHRAIN</b>					<b>124</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>13</b>	<b>13</b>
BAKU ( HEYDER ALIYEV INT'L	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	9	0	0	78	11	11	0	0	0	7	92	6	13
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	9	0	0	67	33	0	0	0	0	9	92	6	13
	HEATHROW	BMED	S	A	31	0	0	84	13	0	3	0	0	6	88	3	17
	HEATHROW	BMED	S	D	30	0	0	73	7	10	10	0	0	17	72	13	18
<b>TOTAL BAKU ( HEYDER ALIYEV INT'L )</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>7</b>	<b>7</b>
BALTIMORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	87	3	6	3	0	0	8	71	14	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	52	32	13	3	0	0	19	84	11	31
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>12</b>	<b>12</b>
BANDAR SERI BEGAWAN	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	39	32	10	16	3	0	38	32	33	31
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	61	23	6	6	3	0	26	77	11	31
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>55</b>	<b>22</b>	<b>22</b>
BANGALORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	74	19	0	4	4	0	16	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	27	0	0	63	30	7	0	0	0	15	0	0	0
<b>TOTAL BANGALORE</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
BANGKOK	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	63	23	13	2	0	0	13	53	18	58
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	0	69	18	8	5	0	0	14	78	14	58
<b>TOTAL BANGKOK</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>16</b>
BANJUL	GATWICK	ASTRAEUS LTD	S	A	5	0	0	20	40	20	20	0	0	41	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	5	0	0	40	20	40	0	0	0	23	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	50	13	38	0	0	0	20	11	88	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)												
BANJUL																		
	GATWICK	MONARCH AIRLINES		C D	8	0	0	63	38	0	0	0	0	11	44	22	9	
<b>TOTAL BANJUL</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>54</b>	<b>54</b>	
BARCELONA																		
	BIRMINGHAM	BA CONNECT LTD		S A	31	0	0	87	6	3	3	0	0	6	77	7	31	
	BIRMINGHAM	BA CONNECT LTD		S D	31	0	0	87	6	3	3	0	0	7	90	6	31	
	GATWICK	BRITISH AIRWAYS PLC		S A	93	0	0	65	16	13	6	0	0	17	58	23	93	
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	0	62	22	14	2	0	0	15	65	18	93	
	HEATHROW	BRITISH AIRWAYS PLC		S A	124	0	0	52	25	12	10	0	0	24	55	27	124	
	HEATHROW	BRITISH AIRWAYS PLC		S D	124	0	0	51	24	15	10	0	0	24	64	20	124	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	124	0	0	71	11	10	8	0	0	17	67	16	123	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	124	0	0	68	17	10	6	0	0	16	69	14	123	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	85	0	5	73	15	6	5	1	0	16	80	13	93	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	90	0	0	56	32	9	3	0	0	19	68	14	92	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	87	3	6	3	0	0	10	81	14	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	13	6	3	0	0	11	58	16	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	62	4	1	79	10	5	6	0	0	13	81	14	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	61	0	1	46	28	20	7	0	0	23	68	17	62	
	EDINBURGH	FLYGLOBESPAN		S A	31	0	0	68	23	3	3	3	0	20	33	16	3	
	EDINBURGH	FLYGLOBESPAN		S D	31	0	0	84	16	0	0	0	0	9	50	16	4	
	GLASGOW	FLYGLOBESPAN		S A	29	0	0	79	10	0	3	0	7	43	74	14	31	
	GLASGOW	FLYGLOBESPAN		S D	31	0	0	87	6	3	3	0	0	8	68	15	31	
	MANCHESTER	GREECE AIRWAYS		S A	4	0	0	0	25	75	0	0	0	44	0	0	0	
	MANCHESTER	GREECE AIRWAYS		S D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	HEATHROW	IBERIA		S A	124	0	0	80	10	7	3	0	0	12	74	13	121	
	HEATHROW	IBERIA		S D	124	0	0	75	13	6	5	1	0	16	78	14	121	
	MANCHESTER	MONARCH AIRLINES		S A	31	0	0	68	10	16	0	6	0	27	42	33	31	
	MANCHESTER	MONARCH AIRLINES		S D	31	0	0	84	3	6	0	6	0	23	90	11	31	
<b>TOTAL BARCELONA</b>					<b>1548</b>	<b>7</b>	<b>7</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>17</b>	<b>17</b>	
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	63	38	0	0	0	0	9	38	55	8	
	GATWICK	BRITISH AIRWAYS PLC		S D	8	0	0	75	25	0	0	0	0	11	43	43	7	
	STANSTED	RYANAIR		S A	18	0	0	72	22	0	6	0	0	11	77	11	30	
	STANSTED	RYANAIR		S D	18	0	0	72	11	17	0	0	0	15	57	15	30	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					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)											
BARI (PALESE)																	
<b>TOTAL BARI (PALESE)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>20</b>	<b>20</b>
BARRA																	
	GLASGOW	LOGANAIR	S	A	29	2	0	69	21	3	7	0	0	18	69	21	26
	GLASGOW	LOGANAIR	S	D	29	2	0	72	14	7	7	0	0	18	70	24	27
<b>TOTAL BARRA</b>					<b>58</b>	<b>4</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>22</b>	<b>22</b>
BASLE MULHOUSE																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	92	2	1	2	2	0	9	91	7	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	80	10	8	3	0	0	11	82	9	93
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	1	67	18	15	0	0	0	14	61	16	62
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	0	0	64	29	5	2	0	0	14	76	12	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	55	19	26	0	0	0	16	77	26	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	16	19	3	0	0	17	68	14	31
	LONDON CITY	SWISS AIRLINES	S	A	76	0	1	88	8	4	0	0	0	5	98	3	96
	LONDON CITY	SWISS AIRLINES	S	D	79	0	0	63	19	14	4	0	0	17	85	8	95
<b>TOTAL BASLE MULHOUSE</b>					<b>514</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>9</b>	<b>9</b>
BASTIA																	
	EDINBURGH	BMI REGIONAL	C	A	3	0	0	33	0	67	0	0	0	36	0	0	0
	EDINBURGH	BMI REGIONAL	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	79	50	167	2
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	0	33	0	67	0	0	78	33	124	3
	BIRMINGHAM	FLYBE LTD	C	A	2	0	0	100	0	0	0	0	0	2	100	3	3
	BIRMINGHAM	FLYBE LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	6	3
	GATWICK	GB AIRWAYS LTD	S	A	6	0	0	83	17	0	0	0	0	8	63	66	8
	GATWICK	GB AIRWAYS LTD	S	D	6	0	0	67	17	17	0	0	0	13	63	69	8
<b>TOTAL BASTIA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>63</b>	<b>63</b>
BEIJING																	
	HEATHROW	AIR CHINA	S	A	30	1	1	33	13	43	0	10	0	46	38	29	26
	HEATHROW	AIR CHINA	S	D	31	0	0	71	6	13	10	0	0	23	85	12	26
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	1	62	15	15	0	8	0	30	78	12	18
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	62	23	8	8	0	0	19	59	15	17
<b>TOTAL BEIJING</b>					<b>113</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>14</b>	<b>20</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>64</b>	<b>18</b>	<b>18</b>
BEIRUT																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BEIRUT		HEATHROW	BMED	S A	4	0	0	75	25	0	0	0	0	4	0	0	0
		HEATHROW	BMED	S D	4	0	0	50	50	0	0	0	0	18	0	0	0
		HEATHROW	MEA	S A	22	0	0	91	5	5	0	0	0	5	91	3	23
		HEATHROW	MEA	S D	22	0	0	36	41	18	5	0	0	22	57	16	23
<b>TOTAL BEIRUT</b>					<b>52</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>13</b>	<b>74</b>	<b>9</b>	<b>9</b>
BELFAST CITY		STANSTED	AIR BERLIN	S A	52	0	0	33	27	35	6	0	0	26	0	0	0
		STANSTED	AIR BERLIN	S D	52	0	0	42	33	19	6	0	0	21	0	0	0
		BIRMINGHAM	BA CONNECT LTD	S A	107	0	0	93	3	3	1	0	0	3	0	0	0
		BIRMINGHAM	BA CONNECT LTD	S D	107	0	0	89	4	4	4	0	0	7	0	0	0
		MANCHESTER	BA CONNECT LTD	S A	169	0	1	79	10	7	4	0	0	12	75	11	164
		MANCHESTER	BA CONNECT LTD	S D	170	0	1	84	5	7	4	0	0	9	85	7	165
		HEATHROW	BMI BRITISH MIDLAND	S A	238	0	0	76	11	9	4	0	0	12	84	8	238
		HEATHROW	BMI BRITISH MIDLAND	S D	238	0	0	68	17	10	5	0	0	14	82	9	238
		BIRMINGHAM	FLYBE LTD	S A	167	0	3	90	2	4	3	0	0	6	81	10	184
		BIRMINGHAM	FLYBE LTD	S D	167	0	3	77	15	3	5	0	0	12	70	14	184
		EDINBURGH	FLYBE LTD	S A	109	0	1	90	4	2	5	0	0	7	71	16	104
		EDINBURGH	FLYBE LTD	S D	108	0	2	84	8	2	5	1	0	12	59	21	104
		GATWICK	FLYBE LTD	S A	112	0	0	88	6	4	3	0	0	8	77	11	111
		GATWICK	FLYBE LTD	S D	112	0	0	88	6	2	4	0	0	8	79	11	111
		GLASGOW	FLYBE LTD	S A	109	0	3	88	6	2	5	0	0	7	92	5	106
		GLASGOW	FLYBE LTD	S D	109	0	3	84	7	2	6	0	0	9	89	10	107
		MANCHESTER	FLYBE LTD	S A	110	0	0	78	10	5	6	0	0	13	0	0	0
		MANCHESTER	FLYBE LTD	S D	110	0	0	81	9	4	6	0	0	11	0	0	0
		NEWCASTLE	FLYBE LTD	S A	30	0	1	83	3	7	7	0	0	10	89	11	75
		NEWCASTLE	FLYBE LTD	S D	30	0	1	77	10	7	7	0	0	13	89	12	75
<b>TOTAL BELFAST CITY</b>					<b>2406</b>	<b>1</b>	<b>19</b>	<b>80</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>11</b>	<b>11</b>
BELFAST INTERNATIONAL		BIRMINGHAM	BMIBABY LTD	S A	80	0	5	81	11	8	0	0	0	7	53	22	73
		BIRMINGHAM	BMIBABY LTD	S D	80	3	5	68	15	15	3	0	0	16	44	25	79
		MANCHESTER	BMIBABY LTD	S A	87	0	2	91	3	0	5	1	0	8	69	16	80
		MANCHESTER	BMIBABY LTD	S D	87	0	2	91	5	1	3	0	0	7	80	12	79
		EDINBURGH	EASYJET AIRLINE COMPANY LTD	S A	117	0	1	85	3	7	4	1	0	10	83	10	116

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BELFAST INTERNATIONAL																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	117	0	1	77	12	7	3	1	0	14	78	10	116	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	119	0	1	74	11	10	5	0	0	13	74	12	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	1	64	21	10	5	0	0	17	68	15	120	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	97	1	1	85	6	4	4	0	1	11	92	7	119	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	97	1	1	68	18	10	3	0	1	18	92	7	119	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	134	0	2	87	5	4	2	1	0	11	86	8	142	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	134	0	2	77	13	4	3	1	1	16	82	12	142	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	86	6	5	2	0	1	11	80	9	84	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	81	9	6	4	0	0	10	76	11	84	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	143	0	0	84	6	7	3	0	0	8	90	6	141	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	143	0	0	66	20	10	5	0	0	16	80	12	141	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1724</b>	<b>5</b>	<b>24</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	74	16	0	10	0	0	15	55	19	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	55	16	23	3	3	0	24	45	22	22	
	HEATHROW	JATAIRWAYS	S	A	32	1	0	47	31	13	9	0	0	20	67	14	33	
	HEATHROW	JATAIRWAYS	S	D	33	0	0	55	15	18	9	0	3	42	61	16	33	
<b>TOTAL BELGRADE</b>					<b>127</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>58</b>	<b>17</b>	<b>17</b>	
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	50	6	0	88	4	0	6	2	0	12	84	12	49	
	GLASGOW	LOGANAIR	S	D	51	6	0	76	14	0	10	0	0	20	73	19	49	
<b>TOTAL BENBECULA</b>					<b>101</b>	<b>12</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>0</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>16</b>	<b>16</b>	
BERGAMO																		
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	0	0	0	100	0	0	97	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	0	0	75	0	0	81	0	0	0	
	LUTON	RYANAIR	S	A	53	0	9	75	17	8	0	0	0	10	92	6	62	
	LUTON	RYANAIR	S	D	62	0	0	56	26	15	3	0	0	18	92	8	62	
	NEWCASTLE	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	4	94	5	31	
	NEWCASTLE	RYANAIR	S	D	13	0	0	85	0	15	0	0	0	10	84	12	31	
	STANSTED	RYANAIR	S	A	124	9	0	77	10	8	4	0	0	11	85	8	80	
	STANSTED	RYANAIR	S	D	124	0	0	66	21	9	4	0	0	15	75	13	80	
<b>TOTAL BERGAMO</b>					<b>398</b>	<b>9</b>	<b>9</b>	<b>70</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	
BERGEN																			
	GATWICK	BRAATHENS ASA	S	A	29	0	0	69	21	7	3	0	0	16	67	16	30		
	GATWICK	BRAATHENS ASA	S	D	29	0	0	72	17	7	3	0	0	14	79	12	29		
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	92	0	0	0	8	0	18	0	0	0		
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	92	0	0	8	0	0	11	0	0	0		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	50	25	0	25	0	0	31	0	0	0		
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	75	0	13	13	0	0	23	0	0	0		
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	31	0	0	87	3	6	3	0	0	8	92	5	25		
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	31	0	0	81	6	10	3	0	0	12	88	6	26		
	EDINBURGH	WIDEROE FLYVESELSKAP A/S	S	A	17	0	1	71	18	12	0	0	0	12	0	0	0		
	EDINBURGH	WIDEROE FLYVESELSKAP A/S	S	D	17	0	1	65	24	6	6	0	0	16	0	0	0		
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	8	0	0	100	0	0	0	0	0	4	0	0	0		
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	8	0	0	88	13	0	0	0	0	6	0	0	0		
<b>TOTAL BERGEN</b>					<b>212</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>15</b>	<b>15</b>		
BERGERAC																			
	BIRMINGHAM	FLYBE LTD	S	A	19	0	0	84	5	5	5	0	0	11	67	18	21		
	BIRMINGHAM	FLYBE LTD	S	D	19	0	0	74	16	5	5	0	0	18	48	24	21		
	STANSTED	RYANAIR	S	A	33	0	0	88	6	6	0	0	0	7	91	9	32		
	STANSTED	RYANAIR	S	D	33	0	0	55	36	9	0	0	0	15	97	5	32		
<b>TOTAL BERGERAC</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>12</b>	<b>12</b>		
BERLIN (SCHONEFELD)																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	3	3	0	0	8	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	19	0	6	0	0	12	0	0	0		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	28	1	0	61	25	7	7	0	0	17	0	0	0		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	28	1	0	71	18	7	4	0	0	15	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	82	0	2	70	9	17	2	2	0	20	87	7	84		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	83	0	1	65	13	14	6	1	0	20	87	9	84		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	0	19	6	0	0	16	61	15	31		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	19	13	13	0	0	24	52	17	31		
	STANSTED	RYANAIR	S	A	62	0	0	74	11	11	3	0	0	12	94	2	62		
	STANSTED	RYANAIR	S	D	62	0	0	53	23	19	5	0	0	22	81	9	62		
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>469</b>	<b>3</b>	<b>3</b>	<b>67</b>	<b>14</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>8</b>	<b>8</b>		
BERLIN (TEGEL)																			
	STANSTED	AIR BERLIN	S	A	108	0	0	70	12	13	5	0	0	14	87	8	84		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BERLIN (TEGEL)	STANSTED	AIR BERLIN	S	D	108	0	0	43	31	15	12	0	0	24	83	10	84
	BIRMINGHAM	BA CONNECT LTD	S	A	30	0	0	80	17	3	0	0	0	7	0	0	0
	BIRMINGHAM	BA CONNECT LTD	S	D	31	0	0	94	3	3	0	0	0	3	0	0	0
	MANCHESTER	BA CONNECT LTD	S	A	31	0	0	84	3	6	6	0	0	11	90	4	30
	MANCHESTER	BA CONNECT LTD	S	D	30	1	1	90	0	7	3	0	0	6	97	3	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	70	14	10	5	0	0	14	76	9	155
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	68	15	10	7	0	0	17	78	10	155
<b>TOTAL BERLIN (TEGEL)</b>					<b>648</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>9</b>	<b>9</b>
BERMUDA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	6	0	0	0	8	83	12	23
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	87	10	3	0	0	0	5	91	13	23
<b>TOTAL BERMUDA</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>12</b>	<b>12</b>
BERNE	LONDON CITY	DARWIN AIRLINE	S	A	26	0	0	88	12	0	0	0	0	3	0	0	0
	LONDON CITY	DARWIN AIRLINE	S	D	49	0	0	73	18	4	4	0	0	12	0	0	0
<b>TOTAL BERNE</b>					<b>75</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
BIARRITZ	STANSTED	RYANAIR	S	A	33	0	0	70	18	6	6	0	0	14	94	5	32
	STANSTED	RYANAIR	S	D	33	0	0	70	21	6	3	0	0	12	75	10	32
<b>TOTAL BIARRITZ</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>8</b>
BIGGIN HILL																	
BILBAO	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	82	5	8	5	0	0	10	87	5	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	66	16	10	8	0	0	18	60	18	62
	HEATHROW	IBERIA	S	A	31	0	0	84	6	3	3	3	0	13	90	6	31
	HEATHROW	IBERIA	S	D	31	0	0	81	6	3	10	0	0	16	94	6	31
<b>TOTAL BILBAO</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>10</b>
BILLUND	GATWICK	STERLING AIRLINES	S	A	50	0	0	74	16	4	6	0	0	13	0	0	0
	GATWICK	STERLING AIRLINES	S	D	50	0	0	74	16	4	6	0	0	10	0	0	0
	BIRMINGHAM	SUN AIR OF SCANDINAVIA	S	A	16	0	7	31	31	38	0	0	0	25	11	35	18
	BIRMINGHAM	SUN AIR OF SCANDINAVIA	S	D	16	0	7	38	19	38	6	0	0	30	47	25	19

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BILLUND	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	43	0	7	60	30	2	5	2	0	23	64	18	45
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	43	0	7	86	7	0	5	2	0	15	80	11	45
<b>TOTAL BILLUND</b>					<b>218</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>18</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>13</b>	<b>13</b>
BIRMINGHAM	EDINBURGH	BA CONNECT LTD	S	A	144	1	0	82	3	8	6	1	0	13	79	10	108
	EDINBURGH	BA CONNECT LTD	S	D	145	0	0	81	6	8	3	1	0	12	72	12	90
	GLASGOW	BA CONNECT LTD	S	A	118	0	0	89	3	3	5	0	0	8	89	5	109
	GLASGOW	BA CONNECT LTD	S	D	117	0	0	90	5	3	3	0	0	7	93	4	112
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	EDINBURGH	BMIBABY LTD	S	A	82	0	3	76	9	10	4	2	0	17	68	14	60
	EDINBURGH	BMIBABY LTD	S	D	81	0	4	73	12	9	5	1	0	17	73	14	60
	NEWCASTLE	EASTERN AIRWAYS	S	A	82	0	10	96	0	2	1	0	0	4	91	4	80
	NEWCASTLE	EASTERN AIRWAYS	S	D	82	0	10	93	6	1	0	0	0	4	94	4	80
	EDINBURGH	FLYBE LTD	S	A	154	0	3	90	4	4	2	1	0	7	72	14	152
	EDINBURGH	FLYBE LTD	S	D	155	0	2	78	14	5	3	1	0	13	62	20	154
	GLASGOW	FLYBE LTD	S	A	153	0	0	89	5	1	4	1	0	9	78	11	148
	GLASGOW	FLYBE LTD	S	D	153	0	0	90	3	3	3	1	0	11	76	11	148
<b>TOTAL BIRMINGHAM</b>					<b>1469</b>	<b>6</b>	<b>32</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>11</b>
BISHKEK (FRUNZE)	HEATHROW	BMED	S	A	13	0	0	92	0	8	0	0	0	5	100	0	13
	HEATHROW	BMED	S	D	13	0	0	46	31	15	8	0	0	21	54	14	13
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>7</b>	<b>7</b>
BLACKPOOL	STANSTED	RYANAIR	S	A	51	0	3	80	14	6	0	0	0	7	92	3	53
	STANSTED	RYANAIR	S	D	54	0	0	78	13	7	2	0	0	10	87	6	53
<b>TOTAL BLACKPOOL</b>					<b>106</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>5</b>	<b>5</b>
BODRUM (MILAS)	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	25	25	25	0	114	57	26	7
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	20	0	40	20	0	105	50	32	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	1	0	100	0	0	0	0	0	1	75	33	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	17	67	17	0	0	0	20	67	11	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	38	100	2	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

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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
BODRUM (MILAS)																		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	0	20	0	42	100	2	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	11	11	11	0	0	17	88	5	16	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	64	18	0	18	0	0	23	82	10	17	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	100	4	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	15	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	23	33	51	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	17	90	5	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	90	0	0	10	0	0	17	85	21	13	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	16	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	4	5	
	GLASGOW	FLYGLOBESPAN	C	A	3	0	0	33	67	0	0	0	0	16	0	0	0	
	GLASGOW	FLYGLOBESPAN	C	D	3	0	0	0	0	100	0	0	0	48	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	100	0	0	0	0	0	1	80	11	5	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	100	0	0	0	0	0	2	60	21	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	100	8	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	5	50	24	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	9	60	44	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	9	88	6	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	100	0	0	0	0	0	2	89	15	9	
	BIRMINGHAM	ONUR AIR	C	A	3	1	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	ONUR AIR	C	D	4	0	0	25	25	50	0	0	0	28	0	0	0	
	GATWICK	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	8	0	17	1	
	GATWICK	ONUR AIR	C	D	5	0	0	40	20	40	0	0	0	28	0	37	1	
	GLASGOW	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GLASGOW	ONUR AIR	C	D	5	0	0	20	0	60	20	0	0	46	0	0	0	
	MANCHESTER	ONUR AIR	C	A	7	0	0	71	0	14	14	0	0	23	0	0	0	
	MANCHESTER	ONUR AIR	C	D	8	0	0	38	25	25	13	0	0	32	100	11	1	
	NEWCASTLE	ONUR AIR	C	A	4	0	0	50	50	0	0	0	0	11	0	0	0	
	NEWCASTLE	ONUR AIR	C	D	5	0	0	60	20	20	0	0	0	18	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	50	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	20	20	0	72	100	3	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	0	33	0	86	78	37	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
BODRUM (MILAS)																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	0	20	0	63	58	74	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	18	73	17	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	17	64	38	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	0	88	5	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	4	70	24	10	
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	10	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	10	80	9	5	
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	6	75	12	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	11	60	17	5	
	LUTON	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	14	50	17	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	40	17	5	
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	50	63	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	80	42	5	
<b>TOTAL BODRUM (MILAS)</b>					<b>266</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>24</b>	<b>24</b>	
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	0	72	16	7	4	0	1	25	73	18	88	
	GATWICK	BRITISH AIRWAYS PLC	S	D	89	0	0	57	26	13	3	0	0	17	60	18	89	
<b>TOTAL BOLOGNA</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>69</b>	<b>17</b>	<b>17</b>	
BORDEAUX																		
	BIRMINGHAM	BMIBABY LTD	S	A	28	1	3	89	7	0	4	0	0	5	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	29	1	2	86	7	3	3	0	0	8	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	30	0	1	60	30	7	3	0	0	17	70	14	30	
	MANCHESTER	BMIBABY LTD	S	D	30	0	1	73	20	7	0	0	0	10	81	8	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	87	5	5	3	0	0	9	55	18	66	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	84	10	3	3	0	0	8	62	16	66	
<b>TOTAL BORDEAUX</b>					<b>241</b>	<b>2</b>	<b>7</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>15</b>	<b>15</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	63	0	0	79	10	8	3	0	0	11	61	14	62	
	HEATHROW	AMERICAN AIRLINES	S	D	62	0	0	74	16	8	2	0	0	10	95	3	62	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	58	29	10	3	0	0	14	62	21	26	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	97	3	0	0	0	0	1	96	2	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	82	12	3	2	0	1	23	72	10	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	62	24	8	4	2	0	20	74	13	93	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	16	6	3	0	0	11	84	6	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	65	23	10	3	0	0	14	61	18	31	
<b>TOTAL BOSTON</b>					<b>435</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>11</b>	<b>11</b>	
BOURNEMOUTH																		
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	A	4	0	0	0	0	0	100	0	0	95	0	188	4	
	BIRMINGHAM	AIR SLOVAKIA BWJ	S	D	4	0	0	25	50	25	0	0	0	24	0	188	5	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	0	57	36	7	0	0	0	13	90	8	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	46	36	18	0	0	0	18	87	6	31	
	STANSTED	RYANAIR	S	A	62	0	0	79	8	3	10	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	D	62	0	0	68	19	3	10	0	0	18	0	0	0	
	MANCHESTER	SKY EUROPE	S	A	18	0	0	89	6	6	0	0	0	4	0	0	0	
	MANCHESTER	SKY EUROPE	S	D	18	0	0	94	0	6	0	0	0	7	0	0	0	
	STANSTED	SKY EUROPE	S	A	49	0	0	78	14	8	0	0	0	8	61	32	49	
	STANSTED	SKY EUROPE	S	D	49	0	0	45	24	24	4	2	0	28	41	46	49	
<b>TOTAL BRATISLAVA</b>					<b>322</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>35</b>	<b>35</b>	
BREMEN																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	26	0	1	73	15	12	0	0	0	9	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	26	0	1	58	19	23	0	0	0	16	0	0	0	
	LONDON CITY	OLTOSTFRIESISCHE LUFTTRANSPORT	S	A	22	0	0	82	18	0	0	0	0	8	86	10	42	
	LONDON CITY	OLTOSTFRIESISCHE LUFTTRANSPORT	S	D	22	0	0	50	41	9	0	0	0	17	79	12	42	
<b>TOTAL BREMEN</b>					<b>96</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>11</b>	<b>11</b>	
BRESCIA/MONTICHIARI																		
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	C	A	3	1	0	100	0	0	0	0	0	5	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	BA CONNECT LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	0	100	0	0	0	0	23	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	100	0	2	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	50	38	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BRESCIA/MONTICHIARI	STANSTED	RYANAIR		S A	31	0	0	77	6	13	3	0	0	12	94	4	36
	STANSTED	RYANAIR		S D	31	0	0	45	35	16	3	0	0	20	86	8	36
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>84</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>12</b>	<b>12</b>
BREST	BIRMINGHAM	FLYBE LTD		S A	18	0	0	83	6	6	6	0	0	14	94	3	18
	BIRMINGHAM	FLYBE LTD		S D	18	0	0	83	6	6	6	0	0	12	67	15	18
	LUTON	RYANAIR		S A	12	0	1	67	17	17	0	0	0	13	0	0	0
	LUTON	RYANAIR		S D	13	0	0	85	15	0	0	0	0	9	0	0	0
<b>TOTAL BREST</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>9</b>	<b>9</b>
BRIDGETOWN	MANCHESTER	BMI BRITISH MIDLAND		S A	9	0	0	100	0	0	0	0	0	0	100	0	8
	MANCHESTER	BMI BRITISH MIDLAND		S D	9	0	0	89	11	0	0	0	0	4	75	27	8
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	87	13	0	0	0	0	5	84	9	32
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	84	13	3	0	0	0	8	87	12	31
	GATWICK	EXCEL AIRWAYS LTD		C A	5	0	0	20	0	40	20	20	0	84	0	0	0
	GATWICK	EXCEL AIRWAYS LTD		C D	4	1	0	50	0	50	0	0	0	28	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C A	4	1	0	25	0	25	0	0	50	554	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	25	25	0	25	25	0	94	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	67	0	33	0	0	0	14	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	25	0	0	72	20	0	4	0	4	31	94	4	18
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	26	0	0	62	19	12	4	0	4	45	76	6	17
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S A	5	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL BRIDGETOWN</b>					<b>162</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>35</b>	<b>86</b>	<b>9</b>	<b>9</b>
BRINDISI	STANSTED	RYANAIR		S A	13	0	0	46	23	15	15	0	0	25	41	20	32
	STANSTED	RYANAIR		S D	13	0	0	85	8	8	0	0	0	12	94	5	32
<b>TOTAL BRINDISI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>12</b>	<b>12</b>
BRISTOL	MANCHESTER	AIR SOUTHWEST		S A	43	0	1	60	28	12	0	0	0	13	52	20	23
	MANCHESTER	AIR SOUTHWEST		S D	47	0	1	85	9	4	2	0	0	7	75	17	24

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
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					Actual (7)	Plan (8)											
BRISTOL	EDINBURGH	BA CONNECT LTD	S	A	129	1	0	87	5	5	3	0	0	7	69	14	121
	EDINBURGH	BA CONNECT LTD	S	D	130	0	0	82	9	3	5	0	0	11	61	18	122
	GLASGOW	BA CONNECT LTD	S	A	82	0	0	87	5	2	6	0	0	10	88	6	76
	GLASGOW	BA CONNECT LTD	S	D	108	0	0	91	5	2	3	0	0	6	88	7	107
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	87	8	2	1	1	0	9	74	9	89
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	55	25	15	4	1	0	19	63	17	89
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	80	0	1	85	6	5	4	0	0	9	81	9	79
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	79	0	2	65	16	14	5	0	0	19	72	13	79
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	83	11	2	2	1	0	10	82	11	89
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	90	4	2	2	1	0	9	82	10	89
<b>TOTAL BRISTOL</b>					<b>1046</b>	<b>2</b>	<b>5</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	<b>12</b>
BRIZE NORTON																	
BRNO (TURANY)	STANSTED	RYANAIR	S	A	31	0	0	84	16	0	0	0	0	6	97	2	31
	STANSTED	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	11	71	12	31
<b>TOTAL BRNO (TURANY)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>7</b>	<b>7</b>
BRUSSELS	MANCHESTER	BA CONNECT LTD	S	A	68	0	3	87	10	3	0	0	0	5	81	8	69
	MANCHESTER	BA CONNECT LTD	S	D	68	0	3	90	7	3	0	0	0	4	88	6	69
	HEATHROW	BMI BRITISH MIDLAND	S	A	179	0	2	77	10	8	5	0	0	12	86	7	180
	HEATHROW	BMI BRITISH MIDLAND	S	D	179	0	2	81	6	11	3	0	0	11	84	8	181
	EDINBURGH	BMI REGIONAL	S	A	73	0	0	97	3	0	0	0	0	1	91	4	70
	EDINBURGH	BMI REGIONAL	S	D	73	0	0	99	0	1	0	0	0	2	92	5	71
	HEATHROW	BRITISH AIRWAYS PLC	S	A	231	0	0	70	16	10	3	0	0	13	80	10	228
	HEATHROW	BRITISH AIRWAYS PLC	S	D	231	0	0	65	19	12	4	0	0	16	76	11	228
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	A	126	0	1	92	6	2	0	0	0	3	89	5	118
	BIRMINGHAM	SN BRUSSELS AIRLINES	S	D	125	0	2	94	4	2	0	0	0	3	90	4	117
	GATWICK	SN BRUSSELS AIRLINES	S	A	53	0	0	89	8	2	2	0	0	8	74	10	47
	GATWICK	SN BRUSSELS AIRLINES	S	D	52	0	1	88	6	4	2	0	0	8	72	10	47
	HEATHROW	SN BRUSSELS AIRLINES	S	A	4	0	0	100	0	0	0	0	0	1	75	23	4
	HEATHROW	SN BRUSSELS AIRLINES	S	D	4	0	0	75	0	0	25	0	0	23	80	10	5
	MANCHESTER	SN BRUSSELS AIRLINES	S	A	81	0	2	93	6	0	1	0	0	6	90	6	83
	MANCHESTER	SN BRUSSELS AIRLINES	S	D	81	0	2	96	2	0	1	0	0	3	98	2	83

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
BRUSSELS																		
	NEWCASTLE	SN BRUSSELS AIRLINES	S	A	45	0	0	87	9	0	4	0	0	9	98	2	65	
	NEWCASTLE	SN BRUSSELS AIRLINES	S	D	45	0	0	96	0	0	4	0	0	7	94	5	64	
	LONDON CITY	VLM (BELGIUM)	S	A	121	0	5	89	6	2	2	1	0	8	79	11	97	
	LONDON CITY	VLM (BELGIUM)	S	D	120	0	6	86	10	3	1	1	0	8	86	8	97	
<b>TOTAL BRUSSELS</b>					<b>1961</b>	<b>1</b>	<b>29</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>7</b>	<b>7</b>	
BUCHAREST (BANEASA)																		
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	55	16	23	6	0	0	20	68	11	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	37	27	31	5	0	0	24	58	16	31	
	HEATHROW	TAROM	S	A	31	0	0	77	10	6	6	0	0	11	77	10	31	
	HEATHROW	TAROM	S	D	31	0	0	77	6	6	10	0	0	14	65	11	31	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>186</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>10</b>	<b>10</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	71	15	12	2	0	0	12	77	10	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	59	25	10	6	0	0	18	49	19	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	3	6	0	0	10	74	15	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	39	6	3	0	0	16	58	17	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	77	8	10	5	0	0	13	73	29	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	72	11	8	8	0	0	19	74	21	62	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	56	11	22	11	0	0	23	94	3	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	56	17	17	11	0	0	24	61	16	31	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	88	6	6	0	0	0	6	53	19	17	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	100	0	0	0	0	0	3	65	18	17	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	54	0	0	85	11	4	0	0	0	8	0	0	0	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	54	0	0	85	13	0	2	0	0	7	0	0	0	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	A	62	0	0	65	13	16	6	0	0	16	77	12	62	
	HEATHROW	MALEV (HUNGARIAN AIRLINES)	S	D	62	0	0	74	13	11	2	0	0	11	85	9	62	
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	A	31	0	0	81	13	3	3	0	0	9	94	5	31	
	STANSTED	SKYEUROPE AIRLINES HUNGARY	S	D	31	0	0	45	26	23	6	0	0	26	55	21	31	
	LUTON	WIZZ AIR	S	A	31	0	0	87	3	3	6	0	0	8	87	4	45	
	LUTON	WIZZ AIR	S	D	30	1	0	77	7	7	10	0	0	13	55	17	47	
<b>TOTAL BUDAPEST</b>					<b>798</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>17</b>	<b>17</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BUENOS AIRES	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	94	0	6	0	0	0	4	100	1	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	67	11	11	11	0	0	20	59	15	17
<b>TOTAL BUENOS AIRES</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>8</b>	<b>8</b>
BURGAS	BIRMINGHAM	BH AIR	C	D	2	0	0	50	0	50	0	0	0	24	0	68	3
	GATWICK	BH AIR	C	A	2	0	0	0	50	50	0	0	0	38	100	0	2
	GATWICK	BH AIR	C	D	2	0	0	0	50	50	0	0	0	32	100	4	3
	MANCHESTER	BH AIR	C	A	5	0	0	20	40	20	20	0	0	32	50	12	6
	MANCHESTER	BH AIR	C	D	7	0	0	29	14	14	29	14	0	60	60	12	10
	NEWCASTLE	BH AIR	C	A	3	0	0	67	33	0	0	0	0	14	100	7	3
	NEWCASTLE	BH AIR	C	D	5	0	0	80	0	20	0	0	0	7	100	5	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	55	67	11	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	0	67	0	33	0	0	53	67	20	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	1	0	80	0	0	20	0	0	43	29	45	7
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	0	0	0	25	0	52	29	59	7
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	67	33	0	0	0	0	8	100	3	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	67	18	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	27	100	0	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	1	0	86	0	0	14	0	0	17	100	2	7
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	GLASGOW	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	2	100	1	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	0	50	0	181	50	11	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	0	33	0	120	33	21	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	0	50	0	0	59	50	15	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	45	67	12	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	37	50	19	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	13	100	0	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	50	100	0	2
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	0	50	50	0	0	0	33	100	7	2
	LUTON	THOMSONFLY LTD	C	D	2	0	0	50	0	0	50	0	0	39	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)												
BURGAS	NEWCASTLE	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	LUTON	WIZZ AIR	S	A	11	1	0	91	0	0	9	0	0	9	0	0	0	
	LUTON	WIZZ AIR	S	D	12	1	0	58	33	0	8	0	0	20	0	0	0	
<b>TOTAL BURGAS</b>					<b>136</b>	<b>6</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>7</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>68</b>	<b>25</b>	<b>25</b>	
BYDGOSZCZ/SZWEREDOWO	STANSTED	RYANAIR	S	A	31	0	0	71	23	3	3	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	74	19	6	0	0	0	12	0	0	0	
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>21</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	2	0	0	0	100	0	0	0	0	18	0	141	2	
	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	4	50	153	2		
	MANCHESTER	BMI REGIONAL	C	A	2	0	0	0	50	50	0	0	41	0	0	0		
	MANCHESTER	BMI REGIONAL	C	D	2	0	0	50	50	0	0	0	16	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	31	15	15	0	25	46	31	13		
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	15	8	0	19	69	24	13		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	72	9	6	13	0	17	29	45	31		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	66	19	13	3	0	18	58	22	31		
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	63	100	7	3		
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>101</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>32</b>	<b>32</b>		
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	90	6	0	3	0	7	90	4	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	13	0	0	15	68	13	31		
	HEATHROW	EGYPT AIR	S	A	35	0	1	66	17	11	6	0	17	55	38	31		
	HEATHROW	EGYPT AIR	S	D	35	0	0	63	14	14	9	0	19	52	41	31		
<b>TOTAL CAIRO</b>					<b>132</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>24</b>	<b>24</b>		
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	13	0	0	77	8	8	0	0	8	61	0	0	0	
	HEATHROW	AIR INDIA	S	D	13	0	0	77	0	15	0	0	8	56	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	8	0	0	5	85	4	13		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	31	23	0	0	21	77	12	13		
<b>TOTAL CALCUTTA</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>36</b>	<b>81</b>	<b>8</b>	<b>8</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	61	0	0	90	5	2	2	0	10	89	6	61		
	HEATHROW	AIR CANADA	S	D	61	0	0	62	16	20	2	0	16	77	22	61		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	7	0	0	86	14	0	0	0	7	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	38	50	13	0	0	18	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	25	0	0	0	8	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	25	0	0	0	12	0	0	0		
	GLASGOW	ZOOM AIRLINES	S	A	2	0	0	50	0	0	50	0	44	0	0	0		
	GLASGOW	ZOOM AIRLINES	S	D	4	0	0	50	25	0	25	0	35	0	0	0		
	MANCHESTER	ZOOM AIRLINES	S	A	4	0	0	50	0	25	25	0	36	0	0	0		
	MANCHESTER	ZOOM AIRLINES	S	D	4	0	0	50	25	0	25	0	29	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
CALGARY																	
<b>TOTAL CALGARY</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>14</b>	<b>14</b>
CALVI																	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	5
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	28	2
	MANCHESTER	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	0	67	30	3
	STANSTED	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	0	10	100	2	2
<b>TOTAL CALVI</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>88</b>	<b>9</b>	<b>9</b>
CAMPBELTOWN																	
	GLASGOW	LOGANAIR	S	A	44	0	0	84	5	5	7	0	0	12	93	3	43
	GLASGOW	LOGANAIR	S	D	44	0	0	75	11	2	11	0	0	17	86	7	43
<b>TOTAL CAMPBELTOWN</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>5</b>	<b>5</b>
CANCUN																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	1	0	86	0	14	0	0	0	8	75	9	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	14	0	14	0	0	22	40	19	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	26	0	59	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	17	33	0	0	0	21	0	54	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	33	39	3
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	40	60	0	0	87	0	101	5
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	70	20	83	5
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	20	20	40	0	0	60	0	92	4
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	48	20	89	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	86	241	7	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	14	22	17	9
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	75	28	4	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	21	40	48	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	0	0	25	298	100	2	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	67	11	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	40	0	0	0	25	80	288	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	26	60	289	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	33	0	0	0	18	60	18	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	80	13	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	6	0	0	83	17	0	0	0	0	5	100	1	4



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: C

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CANCUN																		
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	6	100	3	5	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	25	25	50	0	0	0	30	56	23	9	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	22	11	0	0	0	12	78	10	9	
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	14	29	29	14	14	0	60	57	24	7	
	MANCHESTER	THOMSONFLY LTD	C	D	9	5	0	78	22	0	0	0	0	7	44	26	9	
<b>TOTAL CANCUN</b>					<b>133</b>	<b>6</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>55</b>	<b>59</b>	<b>59</b>	
CANNES																		
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	97	1	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	19	0	0	0	16	71	13	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	0	0	97	3	0	0	0	0	4	97	3	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	0	0	87	10	3	0	0	0	7	90	4	31	
<b>TOTAL CAPE TOWN</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>5</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	62	0	0	85	11	3	0	0	0	4	95	3	61	
	STANSTED	RYANAIR	S	D	62	0	0	82	10	8	0	0	0	10	69	12	61	
<b>TOTAL CARCASSONNE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>82</b>	<b>7</b>	<b>7</b>	
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	A	61	0	1	84	3	7	2	3	2	25	70	12	71	
	EDINBURGH	BMIBABY LTD	S	D	62	0	0	76	10	8	3	0	3	29	67	16	70	
	GLASGOW	BMIBABY LTD	S	A	53	0	1	81	8	6	4	0	2	20	0	0	0	
	GLASGOW	BMIBABY LTD	S	D	53	0	1	75	13	4	6	0	2	24	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	44	0	2	95	2	2	0	0	0	3	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	44	0	2	95	5	0	0	0	0	2	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>321</b>	<b>1</b>	<b>7</b>	<b>83</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>19</b>	<b>67</b>	<b>15</b>	<b>15</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	65	29	6	0	0	0	11	71	12	31	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>10</b>	<b>10</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	71	16	6	3	3	0	22	36	27	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	13	10	0	3	0	22	86	14	22	
	GATWICK	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	104	100	4	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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
CATANIA (FONTANAROSSA)																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	25	50	0	0	104	33	29	3	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	0	78	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	17	0	261	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	27	2	
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	10	33	35	3	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	11	4	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>57</b>	<b>24</b>	<b>24</b>	
CHAMBERY																		
CHANIA																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	67	17	17	0	0	0	14	63	16	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	57	29	0	0	14	0	45	50	30	12	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	10	2	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	50	19	2	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	60	30	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	21	67	35	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	60	20	0	0	0	22	71	28	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	11	50	17	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	80	9	5	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	83	8	8	0	0	0	11	64	26	11	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	83	17	0	0	0	0	7	55	28	11	
	MANCHESTER	MONARCH AIRLINES	C	A	6	0	0	33	33	33	0	0	0	21	0	181	5	
	MANCHESTER	MONARCH AIRLINES	C	D	6	0	0	83	17	0	0	0	0	10	20	79	5	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	10	50	17	4	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	8	80	29	5	
<b>TOTAL CHANIA</b>					<b>91</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>37</b>	<b>37</b>	
CHARLEROI																		
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	31	0	0	55	23	13	6	3	0	25	81	16	31	
	GATWICK	US AIRWAYS	S	D	31	0	0	58	32	0	10	0	0	17	58	17	31	
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>27</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>16</b>	<b>16</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	14	0	0	29	36	21	7	7	0	42	38	103	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA		S D	13	0	0	23	23	31	15	8	0	61	14	158	14	
	GLASGOW	AMERICAN AIRLINES		S A	30	0	0	67	10	10	13	0	0	24	63	20	30	
	GLASGOW	AMERICAN AIRLINES		S D	30	0	0	73	7	10	10	0	0	19	87	11	30	
	HEATHROW	AMERICAN AIRLINES		S A	153	0	0	36	25	23	13	2	1	40	44	30	154	
	HEATHROW	AMERICAN AIRLINES		S D	154	0	0	69	21	8	1	1	0	13	89	6	154	
	MANCHESTER	AMERICAN AIRLINES		S A	31	0	0	52	19	13	13	3	0	31	39	29	31	
	MANCHESTER	AMERICAN AIRLINES		S D	31	0	0	94	0	6	0	0	0	3	97	3	31	
	MANCHESTER	BMI BRITISH MIDLAND		S A	28	2	2	54	29	4	14	0	0	27	52	23	31	
	MANCHESTER	BMI BRITISH MIDLAND		S D	30	0	0	77	3	13	7	0	0	12	81	17	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	1	64	18	13	5	0	0	17	73	18	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	47	35	13	5	0	0	19	69	12	62	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	9	0	0	56	22	0	11	11	0	44	40	30	5	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	9	0	0	100	0	0	0	0	0	4	80	6	5	
	HEATHROW	UNITED AIRLINES		S A	93	0	0	55	14	14	16	1	0	29	41	27	93	
	HEATHROW	UNITED AIRLINES		S D	93	0	0	75	10	11	4	0	0	14	86	11	93	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>841</b>	<b>2</b>	<b>3</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>66</b>	<b>21</b>	<b>21</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES		S A	31	0	0	55	29	13	0	3	0	23	55	20	31	
	GATWICK	DELTA AIRLINES		S D	31	0	0	81	10	6	3	0	0	13	90	6	31	
<b>TOTAL CINCINNATI</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>13</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR		S A	31	0	0	77	10	6	6	0	0	11	74	13	31	
	GLASGOW	LOGANAIR		S D	31	0	0	68	13	16	3	0	0	16	61	26	31	
	STANSTED	RYANAIR		S A	58	0	0	74	19	3	3	0	0	10	97	3	31	
	STANSTED	RYANAIR		S D	58	0	0	55	31	10	3	0	0	17	97	2	31	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>7</b>	<b>7</b>	
CLEVELAND																		
	GATWICK	CONTINENTAL AIRLINES		S A	28	0	0	68	21	7	4	0	0	13	41	23	29	
	GATWICK	CONTINENTAL AIRLINES		S D	28	0	0	82	7	7	4	0	0	12	90	4	29	
<b>TOTAL CLEVELAND</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>14</b>	<b>14</b>	
COLOGNE (BONN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	61	26	10	3	0	0	15	68	14	53	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
COLOGNE (BONN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	19	23	6	0	0	20	68	13	53	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	A	18	0	0	61	33	6	0	0	0	13	86	6	22	
	EDINBURGH	EUROWINGS LUFTVERKEHRS	S	D	18	0	0	56	17	28	0	0	0	21	77	13	22	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	85	0	0	88	5	4	4	0	0	8	92	6	62	
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	85	0	0	79	9	8	4	0	0	14	89	6	62	
	BIRMINGHAM	HAPAG LLOYD EXPRESS	S	A	15	0	0	73	0	13	13	0	0	21	0	0	0	
	BIRMINGHAM	HAPAG LLOYD EXPRESS	S	D	15	0	0	53	13	20	13	0	0	32	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	22	0	0	95	0	5	0	0	0	4	45	31	31	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	22	0	0	95	0	5	0	0	0	3	58	23	31	
	HEATHROW	LUFTHANSA CITY LINE	S	A	88	0	0	83	10	5	2	0	0	8	88	6	81	
	HEATHROW	LUFTHANSA CITY LINE	S	D	87	0	0	75	14	6	6	0	0	12	94	5	81	
<b>TOTAL COLOGNE (BONN)</b>					<b>517</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>10</b>	<b>10</b>	
COLOMBO																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	A	44	0	9	80	11	7	0	2	0	11	70	15	40	
	HEATHROW	SRILANKAN AIRLINES	S	D	44	0	9	57	18	14	7	5	0	29	43	59	40	
<b>TOTAL COLOMBO</b>					<b>91</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>37</b>	<b>37</b>	
CONNAUGHT																		
	BIRMINGHAM	BMIBABY LTD	S	A	37	0	2	68	14	5	14	0	0	19	61	25	31	
	BIRMINGHAM	BMIBABY LTD	S	D	38	0	1	68	3	13	16	0	0	25	58	29	31	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	90	3	0	6	0	0	8	84	19	31	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	97	0	0	3	0	0	5	90	11	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	30	7	0	0	0	13	65	28	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	23	6	0	0	0	13	65	20	31	
	GATWICK	RYANAIR	S	A	31	0	0	71	13	10	6	0	0	16	81	7	31	
	GATWICK	RYANAIR	S	D	31	0	0	77	10	6	6	0	0	13	90	6	30	
	LUTON	RYANAIR	S	A	31	0	0	81	10	3	6	0	0	10	0	0	0	
	LUTON	RYANAIR	S	D	31	0	0	71	16	6	6	0	0	16	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	1	87	7	3	3	0	0	7	90	4	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	0	3	3	0	0	8	90	6	31	
<b>TOTAL CONNAUGHT</b>					<b>383</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>16</b>	<b>16</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	54	0	0	94	2	4	0	0	0	3	94	11	51	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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
COPENHAGEN	EDINBURGH	BMI REGIONAL	S	D	54	0	0	89	9	2	0	0	0	4	76	13	51
	GLASGOW	BMI REGIONAL	S	A	31	0	0	97	3	0	0	0	0	2	87	8	31
	GLASGOW	BMI REGIONAL	S	D	31	0	0	97	3	0	0	0	3	97	4	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	178	0	0	72	15	8	4	0	0	11	80	10	176
	HEATHROW	BRITISH AIRWAYS PLC	S	D	178	0	0	70	12	14	3	0	0	13	78	10	176
	NEWCASTLE	CIMBER AIR A/S	S	A	31	0	0	77	16	3	3	0	0	13	0	0	0
	NEWCASTLE	CIMBER AIR A/S	S	D	31	0	0	71	16	10	3	0	0	15	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	69	11	10	10	0	0	19	92	4	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	53	19	16	12	0	0	27	69	12	88
	BIRMINGHAM	SAS	S	A	51	0	0	75	12	10	4	0	0	12	84	6	57
	BIRMINGHAM	SAS	S	D	51	0	0	57	24	14	6	0	0	19	74	12	57
	HEATHROW	SAS	S	A	172	1	0	55	19	18	8	0	0	22	69	13	177
	HEATHROW	SAS	S	D	171	1	0	61	18	13	8	0	0	19	75	11	177
	LONDON CITY	SAS	S	A	47	0	0	72	6	15	6	0	0	14	0	0	0
	LONDON CITY	SAS	S	D	47	0	0	53	21	15	11	0	0	25	0	0	0
	MANCHESTER	SAS	S	A	76	0	0	75	20	1	4	0	0	12	85	10	89
	MANCHESTER	SAS	S	D	76	0	0	75	16	7	3	0	0	11	89	6	89
	EDINBURGH	STERLING AIRLINES	S	A	27	0	0	41	37	11	11	0	0	30	56	27	9
	EDINBURGH	STERLING AIRLINES	S	D	27	0	0	37	33	15	15	0	0	31	56	25	9
	GATWICK	STERLING AIRLINES	S	A	85	0	0	72	18	6	5	0	0	14	0	0	0
	GATWICK	STERLING AIRLINES	S	D	85	0	0	85	8	4	4	0	0	8	0	0	0
	HEATHROW	VARIG	S	A	12	0	1	83	17	0	0	0	0	5	82	10	11
	HEATHROW	VARIG	S	D	12	0	1	25	25	25	25	0	0	37	27	47	11
<b>TOTAL COPENHAGEN</b>					<b>1705</b>	<b>2</b>	<b>2</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>10</b>	<b>10</b>
CORFU	BIRMINGHAM	AIR MALTA	C	A	5	0	0	40	0	20	20	20	0	93	25	39	4
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	0	20	0	0	0	11	0	69	5
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	75	0	0	25	0	0	20	80	105	5
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	11	100	2	5
	GATWICK	EXCEL AIRWAYS LTD	C	A	10	0	0	20	10	10	40	20	0	101	63	24	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	44	11	11	22	11	0	75	50	18	8
	GLASGOW	EXCEL AIRWAYS LTD	C	A	6	0	0	17	0	33	33	17	0	76	88	2	8
	GLASGOW	EXCEL AIRWAYS LTD	C	D	7	0	0	57	14	0	14	14	0	44	90	40	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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
CORFU																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	43	29	0	14	14	0	53	50	43	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	43	29	14	14	0	0	28	38	33	8	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	61	100	3	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	45	50	22	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	80	10	0	0	10	0	34	57	25	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	5	47	45	15	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	9	75	15	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	14	75	8	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	5	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	73	18	0	0	9	0	25	64	15	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	86	7	7	0	0	0	6	62	16	13	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	50	11	2	
	NEWCASTLE	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	FLYJET LTD	C	D	5	0	0	60	20	0	20	0	0	18	0	0	0	
	BIRMINGHAM	HOLA AIRLINES	C	D	2	0	0	0	100	0	0	0	0	21	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	100	1	5	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	2	100	1	5	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	82	9	0	9	0	0	18	62	27	13	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	73	27	0	0	0	0	7	50	36	14	
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	57	14	0	0	29	0	61	73	16	11	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	57	29	0	0	14	0	38	67	15	12	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	25	24	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	12	40	36	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	25	0	25	0	72	100	0	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	8	100	1	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	29	100	5	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	60	16	5	
	STANSTED	NORDIC AIRWAYS	C	A	5	0	0	20	20	20	20	0	20	130	0	0	0	
	STANSTED	NORDIC AIRWAYS	C	D	5	0	0	40	20	0	40	0	0	68	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	9	50	23	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	60	18	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	91	0	9	0	0	0	5	88	12	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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
CORFU	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	100	0	0	0	0	0	2	70	13	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	0	0	50	25	228	60	28	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	0	0	20	20	141	40	35	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	46	8	15	15	15	0	67	88	9	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	71	0	7	21	0	0	32	82	6	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	29	0	0	0	12	86	7	7
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	22	0	0	0	15	100	1	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	13	67	86	3
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	16	50	52	4
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	100	0	0	0	0	0	4	67	18	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	0	22	0	0	0	10	77	13	13
	GLASGOW	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	4	3
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	2	4
	LUTON	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	2	33	51	3
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	5	4
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	71	29	0	0	0	0	8	71	58	7
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	4	80	31	10
	NEWCASTLE	THOMSONFLY LTD	C	A	7	0	0	100	0	0	0	0	0	2	67	12	3
	NEWCASTLE	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	2	75	12	4
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	0	3
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	7	75	4	4
<b>TOTAL CORFU</b>					<b>407</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>28</b>	<b>70</b>	<b>21</b>	<b>21</b>
CORK	EDINBURGH	AER ARRAN	S	A	43	0	1	67	7	14	9	2	0	27	85	8	27
	EDINBURGH	AER ARRAN	S	D	44	0	0	57	14	14	14	2	0	32	70	22	27
	HEATHROW	AER LINGUS	S	A	151	0	0	74	13	10	1	1	0	15	78	11	149
	HEATHROW	AER LINGUS	S	D	151	0	0	70	13	12	3	1	0	17	77	11	149
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	55	23	16	6	0	0	20	70	19	30
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	55	23	6	16	0	0	24	74	20	31
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	87	10	0	3	0	0	6	71	21	48
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	81	10	6	3	0	0	7	79	18	53

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					Actual (7)	Plan (8)													
CORK																			
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	65	13	18	5	0	0	17	79	12	62		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	81	0	0	68	17	14	1	0	0	16	71	15	62		
	NEWCASTLE	JET2.COM LTD	S	A	17	0	0	65	18	12	6	0	0	13	0	0	0		
	NEWCASTLE	JET2.COM LTD	S	D	17	0	0	71	18	6	6	0	0	12	0	0	0		
	GLASGOW	LOGANAIR	S	A	29	0	0	86	7	7	0	0	0	6	79	9	28		
	GLASGOW	LOGANAIR	S	D	29	0	0	55	31	10	3	0	0	17	71	16	28		
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	40	0	0	0		
	GATWICK	RYANAIR	S	A	62	0	0	85	6	6	2	0	0	7	0	0	0		
	GATWICK	RYANAIR	S	D	62	0	0	79	15	3	3	0	0	10	0	0	0		
	STANSTED	RYANAIR	S	A	87	0	1	90	5	3	2	0	0	7	84	9	124		
	STANSTED	RYANAIR	S	D	89	0	0	85	10	3	1	0	0	8	80	10	124		
<b>TOTAL CORK</b>					<b>1076</b>	<b>3</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>12</b>		
COZUMEL																			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	23	50	71	2		
<b>TOTAL COZUMEL</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>25</b>	<b>98</b>	<b>98</b>		
CUNAGUA ( CAYO COCO)																			
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	24	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	0	50	0	0	47	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	4	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	18	50	19	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	0	100	0	0	0	0	0	0	75	17	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	2	3		
<b>TOTAL CUNAGUA ( CAYO COCO)</b>					<b>24</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>11</b>	<b>61</b>	<b>19</b>	<b>19</b>		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
DACCA																		
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	23	0	0	26	22	43	9	0	0	37	44	30	27	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	23	0	0	61	22	13	4	0	0	18	41	21	27	
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	A	4	0	0	50	0	25	25	0	0	42	0	0	0	
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	D	4	0	0	50	0	0	50	0	0	54	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	8	0	8	0	0	8	92	7	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	46	15	31	8	0	0	30	69	18	13	
<b>TOTAL DACCA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>55</b>	<b>22</b>	<b>22</b>	
DALAMAN																		
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	40	0	20	20	20	0	92	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	20	40	20	0	20	0	89	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	75	0	25	0	0	45	0	59	4	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	25	50	25	0	0	0	30	50	37	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	6	0	0	17	17	50	17	0	0	54	75	9	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	6	0	0	33	0	50	17	0	0	52	75	9	4	
	GATWICK	EXCEL AIRWAYS LTD	C	A	9	0	0	44	0	22	22	0	11	95	83	10	6	
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	0	0	46	8	15	23	0	8	76	38	16	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	10	89	5	9	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	7	0	0	86	14	0	0	0	0	4	57	12	7	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	56	44	0	0	0	0	12	56	11	9	
	STANSTED	EXCEL AIRWAYS LTD	C	D	2	0	0	0	0	0	50	50	0	207	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	18	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	14	50	29	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	0	12	80	12	15	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	60	20	7	7	0	7	51	65	18	17	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	7	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	80	9	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	64	27	9	0	0	0	11	92	6	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	8	8	0	0	0	10	86	8	14	
	MANCHESTER	FLYJET LTD	C	A	8	0	0	38	25	13	0	13	13	97	0	0	0	
	MANCHESTER	FLYJET LTD	C	D	8	0	0	88	0	0	0	13	0	38	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	33	11	0	0	0	15	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	78	0	22	0	0	0	10	0	0	0	
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	50	0	0	0	0	15	100	1	3	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: D

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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
DALAMAN																		
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	100	0	0	0	0	0	4	33	13	3	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	15	0	0	73	0	20	7	0	0	20	88	14	8	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	15	0	0	80	13	0	7	0	0	13	100	6	8	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	60	40	0	0	0	0	13	80	8	5	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	40	40	20	0	0	0	20	40	21	5	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	14	67	29	3	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	9	75	25	4	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	92	8	0	0	0	0	5	69	21	13	
	GATWICK	MONARCH AIRLINES	C	D	12	0	0	67	17	17	0	0	0	11	50	54	16	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	10	56	33	9	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	6	70	25	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	33	0	0	33	100	0	10	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	32	92	6	13	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	71	14	0	14	0	0	14	71	10	7	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	11	0	0	20	56	18	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	33	0	0	27	100	0	3	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	28	100	2	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	77	8	15	0	0	0	9	94	29	18	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	14	0	0	71	14	7	7	0	0	16	91	30	22	
	BIRMINGHAM	ONUR AIR	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0	
	BIRMINGHAM	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	18	0	0	0	
	GATWICK	ONUR AIR	C	A	8	0	0	63	0	25	13	0	0	25	33	27	3	
	GATWICK	ONUR AIR	C	D	8	0	0	13	13	38	38	0	0	54	0	83	4	
	GLASGOW	ONUR AIR	C	A	4	0	0	75	0	25	0	0	0	13	0	0	0	
	GLASGOW	ONUR AIR	C	D	5	0	0	0	40	40	20	0	0	42	0	0	0	
	MANCHESTER	ONUR AIR	C	A	8	1	0	50	13	25	13	0	0	28	75	9	4	
	MANCHESTER	ONUR AIR	C	D	10	0	0	10	0	60	30	0	0	60	0	65	5	
	NEWCASTLE	ONUR AIR	C	A	7	0	0	57	29	14	0	0	0	14	0	0	0	
	NEWCASTLE	ONUR AIR	C	D	8	0	0	50	38	0	13	0	0	24	0	45	1	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	14	100	0	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	16	0	0	56	25	13	6	0	0	16	61	28	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	60	13	27	0	0	0	17	68	23	19	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DALAMAN																		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	1	0	33	17	0	0	50	0	113	86	28	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	0	0	33	0	84	56	33	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	22	0	0	68	9	14	9	0	0	23	76	44	34	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	23	0	0	61	22	9	9	0	0	21	76	22	38	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	0	14	14	0	61	86	4	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	11	11	0	51	67	70	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	17	83	4	6	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	31	50	22	8	
	BIRMINGHAM	THOMSONFLY LTD	C	A	7	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	2	80	11	5	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	4	100	1	8	
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	50	33	17	0	0	0	17	90	4	10	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	50	21	4	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	60	20	20	0	0	0	19	60	12	5	
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	57	29	0	14	0	0	19	38	30	8	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	78	0	11	11	0	0	17	70	14	10	
	NEWCASTLE	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	STANSTED	THOMSONFLY LTD	C	A	3	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	5	100	2	1	
<b>TOTAL DALAMAN</b>					<b>584</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>72</b>	<b>21</b>	<b>21</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	61	0	1	46	18	26	10	0	0	29	41	25	80	
	GATWICK	AMERICAN AIRLINES	S	D	61	0	1	77	16	2	5	0	0	12	91	7	80	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	52	23	13	13	0	0	22	55	65	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	19	10	6	0	0	17	81	10	31	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>184</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>22</b>	<b>22</b>	
DAMASCUS																		
	HEATHROW	BMED	S	A	18	0	0	56	28	11	6	0	0	19	95	8	19	
	HEATHROW	BMED	S	D	18	0	0	44	33	11	11	0	0	23	50	30	18	
	HEATHROW	SYRIANAIR	S	A	14	0	0	14	14	57	14	0	0	45	23	42	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	46	46	8	0	0	0	18	79	8	14	
	MANCHESTER	SYRIANAIR	S	A	8	0	0	38	0	38	25	0	0	37	25	51	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
DAMASCUS	MANCHESTER	SYRIANAIR		S D	6	0	0	33	50	17	0	0	0	18	40	27	5	
<b>TOTAL DAMASCUS</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>29</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>23</b>	<b>23</b>	
DAMMAM	HEATHROW	SAUDI ARABIAN AIRLINES		S A	4	0	0	75	0	25	0	0	0	15	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES		S D	4	0	0	75	0	25	0	0	0	12	0	0	0	
<b>TOTAL DAMMAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
DAR-ES-SALAAM	HEATHROW	BRITISH AIRWAYS PLC		S A	13	1	0	85	15	0	0	0	0	8	79	13	14	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	69	23	8	0	0	0	11	85	8	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>11</b>	
DEAUVILLE																		
DELHI	BIRMINGHAM	AIR INDIA		S A	26	0	0	46	19	23	4	8	0	34	57	11	7	
	BIRMINGHAM	AIR INDIA		S D	26	0	0	46	12	15	15	0	12	94	0	68	7	
	HEATHROW	AIR SAHARA		S A	2	0	7	0	0	50	50	0	0	86	0	0	0	
	HEATHROW	AIR SAHARA		S D	2	0	7	0	50	50	0	0	0	41	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	2	92	5	2	2	0	0	6	90	8	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	58	29	10	3	0	0	17	58	14	31	
	HEATHROW	JET AIRWAYS		S A	31	0	0	48	13	16	19	3	0	36	0	0	0	
	HEATHROW	JET AIRWAYS		S D	31	0	0	71	16	6	6	0	0	20	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	77	16	6	0	0	0	8	6	44	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	74	23	0	3	0	0	9	81	7	31	
<b>TOTAL DELHI</b>					<b>304</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>56</b>	<b>20</b>	<b>20</b>	
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	45	32	16	6	0	0	20	65	17	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	55	32	10	3	0	0	18	84	9	31	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>32</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>13</b>	<b>13</b>	
DETROIT	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	23	3	0	0	0	7	65	18	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	58	32	6	3	0	0	15	81	14	31	
	GATWICK	NORTHWEST AIRLINES		S A	31	0	0	87	6	3	3	0	0	7	60	38	30	
	GATWICK	NORTHWEST AIRLINES		S D	31	0	0	87	10	3	0	0	0	6	72	22	29	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)											
DETROIT																	
<b>TOTAL DETROIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>23</b>	<b>23</b>
DIJON																	
DINARD																	
	STANSTED	RYANAIR		S A	33	0	0	85	15	0	0	0	0	4	80	7	30
	STANSTED	RYANAIR		S D	33	0	0	91	6	3	0	0	0	4	67	12	30
<b>TOTAL DINARD</b>					<b>66</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>6</b>	<b>6</b>
DJIBOUTI																	
	GATWICK	DAALLO AIRLINES		S A	4	0	0	75	0	25	0	0	0	13	0	57	4
	GATWICK	DAALLO AIRLINES		S D	5	0	0	60	0	0	40	0	0	49	50	16	4
<b>TOTAL DJIBOUTI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>25</b>	<b>37</b>	<b>37</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	100	0	0	0	0	0	1	100	1	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	77	10	10	3	0	0	14	68	11	31
	GATWICK	QATAR AIRWAYS		S A	31	0	0	71	16	0	13	0	0	20	100	0	31
	GATWICK	QATAR AIRWAYS		S D	31	0	0	77	23	0	0	0	0	9	65	12	31
	HEATHROW	QATAR AIRWAYS		S A	93	0	0	66	13	12	8	2	0	19	92	6	62
	HEATHROW	QATAR AIRWAYS		S D	93	0	0	65	22	12	2	0	0	13	68	13	62
	MANCHESTER	QATAR AIRWAYS		S A	31	0	0	39	23	32	3	3	0	29	78	14	18
	MANCHESTER	QATAR AIRWAYS		S D	31	0	0	87	10	0	0	3	0	10	83	8	18
<b>TOTAL DOHA</b>					<b>372</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>8</b>	<b>8</b>
DORTMUND																	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	54	0	0	85	6	6	4	0	0	7	96	12	53
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	54	0	0	54	26	15	6	0	0	17	92	7	53
<b>TOTAL DORTMUND</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>94</b>	<b>9</b>	<b>9</b>
DUBAI																	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	82	15	2	2	0	0	6	88	8	75
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	76	11	11	2	0	0	13	79	15	75
	BIRMINGHAM	EMIRATES		S A	62	0	0	73	15	10	2	2	0	14	71	11	31
	BIRMINGHAM	EMIRATES		S D	62	0	0	79	8	10	2	2	0	13	68	14	31
	GATWICK	EMIRATES		S A	93	0	0	87	12	1	0	0	0	5	96	3	93
	GATWICK	EMIRATES		S D	92	0	1	76	16	8	0	0	0	9	75	9	92
	GLASGOW	EMIRATES		S A	31	0	0	77	13	6	3	0	0	13	87	5	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GLASGOW	EMIRATES	S	D	31	0	0	90	0	6	3	0	0	12	90	9	31	
	HEATHROW	EMIRATES	S	A	155	0	0	59	27	12	1	0	1	18	70	11	124	
	HEATHROW	EMIRATES	S	D	155	0	1	52	31	15	2	0	1	21	67	17	124	
	MANCHESTER	EMIRATES	S	A	62	0	0	63	26	10	2	0	0	13	73	11	62	
	MANCHESTER	EMIRATES	S	D	62	0	0	74	13	10	3	0	0	12	77	14	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	21	0	0	76	14	10	0	0	0	9	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	22	0	0	64	32	5	0	0	0	10	0	0	0	
<b>TOTAL DUBAI</b>					<b>972</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>11</b>	<b>11</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	85	0	0	66	21	7	5	1	0	18	78	13	102	
	BIRMINGHAM	AER LINGUS	S	D	85	0	0	58	21	13	6	2	0	24	53	25	102	
	EDINBURGH	AER LINGUS	S	A	38	0	0	71	21	8	0	0	0	11	65	17	31	
	EDINBURGH	AER LINGUS	S	D	37	0	1	51	24	24	0	0	0	18	45	28	31	
	GLASGOW	AER LINGUS	S	A	54	0	0	44	24	19	13	0	0	30	71	12	86	
	GLASGOW	AER LINGUS	S	D	54	0	0	20	43	19	19	0	0	39	64	16	85	
	HEATHROW	AER LINGUS	S	A	398	0	0	59	20	13	7	1	0	19	72	12	394	
	HEATHROW	AER LINGUS	S	D	398	0	0	67	16	11	6	1	0	15	78	9	391	
	MANCHESTER	AER LINGUS	S	A	90	0	0	69	14	10	6	1	0	20	42	29	125	
	MANCHESTER	AER LINGUS	S	D	90	0	0	74	9	9	7	1	0	17	46	28	125	
	HEATHROW	BMI BRITISH MIDLAND	S	A	190	0	3	52	19	16	11	2	0	26	70	13	193	
	HEATHROW	BMI BRITISH MIDLAND	S	D	190	0	3	64	13	15	8	0	0	19	75	12	194	
	GATWICK	BRITISH AIRWAYS PLC	S	A	112	0	0	71	17	8	4	0	0	16	80	9	114	
	GATWICK	BRITISH AIRWAYS PLC	S	D	112	0	0	75	17	5	3	0	0	12	79	8	115	
	LONDON CITY	CITY JET	S	A	117	0	0	68	15	15	2	1	0	16	90	5	119	
	LONDON CITY	CITY JET	S	D	116	0	0	40	33	19	7	2	0	28	65	14	119	
	MANCHESTER	EIRJET	C	A	2	0	0	100	0	0	0	0	0	0	0	25	1	
	MANCHESTER	EIRJET	C	D	2	0	0	0	0	0	100	0	0	66	100	0	1	
	GLASGOW	LOGANAIR	S	A	28	0	0	89	4	7	0	0	0	7	0	0	0	
	GLASGOW	LOGANAIR	S	D	27	0	0	78	19	4	0	0	0	9	0	0	0	
	MANCHESTER	LUXAIR	S	A	31	0	0	84	6	3	6	0	0	14	68	12	31	
	MANCHESTER	LUXAIR	S	D	31	0	0	94	3	0	3	0	0	5	93	4	30	
	BIRMINGHAM	RYANAIR	S	A	75	0	0	73	17	7	3	0	0	10	89	6	76	
	BIRMINGHAM	RYANAIR	S	D	75	0	0	59	25	12	4	0	0	16	78	12	76	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	EDINBURGH	RYANAIR	S	A	89	0	0	71	15	9	6	0	0	15	78	11	89	
	EDINBURGH	RYANAIR	S	D	89	0	0	61	21	10	8	0	0	19	80	12	89	
	GATWICK	RYANAIR	S	A	154	0	1	51	18	21	10	0	0	25	74	12	155	
	GATWICK	RYANAIR	S	D	154	0	1	47	18	21	14	0	0	27	79	10	155	
	LUTON	RYANAIR	S	A	101	0	2	60	23	15	2	0	0	16	79	16	114	
	LUTON	RYANAIR	S	D	101	0	3	73	17	8	1	1	0	12	89	16	115	
	MANCHESTER	RYANAIR	S	A	117	0	1	62	22	14	3	0	0	16	75	12	118	
	MANCHESTER	RYANAIR	S	D	118	0	1	77	11	7	5	0	0	13	83	8	118	
	NEWCASTLE	RYANAIR	S	A	62	0	0	63	18	16	3	0	0	19	56	30	57	
	NEWCASTLE	RYANAIR	S	D	62	0	0	60	15	16	8	0	2	27	53	35	57	
	STANSTED	RYANAIR	S	A	298	0	6	70	15	12	2	0	0	13	79	10	340	
	STANSTED	RYANAIR	S	D	300	0	3	61	23	13	3	0	0	16	86	7	342	
<b>TOTAL DUBLIN</b>					<b>4087</b>	<b>3</b>	<b>25</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>13</b>	<b>13</b>	
DUBROVNIK																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	8	4	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	3	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	10	10	3	0	0	13	68	16	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	10	10	0	0	19	61	18	31	
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	46	31	15	0	8	0	36	65	14	17	
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	46	31	15	0	8	0	35	67	14	15	
	MANCHESTER	CROATIA AIRLINES	S	A	8	0	0	75	25	0	0	0	0	7	63	80	8	
	MANCHESTER	CROATIA AIRLINES	S	D	9	0	0	100	0	0	0	0	0	2	56	69	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	50	50	0	0	0	0	12	50	30	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	11	80	28	5	
	MANCHESTER	GB AIRWAYS LTD	S	A	12	1	1	67	33	0	0	0	0	8	33	16	6	
	MANCHESTER	GB AIRWAYS LTD	S	D	13	0	0	100	0	0	0	0	0	2	100	1	6	
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	1	75	13	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	5	5	
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	5	75	11	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	80	9	5	
<b>TOTAL DUBROVNIK</b>					<b>167</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>21</b>	<b>21</b>	
DUNDEE																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUNDEE	LONDON CITY	SCOT AIRWAYS	S	A	99	0	1	67	23	8	1	1	0	15	76	9	96
	LONDON CITY	SCOT AIRWAYS	S	D	99	0	2	61	24	14	1	0	0	16	70	11	96
<b>TOTAL DUNDEE</b>					<b>198</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>10</b>	<b>10</b>
DURHAM TEES VALLEY	HEATHROW	BMI BRITISH MIDLAND	S	A	79	0	0	80	6	6	8	0	0	12	73	10	83
	HEATHROW	BMI BRITISH MIDLAND	S	D	79	0	0	78	11	6	4	0	0	11	83	8	83
	GATWICK	BMIBABY LTD	S	A	27	0	0	93	4	4	0	0	0	3	0	0	0
	GATWICK	BMIBABY LTD	S	D	27	0	0	96	4	0	0	0	0	1	0	0	0
<b>TOTAL DURHAM TEES VALLEY</b>					<b>212</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>9</b>	<b>9</b>
DUSSELDORF	STANSTED	AIR BERLIN	S	A	102	0	0	73	13	12	3	0	0	13	80	7	75
	STANSTED	AIR BERLIN	S	D	102	0	0	48	22	23	8	0	0	24	68	10	75
	BIRMINGHAM	BA CONNECT LTD	S	A	103	0	0	93	2	2	3	0	0	5	91	6	99
	BIRMINGHAM	BA CONNECT LTD	S	D	104	0	0	93	0	4	3	0	0	6	88	6	100
	MANCHESTER	BA CONNECT LTD	S	A	77	0	1	92	4	1	3	0	0	5	95	3	76
	MANCHESTER	BA CONNECT LTD	S	D	77	0	1	96	1	0	3	0	0	3	96	3	78
	HEATHROW	BRITISH AIRWAYS PLC	S	A	176	0	0	73	14	9	3	1	0	14	83	9	176
	HEATHROW	BRITISH AIRWAYS PLC	S	D	176	0	0	69	15	10	5	1	0	15	73	13	177
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	87	0	0	78	14	6	2	0	0	9	88	5	68
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	88	0	0	78	13	6	3	0	0	11	85	7	68
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	61	0	0	79	15	3	3	0	0	9	91	4	32
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	61	0	0	61	21	13	5	0	0	19	66	15	32
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	44	12	20	24	0	0	31	92	5	24
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	44	16	20	20	0	0	29	92	6	24
	HEATHROW	LUFTHANSA	S	A	120	0	3	71	20	5	4	0	0	13	80	9	137
	HEATHROW	LUFTHANSA	S	D	121	0	2	71	12	10	7	0	0	16	84	8	137
	MANCHESTER	LUFTHANSA CITY LINE	S	A	102	0	0	78	12	8	2	0	0	11	79	10	72
	MANCHESTER	LUFTHANSA CITY LINE	S	D	102	0	0	89	7	2	2	0	0	5	92	4	72
<b>TOTAL DUSSELDORF</b>					<b>1709</b>	<b>2</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>84</b>	<b>8</b>	<b>8</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	165	1	0	82	8	7	2	1	0	9	79	10	157
	BIRMINGHAM	BA CONNECT LTD	S	D	166	0	0	83	4	7	5	1	0	13	82	10	152
	LONDON CITY	BA CONNECT LTD	S	A	161	0	0	73	15	6	5	1	0	14	86	8	116
	LONDON CITY	BA CONNECT LTD	S	D	159	0	0	47	27	16	9	1	0	25	59	18	117
	MANCHESTER	BA CONNECT LTD	S	A	151	0	1	80	11	5	3	0	0	11	70	15	151
	MANCHESTER	BA CONNECT LTD	S	D	152	0	1	82	7	6	5	0	0	11	80	10	153
	HEATHROW	BMI BRITISH MIDLAND	S	A	233	0	1	76	12	8	4	0	0	13	78	10	235
	HEATHROW	BMI BRITISH MIDLAND	S	D	234	0	1	74	12	11	4	0	0	12	80	10	234
	MANCHESTER	BMI REGIONAL	S	A	118	0	0	97	2	1	0	0	0	2	80	11	113
	MANCHESTER	BMI REGIONAL	S	D	118	0	0	97	3	0	0	0	0	1	89	7	110
	BIRMINGHAM	BMIBABY LTD	S	A	81	1	4	81	7	7	2	1	0	12	78	11	60
	BIRMINGHAM	BMIBABY LTD	S	D	82	1	3	76	9	9	5	2	0	20	55	17	60
	GATWICK	BRITISH AIRWAYS PLC	S	A	181	0	0	64	18	10	8	0	0	17	58	23	182
	GATWICK	BRITISH AIRWAYS PLC	S	D	181	0	0	64	19	11	6	0	0	16	65	19	182
	HEATHROW	BRITISH AIRWAYS PLC	S	A	308	0	0	55	22	13	8	1	0	23	68	14	365
	HEATHROW	BRITISH AIRWAYS PLC	S	D	308	0	0	61	19	10	9	1	0	21	75	13	366
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	76	12	6	7	0	0	12	61	17	120
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	78	11	7	5	0	0	12	63	17	120
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	153	1	2	66	12	12	8	1	1	24	90	6	168
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	153	1	25	52	18	18	11	1	0	27	80	11	169
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	166	0	3	75	14	6	5	1	0	13	88	9	168
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	168	0	1	54	24	15	7	1	0	22	69	14	169
	BIRMINGHAM	FLYBE LTD	S	A	154	0	3	88	7	1	3	1	0	7	73	15	154
	BIRMINGHAM	FLYBE LTD	S	D	153	0	4	84	7	5	3	1	0	11	63	19	152
	MANCHESTER	JET2.COM LTD	S	A	52	0	1	88	2	4	6	0	0	9	90	4	82
	MANCHESTER	JET2.COM LTD	S	D	52	0	1	88	4	2	6	0	0	8	89	7	81
	LONDON CITY	SCOT AIRWAYS	S	A	189	0	3	70	23	6	1	0	0	11	80	9	201
	LONDON CITY	SCOT AIRWAYS	S	D	188	0	3	78	16	5	1	0	0	10	85	9	200
<b>TOTAL EDINBURGH</b>					<b>4469</b>	<b>7</b>	<b>57</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>12</b>	<b>12</b>
EDMONTON	GATWICK	ZOOM AIRLINES	S	A	4	0	0	75	0	0	0	25	0	90	0	0	0
	GATWICK	ZOOM AIRLINES	S	D	4	0	0	50	25	0	0	25	0	65	0	0	0
<b>TOTAL EDMONTON</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	A	42	0	0	76	12	12	0	0	0	9	56	20	55	
	HEATHROW	KLM CITYHOPPER	S	D	42	0	0	81	10	10	0	0	0	10	67	18	55	
	STANSTED	RYANAIR	S	A	54	0	0	87	7	2	4	0	0	7	91	5	53	
	STANSTED	RYANAIR	S	D	54	0	0	78	17	4	2	0	0	11	91	6	53	
<b>TOTAL EINDHOVEN</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>	
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	64	29	7	0	0	0	13	77	10	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	69	23	0	8	0	0	14	93	8	14	
<b>TOTAL ENTEBBE</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>9</b>	<b>9</b>	
ERBIL INTERNATIONAL																		
ESBJERG	STANSTED	RYANAIR	S	A	31	0	0	84	6	3	6	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	71	19	6	3	0	0	16	0	0	0	
<b>TOTAL ESBJERG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>5</b>	<b>5</b>	
EXETER																		
	EDINBURGH	FLYBE LTD	S	A	62	0	0	74	16	6	3	0	0	12	66	15	58	
	EDINBURGH	FLYBE LTD	S	D	62	0	0	40	27	23	10	0	0	26	55	18	58	
	GLASGOW	FLYBE LTD	S	A	54	0	0	61	17	13	6	4	0	24	81	16	31	
	GLASGOW	FLYBE LTD	S	D	54	0	0	56	15	17	9	4	0	29	81	21	31	
	MANCHESTER	FLYBE LTD	S	A	54	0	0	72	15	6	6	2	0	18	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	54	0	0	80	2	7	9	2	0	18	0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	54	0	0	67	11	15	7	0	0	18	81	24	31	
	NEWCASTLE	FLYBE LTD	S	D	54	0	0	63	11	19	7	0	0	20	77	27	31	
<b>TOTAL EXETER</b>					<b>448</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FARNBOROUGH																		
FARO																		
	HEATHROW	AIR PORTUGAL	S	A	31	0	0	48	29	19	3	0	0	20	58	16	31	
	HEATHROW	AIR PORTUGAL	S	D	31	0	0	97	3	0	0	0	0	1	97	2	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	1	0	77	13	10	0	0	0	8	68	19	37	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	69	18	10	3	0	0	13	49	20	37	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	1	68	13	13	8	0	0	17	89	7	35	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	41	1	0	54	24	12	10	0	0	23	80	13	35	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	71	12	18	0	0	0	11	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	61	22	17	0	0	0	14	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	82	3	11	3	0	0	12	77	10	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	68	16	10	6	0	0	18	66	18	61	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	0	50	0	0	33	100	4	2	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	16	50	16	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	25	13	0	38	13	13	254	67	20	6	
	GATWICK	EXCEL AIRWAYS LTD	C	D	9	0	0	33	0	0	22	33	11	266	43	21	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	7	0	0	86	14	0	0	0	0	4	71	7	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	3	86	8	7	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	63	25	13	0	0	0	14	88	6	8	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	10	75	11	8	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	13	100	0	4	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	14	75	15	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	33	50	8	8	0	0	22	33	37	15	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	92	0	0	8	0	0	9	69	21	16	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	50	15	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	25	75	0	0	0	34	50	21	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	63	19	19	0	0	0	13	83	9	23	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	88	6	6	0	0	0	5	87	4	23	
	BIRMINGHAM	FLYBE LTD	S	A	14	0	0	36	43	21	0	0	0	24	36	30	22	
	BIRMINGHAM	FLYBE LTD	S	D	14	0	0	57	36	7	0	0	0	16	59	16	22	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FARO																		
	EDINBURGH	FLYGLOBESPAN	S	A	13	0	1	100	0	0	0	0	0	1	100	5	2	
	EDINBURGH	FLYGLOBESPAN	S	D	13	0	0	100	0	0	0	0	0	6	50	18	2	
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	94	0	0	6	0	0	6	84	12	31	
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	84	3	6	6	0	0	16	71	20	31	
	GLASGOW	FUTURA AIRLINES	C	A	7	0	0	14	0	29	57	0	0	60	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	8	0	0	25	13	38	25	0	0	45	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	77	0	1	75	9	5	10	0	0	15	60	15	72	
	GATWICK	GB AIRWAYS LTD	S	D	79	0	0	62	16	11	9	0	1	28	45	23	74	
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	100	0	0	0	0	0	1	84	9	31	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	97	3	0	0	0	0	2	60	17	30	
	BIRMINGHAM	MONARCH AIRLINES	S	A	31	0	0	84	10	3	3	0	0	7	100	0	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	31	0	0	90	3	3	3	0	0	9	100	3	4	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	8	75	10	4	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	5	100	0	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	10	78	12	9	
	GATWICK	MONARCH AIRLINES	S	A	41	0	0	80	2	10	5	2	0	18	65	34	34	
	GATWICK	MONARCH AIRLINES	S	D	41	0	0	63	17	12	5	2	0	24	54	38	35	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	7	78	10	9	
	LUTON	MONARCH AIRLINES	S	A	22	0	0	64	18	14	5	0	0	16	73	34	22	
	LUTON	MONARCH AIRLINES	S	D	22	0	0	64	27	0	9	0	0	17	73	33	22	
	MANCHESTER	MONARCH AIRLINES	S	A	62	0	0	73	16	5	5	2	0	16	80	14	46	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	50	0	0	39	60	21	10	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	9	50	20	10	
	MANCHESTER	MONARCH AIRLINES	S	D	62	0	0	82	5	6	3	3	0	15	67	19	46	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	8	0	0	100	0	0	0	0	0	3	78	29	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	13	0	0	0	6	78	27	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	89	7	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	14	89	9	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	45	18	36	0	0	0	20	89	16	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FARO	GATWICK	THOMAS COOK AIRLINES LTD	C	D	12	0	0	33	42	25	0	0	0	24	80	23	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	25	25	25	0	106	44	27	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	25	25	0	112	67	18	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	58	17	25	0	0	0	19	38	24	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	100	0	0	0	0	0	77	9	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	43	0	0	0	0	10	85	9	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	25	13	0	0	0	11	92	4	13
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	10	100	7	2
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	1	0	100	0	0	0	0	0	33	47	3	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	50	41	4	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	63	13	25	0	0	0	17	100	3	9
	GATWICK	THOMSONFLY LTD	C	D	8	1	0	88	0	0	13	0	0	11	89	3	9
	GLASGOW	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	34	100	0	3
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	34	100	6	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	39	100	3	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	25	75	0	0	0	0	16	100	4	5
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	0	0	13	0	0	11	88	11	8
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	13	0	0	0	13	78	78	13	9
	NEWCASTLE	THOMSONFLY LTD	C	A	3	0	0	33	33	0	33	0	0	55	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	38	0	0	0
<b>TOTAL FARO</b>					<b>1391</b>	<b>6</b>	<b>4</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>17</b>	<b>17</b>
FEZ	GATWICK	GB AIRWAYS LTD	S	A	7	1	1	86	0	14	0	0	0	6	67	22	9
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	25	25	0	50	0	0	67	0	0	0
<b>TOTAL FEZ</b>					<b>11</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>9</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>22</b>	<b>22</b>
FIGARI	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	33	0	0	0	0	7	0	37	3
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	18	33	21	3
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL FIGARI</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>44</b>	<b>20</b>	<b>20</b>
FLORENCE	GATWICK	MERIDIANA AIR	S	A	77	0	2	45	19	17	18	0	0	31	66	16	41

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FLORENCE	GATWICK	MERIDIANA AIR		S D	77	0	2	56	13	17	14	0	0	27	39	28	41
<b>TOTAL FLORENCE</b>					<b>154</b>	<b>1</b>	<b>4</b>	<b>51</b>	<b>16</b>	<b>17</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>52</b>	<b>22</b>	<b>22</b>
FORLI	STANSTED	RYANAIR		S A	62	0	0	68	21	5	3	3	0	20	73	18	62
	STANSTED	RYANAIR		S D	62	0	0	60	26	13	2	0	0	16	66	13	62
<b>TOTAL FORLI</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>15</b>	<b>15</b>
FRANKFURT MAIN	LONDON CITY	AUGSBURG AIRWAYS GMBH		S A	75	0	0	73	20	4	3	0	0	11	100	2	65
	LONDON CITY	AUGSBURG AIRWAYS GMBH		S D	75	0	0	48	29	19	4	0	0	20	71	10	65
	BIRMINGHAM	BA CONNECT LTD		S A	106	1	0	93	6	0	1	0	0	3	98	2	120
	BIRMINGHAM	BA CONNECT LTD		S D	108	0	0	88	8	3	1	0	0	5	86	7	121
	GLASGOW	BA CONNECT LTD		S A	44	0	0	93	2	5	0	0	0	4	96	7	24
	GLASGOW	BA CONNECT LTD		S D	22	0	0	86	9	5	0	0	0	7	0	0	0
	LONDON CITY	BA CONNECT LTD		S A	67	0	0	91	4	3	1	0	0	6	81	11	64
	LONDON CITY	BA CONNECT LTD		S D	67	0	0	58	28	12	1	0	0	16	51	22	63
	MANCHESTER	BA CONNECT LTD		S A	75	0	3	88	3	8	1	0	0	7	85	8	134
	MANCHESTER	BA CONNECT LTD		S D	75	0	3	87	5	5	3	0	0	7	93	3	137
	HEATHROW	BRITISH AIRWAYS PLC		S A	229	0	0	72	12	8	7	0	0	15	80	11	229
	HEATHROW	BRITISH AIRWAYS PLC		S D	228	0	1	64	15	11	9	0	0	20	72	13	229
	BIRMINGHAM	LUFTHANSA		S A	124	0	0	76	13	7	4	0	0	13	88	5	106
	BIRMINGHAM	LUFTHANSA		S D	124	0	0	73	15	7	5	0	0	15	89	7	106
	EDINBURGH	LUFTHANSA		S A	93	0	0	73	20	5	1	0	0	11	81	8	93
	EDINBURGH	LUFTHANSA		S D	93	0	0	78	16	4	1	0	0	9	78	9	93
	HEATHROW	LUFTHANSA		S A	309	0	0	58	25	15	2	0	0	16	76	10	308
	HEATHROW	LUFTHANSA		S D	309	0	0	65	18	13	4	0	0	16	83	8	308
	MANCHESTER	LUFTHANSA		S A	124	0	0	73	19	7	1	0	0	11	91	5	124
	MANCHESTER	LUFTHANSA		S D	124	0	0	88	8	4	0	0	0	6	94	3	124
<b>TOTAL FRANKFURT MAIN</b>					<b>2472</b>	<b>4</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>8</b>	<b>8</b>
FREETOWN	GATWICK	ASTRAEUS LTD		S A	9	0	0	56	22	11	0	0	11	61	50	39	8
	GATWICK	ASTRAEUS LTD		S D	9	0	0	33	22	22	11	0	11	82	33	42	9
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)		S A	12	0	1	33	25	33	8	0	0	27	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FREETOWN	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)	S	D	12	0	1	50	42	8	0	0	0	12	0	0	0
<b>TOTAL FREETOWN</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>29</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>42</b>	<b>41</b>	<b>40</b>	<b>40</b>
FRIEDRICHSHAFEN	STANSTED	RYANAIR	S	A	31	0	0	84	10	3	3	0	0	7	90	5	31
	STANSTED	RYANAIR	S	D	31	0	0	71	23	6	0	0	0	11	87	9	31
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>7</b>
FUERTEVENTURA	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	0	71	14	14	0	0	0	10	100	1	4
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	0	7	75	8	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	4	75	9	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	86	0	14	0	0	11	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	12	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	20	100	7	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	0	11	0	0	4	78	11	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	16	78	15	9	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	10	100	2	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	18	100	6	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	22	22	0	0	12	90	5	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	44	11	44	0	0	25	100	1	10	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	2	0	0	0	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	11	0	0	0	
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	0	0	100	0	0	42	0	0	0	
	GATWICK	FUTURA AIRLINES	C	D	2	0	0	0	0	100	0	0	56	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	40	20	40	0	0	24	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	5	0	0	40	40	20	0	0	22	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	20	0	20	57	100	7	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	20	74	75	8	4	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	7	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	30	75	28	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	5	75	43	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	1	100	0	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	25	19	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	83	17	0	0	0	0	4	67	221	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	0	17	0	0	14	63	244	8		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	4	75	53	4		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	20	20	0	0	0	15	75	56	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	16	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	75	27	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	0	3	88	22	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	44	0	0	0	0	11	75	28	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	45	25	16	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	20	20	0	0	39	50	14	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	43	0	0	0	0	8	100	2	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	33	0	0	0	0	10	100	2	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	0	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	25	100	0	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	0	0	0	20	0	40	100	1	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	80	0	0	0	20	0	50	100	3	5		
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	3	5		
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	6	80	11	5		
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4		
	MANCHESTER	THOMSONFLY LTD	C	D	4	1	0	100	0	0	0	0	0	1	100	1	5		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	37	100	0	3		
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	31	100	2	4		
<b>TOTAL FUERTEVENTURA</b>					<b>255</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>28</b>	<b>28</b>		
FUNCHAL																			
	GATWICK	AIR PORTUGAL	S	A	23	0	0	78	17	4	0	0	0	7	100	1	17		
	GATWICK	AIR PORTUGAL	S	D	23	0	0	78	13	4	4	0	0	12	94	3	17		
	HEATHROW	AIR PORTUGAL	S	A	8	0	0	88	13	0	0	0	0	8	100	2	9		
	HEATHROW	AIR PORTUGAL	S	D	8	0	0	63	0	38	0	0	0	18	67	13	9		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	30	60	26	5		
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	27	80	8	5		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	0	0	20	20	126	100	1	5		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	60	0	0	0	20	20	141	100	0	5		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
FUNCHAL	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	5	0	0	60	0	20	0	0	20	128	80	9	5
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	11	80	13	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	17	80	16	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	4	80	10	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	7	60	9	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	7	60	21	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	2	40	45	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	80	22	5	
	GATWICK	GB AIRWAYS LTD	S	A	14	0	0	71	0	7	21	0	0	27	69	14	13
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	57	7	7	21	7	0	41	77	17	13
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	2	100	4	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	7	100	4	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	22	40	32	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	20	60	27	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	14	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	18	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	20	0	0	0	60	373	20	35	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	1	0	75	0	0	0	0	25	127	80	16	5
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	60	20	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	6	60	13	5	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	2	20	30	5	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	20	80	0	0	0	19	80	10	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	33	20	35	5
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	42	80	4	5
<b>TOTAL FUNCHAL</b>					<b>207</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>35</b>	<b>75</b>	<b>13</b>	<b>13</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	27	0	0	63	15	7	15	0	0	27	84	18	25	
	EDINBURGH	AER ARRAN	S	D	27	0	0	63	19	4	15	0	0	26	88	16	25	
	LUTON	AER ARRAN	S	A	62	0	0	81	5	8	6	0	0	12	89	7	55	
	LUTON	AER ARRAN	S	D	60	0	2	75	8	10	7	0	0	13	79	12	56	
	MANCHESTER	AER ARRAN	S	A	40	0	0	90	3	3	5	0	0	11	97	2	31	
	MANCHESTER	AER ARRAN	S	D	40	0	0	90	3	0	8	0	0	12	100	0	31	
<b>TOTAL GALWAY</b>					<b>256</b>	<b>1</b>	<b>3</b>	<b>79</b>	<b>7</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>13</b>	<b>13</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	181	0	0	69	14	11	7	0	0	15	66	17	182	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	181	0	0	63	16	13	8	0	0	18	57	22	180	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	177	0	0	71	12	12	5	0	0	13	77	10	177	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	177	0	0	70	10	15	5	0	0	15	73	13	177	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	197	0	0	71	15	13	1	1	0	14	71	16	192	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	197	0	0	78	11	7	3	1	0	13	78	12	191	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	120	0	0	72	14	9	5	0	0	14	81	11	119	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	120	0	0	61	21	10	8	1	0	22	65	15	118	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	83	8	4	5	0	0	8	76	11	120	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	68	17	7	8	0	0	17	53	21	120	
	MANCHESTER	JET2.COM LTD	S	A	68	0	0	79	13	7	0	0	0	9	93	7	83	
	MANCHESTER	JET2.COM LTD	S	D	69	0	0	93	6	1	0	0	0	2	93	5	83	
<b>TOTAL GATWICK</b>					<b>1730</b>	<b>35</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>14</b>	<b>14</b>	
GDANSK																		
	EDINBURGH	LOT-POLISH AIRLINES	S	A	12	0	1	83	8	8	0	0	0	5	0	0	0	
	EDINBURGH	LOT-POLISH AIRLINES	S	D	14	0	0	36	7	21	29	7	0	63	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	94	0	3	3	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	42	35	16	6	0	0	22	0	0	0	
	LUTON	WIZZ AIR	S	A	49	0	0	98	2	0	0	0	0	3	68	11	28	
	LUTON	WIZZ AIR	S	D	49	0	0	78	18	4	0	0	0	10	71	11	28	
<b>TOTAL GDANSK</b>					<b>186</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>11</b>	<b>11</b>	
GENEVA																		
	BIRMINGHAM	BA CONNECT LTD	S	A	31	0	0	87	3	10	0	0	0	7	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	S	D	31	0	0	81	13	6	0	0	0	7	0	0	0	
	MANCHESTER	BA CONNECT LTD	S	A	31	0	0	81	19	0	0	0	0	9	85	9	54	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	BA CONNECT LTD	S	D	31	0	0	81	19	0	0	0	0	7	85	7	55
	GATWICK	BRITISH AIRWAYS PLC	S	A	81	1	0	77	12	10	1	0	0	10	59	16	79
	GATWICK	BRITISH AIRWAYS PLC	S	D	81	0	0	73	12	14	1	0	0	12	68	14	80
	HEATHROW	BRITISH AIRWAYS PLC	S	A	247	0	0	86	6	6	2	0	0	7	90	5	247
	HEATHROW	BRITISH AIRWAYS PLC	S	D	247	0	0	79	10	8	3	0	0	12	78	11	247
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	83	0	1	52	20	24	4	0	0	20	69	14	93
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	83	0	1	53	23	17	7	0	0	20	61	18	93
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	65	29	0	6	0	0	15	77	11	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	71	24	0	6	0	0	13	48	22	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	16	10	6	0	0	16	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	52	39	6	3	0	0	17	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	A	18	0	0	83	17	0	0	0	0	8	0	0	0
	EDINBURGH	EASYJET SWITZERLAND	S	D	18	0	0	44	44	11	0	0	0	19	0	0	0
	GATWICK	EASYJET SWITZERLAND	S	A	116	0	0	88	9	1	2	1	0	7	90	9	93
	GATWICK	EASYJET SWITZERLAND	S	D	116	0	0	74	13	10	3	0	0	13	82	11	93
	LONDON CITY	SWISS AIRLINES	S	A	104	0	0	87	5	6	3	0	0	8	98	2	102
	LONDON CITY	SWISS AIRLINES	S	D	104	0	0	65	20	12	3	0	0	16	55	17	102
<b>TOTAL GENEVA</b>					<b>1518</b>	<b>7</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>11</b>
GENOA	STANSTED	RYANAIR	S	A	31	0	0	58	23	10	10	0	0	20	83	14	35
	STANSTED	RYANAIR	S	D	31	0	0	71	13	6	10	0	0	19	91	8	35
<b>TOTAL GENOA</b>					<b>64</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>12</b>	<b>12</b>
GERONA	NEWCASTLE	BA CONNECT LTD	C	A	3	0	0	33	67	0	0	0	0	17	0	0	0
	NEWCASTLE	BA CONNECT LTD	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	MANCHESTER	GREECE AIRWAYS	S	A	4	0	0	50	50	0	0	0	0	14	0	0	0
	MANCHESTER	GREECE AIRWAYS	S	D	5	0	0	80	0	20	0	0	0	10	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	100	0	0	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	100	3	1	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	75	6	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	100	0	0	6

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GERONA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	8	0	0	100	0	0	0	0	0	1	88	5	8
	LUTON	RYANAIR	S	A	31	0	0	61	19	10	10	0	0	23	74	14	31
	LUTON	RYANAIR	S	D	31	0	0	16	58	16	10	0	0	31	87	11	31
	STANSTED	RYANAIR	S	A	124	0	0	69	16	10	4	0	1	17	80	12	123
	STANSTED	RYANAIR	S	D	124	0	0	64	23	10	3	0	0	17	81	9	124
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	67	33	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	100	1	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	21	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	3	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	46	67	9	3
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	44	80	32	5
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	86	2	7	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	1	9
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	3
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	8	100	1	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	11	100	0	3
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	7	80	13	5
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	75	0	13	0	13	0	35	83	31	6
	MANCHESTER	THOMSONFLY LTD	C	D	10	0	0	60	10	20	0	10	0	34	78	26	9
	NEWCASTLE	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	20	100	0	3
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	18	100	0	5
<b>TOTAL GERONA</b>					<b>435</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>12</b>	<b>12</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	34	0	0	85	6	6	3	0	0	8	57	31	44
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	44	24	15	15	3	0	32	38	27	45
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	61	13	16	6	3	0	26	39	25	31
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	90	3	6	0	0	0	6	90	6	31
	LUTON	MONARCH AIRLINES	S	A	30	0	1	67	23	7	3	0	0	14	80	20	30
	LUTON	MONARCH AIRLINES	S	D	30	0	1	43	27	23	7	0	0	25	77	16	31
	MANCHESTER	MONARCH AIRLINES	S	A	18	0	0	67	6	17	11	0	0	20	89	8	18
	MANCHESTER	MONARCH AIRLINES	S	D	18	0	0	78	17	6	0	0	0	8	89	6	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL GIBRALTAR</b>					<b>226</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>20</b>	<b>20</b>
GLASGOW																	
	STANSTED	AIR BERLIN	S	A	54	0	0	17	22	50	11	0	0	37	0	0	0
	STANSTED	AIR BERLIN	S	D	54	0	0	4	33	43	20	0	0	42	0	0	0
	BIRMINGHAM	BA CONNECT LTD	S	A	160	1	0	93	4	2	1	0	0	4	92	3	135
	BIRMINGHAM	BA CONNECT LTD	S	D	161	0	0	88	4	5	3	0	0	7	92	5	136
	MANCHESTER	BA CONNECT LTD	S	A	151	0	1	81	8	6	5	0	0	12	86	8	147
	MANCHESTER	BA CONNECT LTD	S	D	152	0	1	86	5	5	5	0	0	8	86	6	148
	HEATHROW	BMI BRITISH MIDLAND	S	A	225	0	1	68	16	10	6	0	0	14	86	9	232
	HEATHROW	BMI BRITISH MIDLAND	S	D	225	0	1	73	15	5	7	0	0	13	84	9	230
	MANCHESTER	BMI REGIONAL	S	A	90	0	0	98	1	0	1	0	0	2	93	3	80
	MANCHESTER	BMI REGIONAL	S	D	90	0	0	99	1	0	0	0	0	1	98	2	85
	GATWICK	BRITISH AIRWAYS PLC	S	A	177	0	0	70	13	12	5	0	0	15	69	14	177
	GATWICK	BRITISH AIRWAYS PLC	S	D	177	0	0	70	12	14	5	0	0	13	70	13	177
	HEATHROW	BRITISH AIRWAYS PLC	S	A	281	0	0	71	15	7	6	0	0	15	81	9	331
	HEATHROW	BRITISH AIRWAYS PLC	S	D	281	0	0	67	16	9	8	0	0	17	78	11	333
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	163	1	3	77	11	6	4	2	0	17	92	6	163
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	164	0	2	60	23	10	7	0	0	18	87	9	164
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	143	0	0	81	11	3	4	0	0	9	94	5	141
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	143	0	0	60	23	9	8	0	0	18	84	9	143
	BIRMINGHAM	FLYBE LTD	S	A	152	0	1	91	5	1	3	1	0	7	86	8	147
	BIRMINGHAM	FLYBE LTD	S	D	153	0	0	82	9	4	4	1	0	13	71	15	148
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	0	50	0	0	49	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	33	0	0	28	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	10	0	0	0
	MANCHESTER	ZOOM AIRLINES	S	A	8	4	0	75	0	13	13	0	0	18	0	0	0
	MANCHESTER	ZOOM AIRLINES	S	D	4	8	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL GLASGOW</b>					<b>3222</b>	<b>28</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>
GOA																	
GOTEBORG																	
	BIRMINGHAM	CITY AIRLINE	S	A	41	0	0	85	10	5	0	0	0	7	18	35	22
	BIRMINGHAM	CITY AIRLINE	S	D	42	0	0	88	10	2	0	0	0	5	63	20	27
	MANCHESTER	CITY AIRLINE	S	A	47	0	0	66	32	2	0	0	0	11	57	15	47

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
GOTEBORG																		
	MANCHESTER	CITY AIRLINE	S	D	47	0	0	91	4	2	2	0	0	6	96	3	47	
	STANSTED	FLYME SWEDEN	S	A	53	0	5	74	13	11	2	0	0	10	0	0	0	
	STANSTED	FLYME SWEDEN	S	D	53	0	5	70	15	15	0	0	0	12	0	0	0	
	HEATHROW	SAS	S	A	58	0	0	74	19	5	2	0	0	11	74	14	62	
	HEATHROW	SAS	S	D	58	0	0	88	3	7	2	0	0	7	94	8	62	
<b>TOTAL GOTEBORG</b>					<b>399</b>	<b>2</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>13</b>	<b>13</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	85	0	0	84	12	4	0	1	0	9	86	5	84	
	STANSTED	RYANAIR	S	D	85	0	0	46	42	12	0	0	0	16	64	14	84	
	BIRMINGHAM	STERLING AIRLINES	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	STERLING AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>174</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>9</b>	<b>9</b>	
GRANADA																		
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	82	0	12	6	0	0	10	100	0	13	
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	82	0	6	12	0	0	13	92	8	13	
	STANSTED	RYANAIR	S	A	43	0	1	79	12	2	7	0	0	13	87	7	31	
	STANSTED	RYANAIR	S	D	44	0	0	80	11	2	7	0	0	16	90	10	31	
<b>TOTAL GRANADA</b>					<b>122</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>8</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>7</b>	<b>7</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	0	1	81	6	0	6	6	0	26	88	10	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	61	11	11	6	6	6	44	76	15	17	
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>36</b>	<b>82</b>	<b>13</b>	<b>13</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	31	0	0	84	3	6	6	0	0	10	77	9	31	
	STANSTED	RYANAIR	S	D	31	0	0	81	3	10	6	0	0	13	68	12	31	
<b>TOTAL GRAZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>10</b>	<b>10</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	1	50	42	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	5	0	0	60	40	0	0	0	0	11	40	56	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	25	50	25	0	0	0	25	60	15	5	
<b>TOTAL GRENADA</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>58</b>	<b>30</b>	<b>30</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	RYANAIR		S A	31	0	0	90	10	0	0	0	0	3	0	0	0	
	STANSTED	RYANAIR		S D	31	0	0	77	19	3	0	0	0	11	0	0	0	
<b>TOTAL GRENOBLE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>45</b>	<b>21</b>	<b>21</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES		S A	116	0	8	74	4	2	17	3	0	29	83	14	120	
	GATWICK	AURIGNY AIR SERVICES		S D	115	0	10	70	7	2	15	3	3	40	72	18	120	
	MANCHESTER	AURIGNY AIR SERVICES		S A	61	0	3	87	7	0	7	0	0	10	71	25	66	
	MANCHESTER	AURIGNY AIR SERVICES		S D	61	1	2	85	3	2	5	2	3	34	77	23	66	
	STANSTED	AURIGNY AIR SERVICES		S A	30	1	2	87	0	0	13	0	0	16	72	23	32	
	STANSTED	AURIGNY AIR SERVICES		S D	29	1	3	76	14	0	10	0	0	18	63	26	32	
	BIRMINGHAM	FLYBE LTD		S A	33	0	2	70	12	3	15	0	0	23	60	18	30	
	BIRMINGHAM	FLYBE LTD		S D	34	0	3	65	15	12	9	0	0	20	74	14	31	
	GATWICK	FLYBE LTD		S A	126	0	12	93	2	2	2	0	0	4	90	9	146	
	GATWICK	FLYBE LTD		S D	126	0	12	87	3	6	3	1	0	10	88	11	146	
<b>TOTAL GUERNSEY</b>					<b>731</b>	<b>5</b>	<b>57</b>	<b>81</b>	<b>5</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>79</b>	<b>16</b>	<b>16</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
HAHN																		
	STANSTED	RYANAIR	S	A	120	0	0	90	6	1	2	0	2	14	92	6	120	
	STANSTED	RYANAIR	S	D	120	0	0	72	22	5	1	1	0	13	83	8	120	
<b>TOTAL HAHN</b>					<b>240</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>7</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	31	0	0	61	19	16	3	0	0	18	47	20	30	
	HEATHROW	AIR CANADA	S	D	31	0	0	55	32	10	3	0	0	17	68	13	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	25	0	0	25	0	52	75	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	2	75	11	4	
<b>TOTAL HALIFAX INT</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>15</b>	<b>15</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN	S	A	27	0	0	48	26	11	15	0	0	23	96	4	27	
	MANCHESTER	AIR BERLIN	S	D	27	0	0	67	19	4	11	0	0	17	96	5	27	
	BIRMINGHAM	BA CONNECT LTD	S	A	46	0	0	87	13	0	0	0	0	4	98	2	45	
	BIRMINGHAM	BA CONNECT LTD	S	D	46	0	0	87	9	4	0	0	0	5	98	3	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	76	13	9	2	0	0	11	73	14	122	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	69	14	13	4	0	0	15	65	15	122	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	A	58	0	0	71	19	10	0	0	0	12	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS	S	D	58	0	0	59	26	14	2	0	0	16	0	0	0	
	HEATHROW	LUFTHANSA	S	A	92	0	0	71	17	11	1	0	0	12	87	5	93	
	HEATHROW	LUFTHANSA	S	D	92	0	0	66	17	12	4	0	0	15	88	6	93	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	51	0	0	86	10	2	2	0	0	7	77	10	44	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	51	0	0	96	2	2	0	0	0	2	93	7	44	
<b>TOTAL HAMBURG</b>					<b>796</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>9</b>	<b>9</b>	
HAMBURG (FIRKENWERDER)																		
HANOVER																		
	STANSTED	AIR BERLIN	S	A	53	0	0	83	8	6	2	2	0	12	74	11	31	
	STANSTED	AIR BERLIN	S	D	53	0	0	30	26	26	13	4	0	37	45	23	31	
	BIRMINGHAM	BA CONNECT LTD	S	A	31	0	0	97	3	0	0	0	0	1	94	2	31	
	BIRMINGHAM	BA CONNECT LTD	S	D	31	0	0	94	6	0	0	0	0	2	87	4	31	
	MANCHESTER	BA CONNECT LTD	S	A	50	0	2	86	6	2	6	0	0	8	96	4	50	
	MANCHESTER	BA CONNECT LTD	S	D	51	0	1	88	2	4	6	0	0	8	96	4	50	
	HEATHROW	BMI BRITISH MIDLAND	S	A	50	0	1	80	4	10	6	0	0	14	83	6	52	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	51	0	1	82	4	6	8	0	0	14	85	6	52	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	19	0	2	74	5	16	5	0	0	15	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	19	0	2	74	5	16	5	0	0	14	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	13	0	0	69	23	8	0	0	0	9	78	8	18	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	13	0	0	69	0	31	0	0	0	14	50	20	18	
<b>TOTAL HANOVER</b>					<b>434</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>10</b>	<b>10</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	13	1	0	31	0	38	31	0	0	46	69	16	13	
	GATWICK	AIR ZIMBABWE	S	D	13	1	0	77	8	8	8	0	0	14	67	23	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	0	8	0	20	77	9	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	31	15	0	0	0	12	92	10	13	
<b>TOTAL HARARE</b>					<b>52</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>12</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>14</b>	<b>14</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	33	0	44	11	11	0	56	50	18	8	
	GATWICK	AIR ALGERIE	C	D	8	0	0	63	0	0	25	13	0	48	88	4	8	
	GATWICK	ASTRAEUS LTD	C	A	14	0	0	14	29	43	14	0	0	36	38	26	13	
	GATWICK	ASTRAEUS LTD	C	D	14	0	0	71	14	0	14	0	0	16	77	16	13	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	11	11	0	0	0	6	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	78	11	11	0	0	0	10	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>63</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>19</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>62</b>	<b>17</b>	<b>17</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	31	0	0	87	6	6	0	0	0	5	100	1	31	
	STANSTED	RYANAIR	S	D	31	0	0	74	16	6	3	0	0	12	97	4	31	
<b>TOTAL HAUGESUND</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>2</b>	<b>2</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	78	11	11	0	0	0	7	0	124	8	
	GATWICK	CUBANA	S	D	9	0	0	89	0	11	0	0	0	12	0	154	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33	11	22	33	0	0	48	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	63	25	0	13	0	0	16	0	0	0	
<b>TOTAL HAVANA</b>					<b>35</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>139</b>	<b>139</b>	
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	234	0	1	77	10	9	4	0	0	11	81	8	234	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Matched	Unmatched
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	D	233	0	2	73	15	8	4	0	0	13	73	12	235	
	GLASGOW	BMI BRITISH MIDLAND	S	A	225	0	1	73	16	5	6	0	0	13	84	8	230	
	GLASGOW	BMI BRITISH MIDLAND	S	D	225	0	1	73	13	10	4	0	0	13	84	10	232	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	199	0	1	71	15	12	3	0	0	12	80	9	198	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	199	0	1	87	7	5	2	0	0	7	84	8	197	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	308	1	0	59	19	12	10	1	0	23	73	13	366	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	308	0	0	62	19	11	9	0	0	20	69	12	365	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	280	0	1	61	19	11	8	0	0	19	73	12	333	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	281	0	0	76	10	9	5	0	0	13	84	8	331	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	273	0	0	58	17	16	9	0	0	21	68	14	302	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	273	0	0	83	7	7	3	0	0	8	86	6	302	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	174	0	0	61	18	11	10	0	0	20	77	12	202	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	173	0	1	75	9	10	6	0	0	14	86	9	202	
	MANCHESTER	SYRIANAIR	S	A	2	1	0	50	0	50	0	0	0	23	20	28	5	
	MANCHESTER	SYRIANAIR	S	D	2	3	0	0	0	50	50	0	0	73	25	33	4	
<b>TOTAL HEATHROW</b>					<b>3390</b>	<b>13</b>	<b>9</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>10</b>	<b>10</b>	
HELSINKI																		
	STANSTED	BLUE 1	S	A	46	0	2	83	13	4	0	0	0	8	0	0	0	
	STANSTED	BLUE 1	S	D	46	0	1	83	9	9	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	11	2	3	0	0	10	87	6	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	19	10	2	2	0	14	79	10	62	
	BIRMINGHAM	CITY AIRLINE	S	A	2	0	1	100	0	0	0	0	0	6	65	18	26	
	BIRMINGHAM	CITY AIRLINE	S	D	2	0	0	100	0	0	0	0	0	5	38	22	21	
	EDINBURGH	FINNAIR	S	A	9	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	FINNAIR	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0	
	HEATHROW	FINNAIR	S	A	122	0	0	79	13	7	2	0	0	8	77	9	123	
	HEATHROW	FINNAIR	S	D	121	0	0	72	12	12	3	0	0	14	75	11	122	
	MANCHESTER	FINNAIR	S	A	55	0	0	51	44	5	0	0	0	16	71	13	51	
	MANCHESTER	FINNAIR	S	D	55	0	0	93	7	0	0	0	0	4	86	5	51	
	EDINBURGH	STERLING AIRLINES	S	A	8	0	0	88	0	13	0	0	0	7	0	0	0	
	EDINBURGH	STERLING AIRLINES	S	D	8	0	0	75	13	13	0	0	0	14	0	0	0	
<b>TOTAL HELSINKI</b>					<b>607</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>10</b>	<b>10</b>	
HERAKLION																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HERAKLION																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	0	75	18	8	
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	6	36	50	11	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	8	1	0	88	0	0	13	0	0	13	100	0	7	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	67	11	0	22	0	0	30	67	15	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	63	13	13	13	0	0	29	91	8	11	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	88	0	0	13	0	0	19	75	63	12	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	67	17	0	17	0	0	23	100	0	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	0	29	57	14	0	0	49	100	0	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	50	0	33	17	0	0	25	64	13	11	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	46	31	0	23	0	0	34	47	23	15	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	33	17	0	0	0	18	20	33	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	67	33	0	0	0	0	12	50	18	6	
	NEWCASTLE	FLYJET LTD	C	A	3	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	FLYJET LTD	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	23	0	0	61	22	9	9	0	0	21	22	46	9	
	GATWICK	GB AIRWAYS LTD	S	D	23	0	0	61	9	22	9	0	0	25	56	32	9	
	MANCHESTER	GB AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	67	0	22	11	0	0	18	67	11	6	
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	78	0	11	11	0	0	19	80	14	5	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	73	9	9	9	0	0	23	44	24	9	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	64	9	18	0	9	0	29	44	38	9	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	50	20	20	10	0	0	21	20	80	5	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	40	30	20	10	0	0	25	60	72	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	60	9	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	10	75	13	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	40	60	0	0	0	0	16	40	19	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	94	80	12	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	27	88	24	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	35	90	4	10	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	7	100	0	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					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)											
HERAKLION	STANSTED	NORDIC AIRWAYS	C	A	7	0	0	71	0	0	29	0	0	31	0	0	0
	STANSTED	NORDIC AIRWAYS	C	D	7	0	0	14	29	29	29	0	0	54	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	3
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	6	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	17	17	0	0	0	12	100	3	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	29	0	0	0	17	83	51	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	0	60	0	0	0	28	100	2	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	17	100	1	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	31	0	0	0	0	8	63	15	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	1	0	100	0	0	0	0	0	2	91	4	11
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	43	100	2	3
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	0	20	0	0	26	100	3	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	20	71	10	7
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	17	78	7	9
	MANCHESTER	THOMSONFLY LTD	C	A	6	0	0	83	0	17	0	0	0	8	100	0	7
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	88	0	0	13	0	0	10	100	0	9
	STANSTED	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	75	12	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	1	5
<b>TOTAL HERAKLION</b>					<b>384</b>	<b>3</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>23</b>	<b>23</b>
HOLGUIN (FRANK PAIS)	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	18	50	21	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	27	100	11	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	100	0	0	0	45	0	44	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	9	0	48	1
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	100	0	0	0	48	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	23	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	59	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	0	61	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>48</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>36</b>	<b>80</b>	<b>80</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	2	87	4	3	1	0	4	41	83	9	75
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	74	12	11	2	0	1	25	84	7	75

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)												
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	124	0	0	73	20	5	2	0	1	14	67	20	93	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	124	0	0	68	18	10	2	1	1	20	56	23	93	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>434</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>71</b>	<b>15</b>	<b>15</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	69	19	11	0	0	0	11	65	16	57	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	84	13	3	0	0	0	9	82	7	57	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	10	10	10	3	0	23	58	22	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	6	0	0	0	8	84	9	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	53	24	16	6	0	0	19	45	27	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	79	21	0	0	0	0	7	82	14	62	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	5	0	4	40	20	40	0	0	0	24	40	59	5	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	5	0	0	100	0	0	0	42	80	5	5	
<b>TOTAL HOUSTON</b>					<b>319</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>17</b>	<b>17</b>	
HURGHADA																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	50	0	25	25	0	0	27	0	21	1	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	50	0	0	0	23	100	11	1	
	GATWICK	EXCEL AIRWAYS LTD	C	A	7	0	0	86	0	14	0	0	0	7	33	70	9	
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	57	29	14	0	0	0	15	22	65	9	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	36	0	68	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	35	0	91	4	
	GATWICK	GB AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	0	100	0	0	0	0	22	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	75	9	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	16	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	20	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	75	0	25	0	0	48	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
<b>TOTAL HURGHADA</b>					<b>66</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>34</b>	<b>52</b>	<b>52</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
IBIZA																		
	BIRMINGHAM	BA CONNECT LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BA CONNECT LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	1	0	67	33	0	0	0	0	11	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	4	0	0	25	50	25	0	0	0	24	0	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	32	0	1	78	13	9	0	0	0	9	85	11	33	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	34	0	0	65	18	15	3	0	0	17	56	19	34	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	0	0	0	67	0	33	274	0	1263	1	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	0	50	0	25	216	100	0	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	1243	1	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	1	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	66	86	47	7	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	6	0	0	67	17	0	0	17	0	52	78	43	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	80	9	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	5	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	82	9	0	9	0	0	13	82	19	11	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	82	9	0	9	0	0	15	45	29	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	73	27	0	0	0	0	9	90	13	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	91	9	0	0	0	0	3	82	25	11	
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	3	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	78	22	0	0	0	0	6	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	A	3	0	0	33	0	33	33	0	0	44	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	4	0	0	50	0	25	25	0	0	33	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	6	0	0	83	0	17	0	0	0	15	33	67	6	
	GATWICK	GB AIRWAYS LTD	S	D	6	0	0	50	17	17	17	0	0	25	50	71	6	
	MANCHESTER	JET2.COM LTD	S	A	6	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	6	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	11	11	22	0	68	100	0	1	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	44	22	0	11	22	0	71	100	0	1	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	4	100	11	1	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	100	0	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	33	0	0	22	86	3	7	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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
IBIZA																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	26	67	8	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	9	88	20	8		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	21	78	26	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	6	43	32	7	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	67	47	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	69	15	0	8	8	0	26	87	19	15	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	15	0	0	73	0	13	7	7	0	28	83	20	18	
	STANSTED	NORDIC AIRWAYS	C	A	3	0	0	33	0	33	33	0	0	46	0	0	0	
	STANSTED	NORDIC AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	53	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	0	7	50	70	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	5	70	45	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	43	29	14	14	0	0	26	63	19	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	0	0	25	0	0	26	71	19	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	22	0	0	0	16	89	6	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	10	10	0	0	0	8	77	6	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	24	100	1	6	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	0	14	14	0	0	23	100	1	8	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	25	0	54	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	0	20	20	0	62	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	7	0	0	71	14	0	0	14	0	31	60	42	10	
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	78	0	11	0	11	0	31	62	40	13	
	EDINBURGH	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	23	100	2	3	
	EDINBURGH	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	27	100	4	4	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	11	11	0	0	12	62	18	13	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	11	0	22	0	0	20	76	14	17	
	GLASGOW	THOMSONFLY LTD	C	A	6	0	0	50	0	17	17	17	0	78	67	17	6	
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	56	0	22	11	11	0	61	50	26	8	
	LUTON	THOMSONFLY LTD	C	A	10	0	0	70	20	0	10	0	0	19	86	10	7	
	LUTON	THOMSONFLY LTD	C	D	11	0	0	64	9	18	9	0	0	24	50	93	10	
	MANCHESTER	THOMSONFLY LTD	C	A	15	0	0	67	13	13	7	0	0	18	85	8	13	
	MANCHESTER	THOMSONFLY LTD	C	D	15	0	0	67	20	0	13	0	0	21	88	23	17	
	NEWCASTLE	THOMSONFLY LTD	C	A	12	0	0	92	0	0	8	0	0	9	29	39	7	
	NEWCASTLE	THOMSONFLY LTD	C	D	15	0	0	87	7	7	0	0	0	7	78	29	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)											
IBIZA	STANSTED	THOMSONFLY LTD	C	A	7	0	0	57	14	14	14	0	0	30	83	5	6
	STANSTED	THOMSONFLY LTD	C	D	9	0	0	44	22	11	22	0	0	30	88	11	8
<b>TOTAL IBIZA</b>					<b>519</b>	<b>3</b>	<b>1</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>27</b>	<b>27</b>
INNSBRUCK	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	67	33	0	0	0	0	10	100	0	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	3	3
	GATWICK	GB AIRWAYS LTD	S	A	9	0	1	78	11	11	0	0	0	10	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	10	0	0	70	30	0	0	0	0	7	0	0	0
<b>TOTAL INNSBRUCK</b>					<b>33</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>11</b>	<b>11</b>
INVERNESS	GATWICK	BA CONNECT LTD	S	A	91	0	2	78	15	4	2	0	0	12	75	21	92
	GATWICK	BA CONNECT LTD	S	D	92	0	1	78	11	9	2	0	0	13	82	22	92
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	65	23	13	0	0	0	12	74	9	31
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	71	10	10	10	0	0	15	81	10	31
	BIRMINGHAM	EASTERN AIRWAYS	S	A	69	0	4	93	3	1	3	0	0	4	76	12	66
	BIRMINGHAM	EASTERN AIRWAYS	S	D	68	0	5	90	9	1	0	0	0	3	82	9	66
	MANCHESTER	EASTERN AIRWAYS	S	A	48	0	2	88	2	6	2	2	0	11	68	12	66
	MANCHESTER	EASTERN AIRWAYS	S	D	48	0	2	83	8	2	6	0	0	14	79	10	66
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	23	6	0	0	0	9	63	17	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	19	3	0	0	0	9	77	12	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	33	0	6	58	9	24	9	0	0	22	97	5	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	33	0	6	39	30	18	12	0	0	26	74	11	31
	EDINBURGH	LOGANAIR	S	A	72	0	0	85	6	10	0	0	0	8	86	7	95
	EDINBURGH	LOGANAIR	S	D	5	0	0	80	0	20	0	0	0	9	0	0	0
<b>TOTAL INVERNESS</b>					<b>683</b>	<b>3</b>	<b>28</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>13</b>	<b>13</b>
IQALUIT																	
ISLAMABAD	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	23	23	0	0	0	20	92	4	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	92	8	0	0	0	0	7	100	3	13
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	22	0	0	55	18	23	5	0	0	19	91	3	22
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	22	0	0	73	18	9	0	0	0	11	91	13	22
	GLASGOW	PAKISTAN INTL AIRLINES	S	D	5	0	0	20	20	40	0	20	0	75	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)											
ISLAMABAD	HEATHROW	PAKISTAN INTL AIRLINES	S	A	22	0	0	14	18	27	27	14	0	67	31	20	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	39	44	11	6	0	0	18	69	18	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	22	0	0	45	27	18	5	5	0	35	67	37	18
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	22	0	0	73	9	9	5	5	0	27	73	11	11
<b>TOTAL ISLAMABAD</b>					<b>159</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>29</b>	<b>78</b>	<b>14</b>	<b>14</b>
ISLAY	GLASGOW	LOGANAIR	S	A	55	1	0	80	2	7	9	2	0	20	85	10	48
	GLASGOW	LOGANAIR	S	D	54	2	0	69	15	6	11	0	0	24	56	20	48
<b>TOTAL ISLAY</b>					<b>109</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>15</b>	<b>15</b>
ISLE OF MAN	LUTON	AER ARRAN	S	A	57	0	1	96	2	2	0	0	0	2	0	0	0
	LUTON	AER ARRAN	S	D	57	0	1	89	11	0	0	0	0	4	0	0	0
	GATWICK	BA CONNECT LTD	S	A	85	0	4	76	9	11	2	1	0	14	80	10	83
	GATWICK	BA CONNECT LTD	S	D	86	0	3	70	9	15	5	1	0	20	77	12	83
	LUTON	BA CONNECT LTD	S	A	31	0	0	84	6	6	0	3	0	11	94	5	31
	LUTON	BA CONNECT LTD	S	D	31	0	0	77	10	10	3	0	0	14	90	9	31
	MANCHESTER	BA CONNECT LTD	S	A	141	0	4	67	18	6	9	1	0	18	74	13	143
	MANCHESTER	BA CONNECT LTD	S	D	144	1	1	83	3	10	5	0	0	11	91	4	145
	BIRMINGHAM	EASTERN AIRWAYS	S	A	69	0	8	90	1	7	1	0	0	6	91	4	67
	BIRMINGHAM	EASTERN AIRWAYS	S	D	69	0	8	87	6	4	1	1	0	9	97	2	67
	NEWCASTLE	EASTERN AIRWAYS	S	A	27	0	0	100	0	0	0	0	0	1	100	0	22
	NEWCASTLE	EASTERN AIRWAYS	S	D	27	0	0	100	0	0	0	0	0	3	74	26	27
	LONDON CITY	EUROMANX GMBH	S	A	78	0	1	85	10	3	3	0	0	8	81	11	81
	LONDON CITY	EUROMANX GMBH	S	D	78	0	1	77	13	8	3	0	0	12	65	17	80
	MANCHESTER	EUROMANX GMBH	S	A	82	0	3	89	10	1	0	0	0	8	44	33	77
	MANCHESTER	EUROMANX GMBH	S	D	81	1	4	99	1	0	0	0	0	1	55	25	77
	BIRMINGHAM	FLYBE LTD	S	A	31	0	0	74	10	0	16	0	0	18	74	13	31
	BIRMINGHAM	FLYBE LTD	S	D	31	0	0	77	6	3	13	0	0	21	71	12	31
	EDINBURGH	LOGANAIR	S	A	4	1	0	100	0	0	0	0	0	7	0	0	0
	EDINBURGH	LOGANAIR	S	D	4	0	0	75	25	0	0	0	0	5	0	0	0
	GLASGOW	LOGANAIR	S	A	55	0	0	67	15	15	4	0	0	15	62	24	29
	GLASGOW	LOGANAIR	S	D	56	0	0	54	27	14	5	0	0	19	59	27	29
	LONDON CITY	VLM (BELGIUM)	S	A	23	0	0	91	4	0	4	0	0	7	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)											
ISLE OF MAN	LONDON CITY	VLM (BELGIUM)		S D	23	0	0	91	4	0	4	0	0	8	0	0	0
<b>TOTAL ISLE OF MAN</b>					<b>1370</b>	<b>4</b>	<b>39</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>16</b>	<b>16</b>
ISTANBUL	MANCHESTER	ATLASJET INTERNATIONAL		C A	4	0	0	0	50	50	0	0	0	33	0	0	0
	MANCHESTER	ATLASJET INTERNATIONAL		C D	4	0	0	50	25	25	0	0	0	23	0	0	0
	STANSTED	ATLASJET INTERNATIONAL		C A	10	0	0	70	10	10	10	0	0	17	0	0	0
	STANSTED	ATLASJET INTERNATIONAL		C D	10	0	0	20	30	30	10	0	10	91	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	77	13	5	4	0	0	12	71	12	62
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	53	20	19	8	0	0	23	35	27	62
	STANSTED	JET2.COM LTD		C A	3	0	0	67	33	0	0	0	0	9	0	0	0
	STANSTED	JET2.COM LTD		C D	3	0	0	100	0	0	0	0	0	0	0	0	0
	HEATHROW	THY TURK HAVA YOLLARI TURKISH		S A	93	0	0	48	28	23	1	0	0	19	42	23	93
	HEATHROW	THY TURK HAVA YOLLARI TURKISH		S D	93	0	0	62	19	13	5	0	0	16	49	22	93
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH		S A	31	0	0	52	35	13	0	0	0	16	58	17	31
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH		S D	31	0	0	58	32	6	3	0	0	14	59	21	32
	STANSTED	THY TURK HAVA YOLLARI TURKISH		S A	16	0	0	63	25	13	0	0	0	12	0	0	0
	STANSTED	THY TURK HAVA YOLLARI TURKISH		S D	16	0	0	38	31	25	6	0	0	25	0	0	0
<b>TOTAL ISTANBUL</b>					<b>505</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>48</b>	<b>25</b>	<b>25</b>
ISTANBUL (SABIHA GOKCEN)																	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>7</b>	<b>164</b>	<b>164</b>
IZMIR (ADNAM MENDERES)	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	46	38	15	0	0	0	18	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	46	38	15	0	0	0	18	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	13	0	0	0
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY		S A	13	0	0	62	15	15	8	0	0	20	71	15	14
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY		S D	13	0	0	46	46	0	8	0	0	18	57	24	14
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY		S A	5	0	0	80	20	0	0	0	0	7	100	0	4
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY		S D	5	0	0	60	40	0	0	0	0	14	100	7	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	3	0	0	100	0	0	0	0	0	33	74	3	3

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
IZMIR (ADNAM MENDERES)		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	0	105	4
		GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	83	6	6
		GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	88	6	8
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	67	10	6
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	88	40	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>						<b>88</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>27</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>23</b>	<b>23</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
JEDDAH	HEATHROW	BMI BRITISH MIDLAND	S	A	6	0	0	83	17	0	0	0	0	4	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	6	0	0	67	33	0	0	0	0	9	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	17	0	0	47	41	12	0	0	0	15	84	7	31
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	20	0	0	65	35	0	0	0	0	12	94	8	31
<b>TOTAL JEDDAH</b>					<b>49</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>35</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>8</b>	<b>8</b>
JERBA	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	A	4	0	0	25	50	0	25	0	0	29	0	0	0
	GATWICK	NOUVELAIR TUNISIE	C	D	4	0	0	50	0	25	25	0	0	30	0	0	0
<b>TOTAL JERBA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
JEREZ	STANSTED	RYANAIR	S	A	62	0	1	81	8	5	6	0	0	12	92	8	62
	STANSTED	RYANAIR	S	D	61	0	1	69	21	5	5	0	0	15	92	7	62
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	11	2
<b>TOTAL JEREZ</b>					<b>126</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>10</b>	<b>10</b>
JERSEY	STANSTED	AIR ATLANTIQUE	S	A	6	0	4	100	0	0	0	0	0	11	0	0	0
	STANSTED	AIR ATLANTIQUE	S	D	6	0	4	67	0	17	17	0	0	33	0	0	0
	MANCHESTER	BA CONNECT LTD	C	A	2	0	0	0	0	50	0	50	0	133	71	9	7
	MANCHESTER	BA CONNECT LTD	S	A	41	0	3	59	27	5	10	0	0	20	84	8	45
	MANCHESTER	BA CONNECT LTD	C	D	3	0	0	33	0	33	0	33	0	78	100	2	7
	MANCHESTER	BA CONNECT LTD	S	D	41	0	2	73	10	2	15	0	0	19	89	8	45
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	77	10	10	3	0	0	10	52	24	31
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	65	19	13	3	0	0	13	55	30	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	154	1	1	68	11	14	5	3	0	23	72	14	164
	GATWICK	BRITISH AIRWAYS PLC	S	D	154	1	3	77	8	10	4	1	0	14	68	13	164
	BIRMINGHAM	FLYBE LTD	S	A	33	0	3	70	12	6	6	3	3	36	40	28	40
	BIRMINGHAM	FLYBE LTD	S	D	33	0	1	48	30	12	6	0	3	38	62	20	39
	EDINBURGH	FLYBE LTD	S	A	27	0	2	52	22	19	7	0	0	26	63	35	8
	EDINBURGH	FLYBE LTD	S	D	27	0	2	59	19	15	7	0	0	21	88	13	8
	GATWICK	FLYBE LTD	S	A	121	0	3	79	10	6	5	0	0	12	82	12	124
	GATWICK	FLYBE LTD	S	D	120	0	4	70	13	8	8	2	0	20	85	12	124

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					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)												
JERSEY																		
	GLASGOW	FLYBE LTD	S	A	7	0	1	0	43	29	14	14	0	65	13	61	8	
	GLASGOW	FLYBE LTD	S	D	7	0	1	29	0	57	14	0	0	52	50	20	8	
	LUTON	FLYBE LTD	S	A	3	0	1	100	0	0	0	0	0	0	75	14	4	
	LUTON	FLYBE LTD	S	D	3	0	1	100	0	0	0	0	0	7	75	17	4	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	50	25	0	25	0	0	43	100	3	3	
	MANCHESTER	FLYBE LTD	C	D	3	0	0	33	33	0	33	0	0	50	67	8	3	
	NEWCASTLE	FLYBE LTD	S	A	4	0	0	50	25	25	0	0	0	19	60	16	15	
	NEWCASTLE	FLYBE LTD	S	D	4	0	0	75	0	25	0	0	0	13	56	19	16	
	LONDON CITY	VLM (BELGIUM)	S	A	28	0	0	82	7	4	7	0	0	15	96	2	80	
	LONDON CITY	VLM (BELGIUM)	S	D	28	0	0	50	18	14	7	7	4	75	93	6	80	
	STANSTED	VLM (BELGIUM)	C	A	3	0	0	33	67	0	0	0	0	21	67	13	3	
	STANSTED	VLM (BELGIUM)	C	D	3	0	0	33	0	67	0	0	0	24	33	19	3	
<b>TOTAL JERSEY</b>					<b>929</b>	<b>4</b>	<b>36</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>13</b>	<b>13</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	71	19	3	5	0	2	36	87	6	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	76	10	10	5	0	0	15	73	18	62	
	GATWICK	NATIONWIDE AIR	S	A	13	0	0	15	46	31	8	0	0	36	63	16	8	
	GATWICK	NATIONWIDE AIR	S	D	13	0	0	92	0	0	8	0	0	8	75	6	8	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	58	0	0	48	21	22	7	0	2	37	68	23	62	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	57	1	1	86	9	5	0	0	0	7	92	3	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	19	26	48	6	0	0	33	39	23	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	74	13	10	3	0	0	15	74	15	31	
<b>TOTAL JOHANNESBURG</b>					<b>327</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>75</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
KALAMATA																	
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	8	100	0	3
	BIRMINGHAM	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	45	3
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	20	20	20	20	20	0	77	13	59	8
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	50	17	17	0	17	0	56	50	42	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	46	3
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	60	282	5
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	39	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	54	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	6	100	1	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	100	2	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	21	67	12	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	33	15	3
<b>TOTAL KALAMATA</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>57</b>	<b>44</b>	<b>44</b>
KARACHI																	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	33	33	22	11	0	0	26	38	40	13
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	8	46	31	15	0	0	36	54	17	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	39	0	5	49	33	13	5	0	0	18	61	28	31
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	40	0	4	53	18	13	13	5	0	33	45	39	42
<b>TOTAL KARACHI</b>					<b>101</b>	<b>0</b>	<b>9</b>	<b>44</b>	<b>29</b>	<b>16</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>33</b>	<b>33</b>
KARLSRUHE/BADEN BADEN																	
	STANSTED	EASTERN AIRWAYS	C	A	2	0	0	50	0	50	0	0	0	32	0	0	0
	STANSTED	EASTERN AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0
	STANSTED	RYANAIR	S	A	55	0	0	87	7	5	0	0	0	5	94	6	53
	STANSTED	RYANAIR	S	D	54	0	0	74	19	7	0	0	0	12	79	9	53
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>7</b>	<b>7</b>
KATOWICE																	
	EDINBURGH	LOT-POLISH AIRLINES	S	A	9	0	0	67	0	11	11	11	0	40	0	0	0
	EDINBURGH	LOT-POLISH AIRLINES	S	D	10	0	0	70	10	0	10	10	0	31	0	0	0
	LUTON	WIZZ AIR	S	A	62	0	0	92	5	2	2	0	0	4	96	2	52
	LUTON	WIZZ AIR	S	D	61	0	0	59	31	8	2	0	0	16	57	20	53
<b>TOTAL KATOWICE</b>					<b>142</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>11</b>	<b>11</b>
KAUNAS																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KAUNAS	STANSTED	RYANAIR		S A	31	0	0	90	3	3	3	0	0	9	0	0	0
	STANSTED	RYANAIR		S D	31	0	1	45	39	13	3	0	0	20	0	0	0
<b>TOTAL KAUNAS</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
KAVALLA	GATWICK	EXCEL AIRWAYS LTD		C D	2	0	0	0	0	50	0	0	50	287	100	6	2
	MANCHESTER	EXCEL AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	3	100	8	3
	BIRMINGHAM	THOMSONFLY LTD		C A	3	0	0	67	33	0	0	0	13	75	19	4	
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	2	100	2	5	
	GATWICK	THOMSONFLY LTD		C A	3	0	0	100	0	0	0	0	0	100	0	4	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	50	50	0	0	0	12	80	21	5	
	MANCHESTER	THOMSONFLY LTD		C A	3	0	0	100	0	0	0	0	0	100	3	4	
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	100	3	5	
<b>TOTAL KAVALLA</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>26</b>	<b>95</b>	<b>7</b>	<b>7</b>
KEFALLINIA	GATWICK	ASTRAEUS LTD		C A	6	0	0	50	0	33	0	17	0	45	50	83	4
	GATWICK	ASTRAEUS LTD		C D	7	0	0	57	14	14	0	14	0	43	25	92	4
	MANCHESTER	ASTRAEUS LTD		C A	2	0	0	50	0	50	0	0	0	28	0	21	1
	MANCHESTER	ASTRAEUS LTD		C D	3	0	0	67	33	0	0	0	13	50	19	2	
	BIRMINGHAM	BMI BRITISH MIDLAND		C A	3	0	0	33	0	33	0	0	33	370	33	31	3
	BIRMINGHAM	BMI BRITISH MIDLAND		C D	4	0	0	50	0	0	25	25	0	76	33	26	3
	NEWCASTLE	BMI BRITISH MIDLAND		C A	2	0	0	0	0	0	50	50	0	153	33	17	3
	NEWCASTLE	BMI BRITISH MIDLAND		C D	4	0	0	50	0	25	25	0	0	36	33	32	3
	GATWICK	EXCEL AIRWAYS LTD		C A	7	0	0	14	43	0	14	29	0	84	40	72	10
	GATWICK	EXCEL AIRWAYS LTD		C D	7	0	0	29	14	14	14	29	0	87	20	238	10
	MANCHESTER	EXCEL AIRWAYS LTD		C A	6	0	0	67	0	17	17	0	0	22	100	1	7
	MANCHESTER	EXCEL AIRWAYS LTD		C D	6	0	0	50	17	17	17	0	0	34	67	54	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	67	33	0	0	0	11	100	0	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	5	100	3	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	10	0	0	60	20	10	10	0	0	20	83	14	12
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	11	0	0	45	27	18	9	0	0	25	77	20	13
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	25	0	0	25	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	7	100	4	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	7	0	0	29	43	0	29	0	0	32	80	8	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					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)											
KEFALLINIA	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	13	25	13	0	0	25	80	8	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	5	67	16	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	1	60	26	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	40	75	7	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	20	20	0	0	39	80	10	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	69	75	19	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	25	0	69	60	24	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	7	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	33	33	33	0	0	0	23	67	5	3
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	14	100	5	4
	LUTON	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	19	100	1	3
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	9	100	7	4
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	43	67	35	3
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	29	50	30	4
<b>TOTAL KEFALLINIA</b>					<b>181</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>10</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>37</b>	<b>67</b>	<b>36</b>	<b>36</b>
KEFLAVIK	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	86	9	5	0	0	0	9	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	91	5	5	0	0	0	8	0	0	0
	STANSTED	HELLO	S	A	39	0	3	85	15	0	0	0	0	5	0	0	0
	STANSTED	HELLO	S	D	40	0	2	78	18	5	0	0	0	9	0	0	0
	GLASGOW	ICELANDAIR	S	A	17	0	0	88	12	0	0	0	0	8	56	16	18
	GLASGOW	ICELANDAIR	S	D	17	0	0	65	35	0	0	0	0	15	33	23	18
	HEATHROW	ICELANDAIR	S	A	62	0	0	76	13	10	2	0	0	11	62	16	61
	HEATHROW	ICELANDAIR	S	D	62	0	0	53	29	15	3	0	0	17	66	18	61
	MANCHESTER	ICELANDAIR	S	A	9	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	ICELANDAIR	S	D	9	0	0	67	33	0	0	0	0	11	0	0	0
<b>TOTAL KEFLAVIK</b>					<b>299</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>18</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>17</b>	<b>17</b>
KENT INTERNATIONAL																	
KERRY COUNTY	MANCHESTER	AER ARRAN	S	A	14	0	0	86	7	0	7	0	0	17	100	2	13



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	Matched	Unmatched	
KERRY COUNTY																			
	MANCHESTER	AER ARRAN		S D	14	0	0	93	0	0	7	0	0	12	100	0	13		
	STANSTED	RYANAIR		S A	63	0	0	90	3	3	3	0	0	6	98	2	62		
	STANSTED	RYANAIR		S D	62	0	0	79	16	3	2	0	0	10	97	4	62		
<b>TOTAL KERRY COUNTY</b>					<b>155</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>97</b>	<b>3</b>	<b>3</b>		
KHARTOUM																			
	HEATHROW	BMED		S A	22	0	0	32	36	27	5	0	0	24	56	21	18		
	HEATHROW	BMED		S D	22	0	0	59	14	27	0	0	0	18	50	21	18		
<b>TOTAL KHARTOUM</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>53</b>	<b>21</b>	<b>21</b>		
KIEV (BORISPOL)																			
	BIRMINGHAM	AEROSVIT AIRLINES		S A	9	0	0	56	33	0	11	0	0	24	0	0	0		
	BIRMINGHAM	AEROSVIT AIRLINES		S D	9	0	0	89	11	0	0	0	0	8	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S A	14	0	0	57	29	14	0	0	0	14	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC		S D	14	0	0	64	14	21	0	0	0	19	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	58	19	19	3	0	0	19	81	12	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	65	19	10	6	0	0	18	58	16	31		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES		S A	31	0	0	65	26	10	0	0	0	12	90	7	31		
	GATWICK	UKRAINE INTERNATIONAL AIRLINES		S D	31	0	0	77	23	0	0	0	0	8	87	7	31		
<b>TOTAL KIEV (BORISPOL)</b>					<b>170</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>11</b>		
KINGSTON																			
	HEATHROW	AIR JAMAICA		S A	26	0	0	46	8	12	27	8	0	57	35	104	26		
	HEATHROW	AIR JAMAICA		S D	24	0	2	42	17	17	17	8	0	46	28	117	25		
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	62	15	23	0	0	0	14	69	8	13		
	GATWICK	BRITISH AIRWAYS PLC		S D	14	0	0	50	29	21	0	0	0	19	85	10	13		
<b>TOTAL KINGSTON</b>					<b>77</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>16</b>	<b>17</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>47</b>	<b>76</b>	<b>76</b>		
KIRKWALL																			
	EDINBURGH	LOGANAIR		S A	22	0	0	86	5	5	5	0	0	9	75	14	4		
	EDINBURGH	LOGANAIR		S D	58	0	0	71	14	9	7	0	0	16	72	15	57		
	GLASGOW	LOGANAIR		S A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GLASGOW	LOGANAIR		S D	4	0	0	50	25	0	25	0	0	39	0	0	0		
<b>TOTAL KIRKWALL</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>15</b>	<b>15</b>		
KLAGENFURT																			

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
KOS																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	3	0	0	100	0	0	0	0	0	0	33	112	3	3
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	0	0	20	0	63	60	62	5	5
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	3	0	0	33	0	33	33	0	0	79	0	63	1	1
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	50	25	0	25	0	0	52	0	152	3	3
	GLASGOW	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	100	0	0	0	48	50	10	2	2
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	0	100	0	0	0	0	25	100	6	2	2
	MANCHESTER	BMI BRITISH MIDLAND	C	A	3	0	0	0	0	0	100	0	0	119	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	67	33	0	0	0	0	7	67	31	6	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	71	0	29	0	0	0	15	67	27	9	9
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	6	0	0	33	17	17	33	0	0	37	63	66	8	8
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	6	0	0	33	33	0	33	0	0	39	63	63	8	8
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	25	161	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	75	4	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	57	29	14	0	0	0	13	50	150	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	33	11	0	0	0	14	25	155	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	17	0	0	0	0	6	67	96	6	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	100	0	0	0	0	0	3	71	78	7	7
	NEWCASTLE	FLYJET LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	FLYJET LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	7	0	0	57	0	0	29	14	0	67	71	31	7	7
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	57	0	0	29	14	0	56	63	23	8	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	1	0	25	25	25	25	0	0	29	0	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	18	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	7	4	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	33	0	0	0	0	17	100	5	3	3
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	50	19	4	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	3	4	4
	STANSTED	NORDIC AIRWAYS	C	A	4	1	0	25	0	0	75	0	0	59	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
KOS	STANSTED	NORDIC AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	50	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	0	0	25	117	60	126	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	0	0	0	20	94	20	154	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	16	50	86	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	8	50	63	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	67	0	0	33	0	0	46	100	6	3
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	37	50	15	4
	GATWICK	THOMSONFLY LTD	C	A	6	0	0	67	0	17	17	0	0	20	100	1	4
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	0	11	80	4	5
<b>TOTAL KOS</b>					<b>195</b>	<b>3</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>65</b>	<b>54</b>	<b>54</b>
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	58	26	13	3	0	0	15	68	19	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	16	6	3	0	0	15	58	15	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	9	94	1	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	1	0	84	13	0	3	0	0	10	84	8	31
	GATWICK	LOT-POLISH AIRLINES	S	A	27	0	0	37	22	26	11	4	0	36	26	37	27
	GATWICK	LOT-POLISH AIRLINES	S	D	27	0	0	33	26	26	4	11	0	53	52	21	27
	STANSTED	RYANAIR	S	A	61	0	1	92	3	3	0	2	0	7	0	0	0
	STANSTED	RYANAIR	S	D	62	0	0	84	11	3	2	0	0	10	0	0	0
	BIRMINGHAM	SKY EUROPE	S	A	9	0	0	78	22	0	0	0	0	7	0	0	0
	BIRMINGHAM	SKY EUROPE	S	D	9	0	0	56	22	22	0	0	0	17	0	0	0
	EDINBURGH	SKY EUROPE	S	A	13	0	0	77	8	8	0	8	0	25	0	0	0
	EDINBURGH	SKY EUROPE	S	D	13	0	0	77	8	8	0	8	0	22	0	0	0
	MANCHESTER	SKY EUROPE	S	A	13	0	0	62	31	8	0	0	0	12	54	71	13
	MANCHESTER	SKY EUROPE	S	D	13	0	0	85	8	8	0	0	0	8	54	78	13
	STANSTED	SKY EUROPE	S	A	31	0	0	81	13	3	0	3	0	13	90	6	31
	STANSTED	SKY EUROPE	S	D	31	0	0	65	13	16	3	3	0	23	81	16	31
<b>TOTAL KRAKOW</b>					<b>433</b>	<b>1</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>21</b>	<b>21</b>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	A	80	0	0	89	6	1	4	0	0	7	79	12	80
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS	S	D	79	0	1	61	28	8	4	0	0	15	70	14	79
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>159</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>12</b>	<b>12</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	97	0	3	0	0	0	4	97	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	3	0	0	9	87	6	31	
	HEATHROW	KUWAIT AIRWAYS	S	A	31	0	0	55	19	19	6	0	0	21	55	24	31	
	HEATHROW	KUWAIT AIRWAYS	S	D	31	0	0	68	23	10	0	0	0	14	74	11	31	
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
LA CORUNA																		
	HEATHROW	IBERIA		S A	31	0	0	94	0	3	3	0	0	8	0	0	0	
	HEATHROW	IBERIA		S D	31	0	0	84	3	6	3	3	0	14	0	0	0	
<b>TOTAL LA CORUNA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LA ROCHELLE																		
	BIRMINGHAM	FLYBE LTD		S A	14	0	0	36	36	14	7	7	0	49	71	26	21	
	BIRMINGHAM	FLYBE LTD		S D	14	0	0	29	29	21	14	7	0	51	55	33	20	
	STANSTED	RYANAIR		S A	31	0	1	77	19	3	0	0	8	84	6	31		
	STANSTED	RYANAIR		S D	32	0	0	84	6	9	0	0	9	87	8	31		
<b>TOTAL LA ROCHELLE</b>					<b>91</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>16</b>	<b>16</b>	
LA ROMANA																		
LAGOS																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	44	0	0	82	16	2	0	0	0	5	84	11	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	44	0	0	43	30	18	9	0	0	25	52	22	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	1	97	3	0	0	0	1	94	32	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	65	29	6	0	0	11	23	73	31		
	GATWICK	VIRGIN NIGERIA AIRWAYS		S A	30	0	0	87	7	7	0	0	5	0	0	0		
	GATWICK	VIRGIN NIGERIA AIRWAYS		S D	30	0	2	53	33	3	7	0	3	31	0	0		
<b>TOTAL LAGOS</b>					<b>210</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>34</b>	<b>34</b>	
LAHORE																		
	GLASGOW	PAKISTAN INTL AIRLINES		S A	9	0	0	67	22	0	0	11	0	33	0	0	0	
	GLASGOW	PAKISTAN INTL AIRLINES		S D	4	0	0	50	0	25	0	0	25	315	0	0	0	
	HEATHROW	PAKISTAN INTL AIRLINES		S A	13	0	0	23	46	31	0	0	25	45	55	11		
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	0	0	38	46	15	0	0	18	36	28	11		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	4	0	0	0	100	0	0	0	24	56	73	9		
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	4	0	0	75	0	25	0	0	16	60	126	5		
<b>TOTAL LAHORE</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>38</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>47</b>	<b>61</b>	<b>61</b>	
LAMETIA-TERME																		
	MANCHESTER	JET2.COM LTD		C A	4	0	0	75	0	0	25	0	0	21	0	0	0	
	MANCHESTER	JET2.COM LTD		C D	5	0	0	80	0	0	20	0	0	18	0	0	0	
	STANSTED	RYANAIR		S A	18	0	0	17	22	44	17	0	0	37	0	0	0	
	STANSTED	RYANAIR		S D	18	0	0	50	39	6	6	0	0	18	0	0	0	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	10	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
LAMETIA-TERME	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL LAMETIA-TERME</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
LARNACA																	
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	25	0	50	25	0	0	47	0	0	0
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	40	20	40	0	0	0	24	0	0	0
	BIRMINGHAM	AJET	C	A	5	0	0	40	0	40	20	0	0	34	0	0	0
	BIRMINGHAM	AJET	C	D	5	0	0	40	0	20	20	0	20	214	0	0	0
	GATWICK	AJET	S	D	4	0	0	50	25	0	25	0	0	22	40	14	5
	GLASGOW	AJET	C	A	2	0	0	0	0	0	50	50	0	154	0	0	0
	GLASGOW	AJET	C	D	3	0	0	33	0	0	67	0	0	100	0	0	0
	LUTON	AJET	S	A	24	0	6	79	4	13	0	4	0	17	81	9	31
	LUTON	AJET	S	D	19	5	7	63	16	11	0	11	0	40	65	18	31
	MANCHESTER	AJET	S	A	9	0	1	44	0	33	22	0	0	58	0	0	0
	MANCHESTER	AJET	S	D	10	0	1	30	10	30	30	0	0	55	0	0	0
	NEWCASTLE	AJET	C	A	8	0	0	25	0	13	50	13	0	91	40	21	5
	NEWCASTLE	AJET	C	D	8	0	0	0	25	0	63	13	0	117	75	18	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	35	0	0	51	37	11	0	0	0	15	64	20	53
	HEATHROW	BRITISH AIRWAYS PLC	S	D	35	0	0	60	20	14	6	0	0	19	72	14	53
	BIRMINGHAM	CYPRUS AIRWAYS	S	A	9	0	0	44	44	0	11	0	0	26	75	12	8
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	8	0	1	13	63	13	13	0	0	30	38	25	8
	HEATHROW	CYPRUS AIRWAYS	S	A	79	0	1	58	22	9	10	1	0	21	73	15	79
	HEATHROW	CYPRUS AIRWAYS	S	D	79	0	1	42	30	19	9	0	0	25	66	16	79
	MANCHESTER	CYPRUS AIRWAYS	S	A	14	0	0	50	21	21	7	0	0	25	92	7	13
	MANCHESTER	CYPRUS AIRWAYS	S	D	13	0	0	23	23	38	15	0	0	38	62	17	13
	STANSTED	CYPRUS AIRWAYS	S	A	19	0	0	74	21	0	5	0	0	10	79	13	19
	STANSTED	CYPRUS AIRWAYS	S	D	19	0	0	68	11	11	11	0	0	20	37	37	19
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	15	100	5	5
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	75	25	0	0	0	25	0	28	5
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	33	0	33	0	33	0	95	80	12	5
	EDINBURGH	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	25	50	0	25	0	89	0	29	5
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	10	0	0	50	20	30	0	0	0	24	100	0	6
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	10	0	0	50	10	40	0	0	0	21	100	10	6
	GLASGOW	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	25	80	8	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
LARNACA	GLASGOW	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	30	0	27	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	18	1	0	56	17	22	6	0	0	20	27	28	15
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	18	1	0	44	33	17	6	0	0	20	40	31	15
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	48	25	43	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	25	25	25	0	25	0	67	25	43	4
	GATWICK	EXCEL AIRWAYS LTD	C	A	13	0	0	38	8	15	38	0	0	56	8	66	12
	GATWICK	EXCEL AIRWAYS LTD	C	D	13	1	0	54	8	8	23	8	0	62	29	61	14
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	33	11	33	11	11	0	73	25	44	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	67	0	11	11	11	0	60	75	9	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	10	80	14	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	20	40	27	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	A	14	0	0	29	50	14	7	0	0	30	36	38	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	S	D	13	0	0	62	23	8	8	0	0	24	64	30	14
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	27	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	15	100	2	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	12	100	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	A	9	0	0	44	11	33	11	0	0	32	40	33	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	S	D	9	0	0	67	11	11	11	0	0	28	73	13	11
	MANCHESTER	FLYJET LTD	C	A	2	0	0	0	0	50	50	0	0	61	0	49	5
	MANCHESTER	FLYJET LTD	C	D	2	0	0	50	50	0	0	0	0	15	60	20	5
	GLASGOW	FUTURA AIRLINES	C	A	3	0	0	67	33	0	0	0	0	16	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	3	0	0	33	67	0	0	0	0	18	0	0	0
	LUTON	MONARCH AIRLINES	C	A	4	0	0	25	25	0	25	0	25	127	100	0	1
	LUTON	MONARCH AIRLINES	C	D	7	0	0	29	0	29	29	14	0	86	100	7	1
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	33	19	3
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	9	75	10	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	3	50	9	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	80	5	5
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	3	75	9	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	1	0	100	0	0	0	0	0	0	100	1	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	0	100	2	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	14	0	29	0	0	30	75	8	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	13	60	18	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
LARNACA	GATWICK	THOMAS COOK AIRLINES LTD	C	A	11	0	0	64	18	18	0	0	0	13	40	24	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	70	30	0	0	0	0	8	100	1	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	28	25	35	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	30	75	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	12	0	0	25	17	42	8	8	0	56	70	52	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	38	23	23	8	8	0	45	70	39	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	239	75	15	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	48	100	1	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	0	0	20	0	48	75	95	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	0	100	0	0	0	0	27	75	21	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	2	5
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	14	57	10	7
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	6	67	7	9
	GLASGOW	THOMSONFLY LTD	C	A	3	0	0	0	67	33	0	0	0	25	0	40	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	60	14	5
	LUTON	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	2	100	10	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	1	5
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	43	29	14	14	0	0	26	29	41	7
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	6	89	14	9
	NEWCASTLE	THOMSONFLY LTD	C	A	3	0	0	0	0	67	33	0	0	56	0	31	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	9	100	0	5
<b>TOTAL LARNACA</b>					<b>812</b>	<b>10</b>	<b>19</b>	<b>52</b>	<b>21</b>	<b>15</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>62</b>	<b>21</b>	<b>21</b>
LAS PALMAS	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	20	20	0	0	0	14	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	12	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	17	33	0	0	17	33	203	20	32	5
	GATWICK	EXCEL AIRWAYS LTD	C	D	6	0	0	33	33	0	17	0	17	103	20	26	5
	GLASGOW	EXCEL AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	49	0	0	0
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	35	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	11	0	0	55	0	18	18	9	0	56	50	12	6
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	11	0	0	73	0	9	9	9	0	42	100	0	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	9	73	13	11



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	0	22	0	0	0	12	70	19	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	11	33	0	0	0	19	30	41	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	33	0	0	0	0	8	33	36	9	
	GLASGOW	FLYGLOBESPAN	S	A	4	0	0	50	0	25	25	0	0	46	0	27	1	
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	25	0	50	25	0	0	55	0	18	1	
	GLASGOW	FUTURA AIRLINES	C	A	7	0	0	71	0	0	29	0	0	32	0	0	0	
	GLASGOW	FUTURA AIRLINES	C	D	7	0	0	57	14	0	29	0	0	27	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	46	23	8	15	8	0	46	50	26	14	
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	43	21	7	14	14	0	62	46	24	13	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	6	80	4	5	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	7	60	14	5	
	LUTON	MONARCH AIRLINES	S	A	5	0	0	40	20	40	0	0	0	20	80	9	5	
	LUTON	MONARCH AIRLINES	S	D	5	0	0	60	0	40	0	0	0	19	100	5	5	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	11	0	0	14	100	1	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	0	11	0	23	100	0	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	80	20	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	75	6	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	8	67	29	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	1	56	23	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	0	0	11	0	26	78	4	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	67	22	0	0	11	0	32	89	7	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	75	16	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	7	1	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	17	0	17	0	48	100	0	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	22	0	0	22	40	50	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	22	0	0	23	56	47	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	6	0	0	0	0	33	67	0	0	73	67	60	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	40	40	0	0	58	60	60	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	36	7	21	29	7	0	66	50	36	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	53	7	7	33	0	0	50	67	20	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	1	60	15	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	13	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
LAS PALMAS	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	13	80	11	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	18	60	18	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	80	6	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	4	100	5	5	
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	92	0	0	8	0	0	9	85	19	13
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	92	0	0	8	0	0	9	77	22	13
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	60	0	40	0	0	0	18	40	17	5
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	8	100	6	5
	LUTON	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	18	100	0	4
	LUTON	THOMSONFLY LTD	C	D	4	1	0	75	25	0	0	0	0	8	100	4	4
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	92	8	0	0	0	0	4	77	29	13
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	92	0	8	0	0	0	4	85	29	13
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	10	5
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	80	10	5
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	0	5
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	3	100	1	5
	BIRMINGHAM	VOLAR AIRLINES	C	A	5	0	0	60	40	0	0	0	0	10	0	0	0
	BIRMINGHAM	VOLAR AIRLINES	C	D	5	0	0	60	20	20	0	0	0	16	0	0	0
<b>TOTAL LAS PALMAS</b>					<b>411</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>9</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>68</b>	<b>21</b>	<b>21</b>
LAS VEGAS	MANCHESTER	BMI BRITISH MIDLAND	S	A	14	0	0	71	29	0	0	0	0	6	44	29	9
	MANCHESTER	BMI BRITISH MIDLAND	S	D	13	0	0	85	0	15	0	0	0	7	89	5	9
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	57	29	0	14	0	0	21	14	33	7
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	7	56	18	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	29	23	45	3	0	0	29	35	21	17
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	23	19	3	0	0	20	67	9	18
<b>TOTAL LAS VEGAS</b>					<b>105</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>20</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>52</b>	<b>18</b>	<b>18</b>
LEEDS BRADFORD	HEATHROW	BMI BRITISH MIDLAND	S	A	106	0	0	82	13	2	3	0	0	8	91	4	106
	HEATHROW	BMI BRITISH MIDLAND	S	D	106	0	0	87	8	4	2	0	0	8	85	5	107
	EDINBURGH	BMI REGIONAL	S	A	81	0	0	95	2	1	1	0	0	3	94	7	78
	EDINBURGH	BMI REGIONAL	S	D	81	0	0	89	7	2	1	0	0	5	87	9	77
	GLASGOW	BMI REGIONAL	S	A	66	0	0	94	6	0	0	0	0	2	85	10	60

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
LEEDS BRADFORD	GLASGOW	BMI REGIONAL	S	D	66	0	0	95	3	0	2	0	0	3	84	9	64	
<b>TOTAL LEEDS BRADFORD</b>					<b>506</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>7</b>	
LEIPZIG	STANSTED	AIR BERLIN	S	A	31	0	0	100	0	0	0	0	1	71	9	14		
	STANSTED	AIR BERLIN	S	D	31	0	0	26	19	26	29	0	39	79	10	14		
<b>TOTAL LEIPZIG</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>10</b>	<b>10</b>		
LEMNOS	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	0	33	33	33	0	72	33	61	3		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	2	0	0	0		
<b>TOTAL LEMNOS</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>175</b>	<b>175</b>		
LIMOGES	STANSTED	RYANAIR	S	A	32	0	0	84	6	6	3	0	7	97	5	32		
	STANSTED	RYANAIR	S	D	32	0	0	72	19	3	6	0	13	94	6	32		
<b>TOTAL LIMOGES</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>6</b>	<b>6</b>		
LINZ	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	1	100	1	31		
	STANSTED	RYANAIR	S	D	31	0	0	87	6	6	0	0	5	94	4	31		
<b>TOTAL LINZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>3</b>	<b>3</b>		
LISBON	GATWICK	AIR PORTUGAL	S	A	62	0	0	81	19	0	0	0	6	89	6	62		
	GATWICK	AIR PORTUGAL	S	D	62	0	0	74	19	6	0	0	11	61	14	62		
	HEATHROW	AIR PORTUGAL	S	A	93	0	0	48	26	17	8	1	22	74	14	92		
	HEATHROW	AIR PORTUGAL	S	D	93	0	0	58	19	12	9	2	23	72	15	92		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	77	13	9	1	0	10	83	10	123		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	70	15	11	4	0	15	72	15	123		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	3	10	0	17	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	1	0	87	3	6	3	0	13	0	0	0		
	GATWICK	MONARCH AIRLINES	S	A	45	0	0	80	11	4	4	0	9	85	5	13		
	GATWICK	MONARCH AIRLINES	S	D	45	0	0	87	4	7	2	0	8	92	7	13		
<b>TOTAL LISBON</b>					<b>708</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>12</b>		
LIVERPOOL	LONDON CITY	VLM (BELGIUM)	S	A	98	0	1	85	8	4	3	0	8	91	6	118		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LIVERPOOL	LONDON CITY	VLM (BELGIUM)		S D	98	0	1	77	17	3	3	0	0	10	83	7	117
<b>TOTAL LIVERPOOL</b>					<b>198</b>	<b>3</b>	<b>2</b>	<b>80</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>
LJUBLJANA	BIRMINGHAM	ADRIA AIRWAYS		S A	4	0	0	75	0	0	25	0	0	22	0	0	0
	BIRMINGHAM	ADRIA AIRWAYS		S D	4	0	0	75	0	0	25	0	0	21	0	0	0
	GATWICK	ADRIA AIRWAYS		S A	31	0	0	68	10	16	6	0	0	16	80	9	30
	GATWICK	ADRIA AIRWAYS		S D	32	0	0	63	25	6	6	0	0	14	73	9	30
	MANCHESTER	ADRIA AIRWAYS		S A	7	0	0	43	29	14	14	0	0	23	100	7	5
	MANCHESTER	ADRIA AIRWAYS		S D	7	0	0	57	14	14	14	0	0	19	100	3	6
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	87	3	3	6	0	0	12	94	6	31
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	81	6	6	6	0	0	18	84	8	31
	LUTON	WIZZ AIR		S A	13	0	0	77	8	8	8	0	0	12	0	0	0
	LUTON	WIZZ AIR		S D	13	0	0	77	8	15	0	0	0	13	0	0	0
<b>TOTAL LJUBLJANA</b>					<b>173</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>7</b>	<b>7</b>
LODZ LUBLINEK	STANSTED	RYANAIR		S A	31	0	0	81	10	6	3	0	0	9	0	0	0
	STANSTED	RYANAIR		S D	31	0	0	65	26	6	3	0	0	15	0	0	0
<b>TOTAL LODZ LUBLINEK</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
LONDON CITY	EDINBURGH	BA CONNECT LTD		S A	159	0	0	70	13	13	4	1	0	16	85	8	117
	EDINBURGH	BA CONNECT LTD		S D	161	0	0	71	14	10	4	1	0	16	75	14	117
	NEWCASTLE	EASTERN AIRWAYS		S A	84	0	12	83	11	6	0	0	0	6	0	0	0
	NEWCASTLE	EASTERN AIRWAYS		S D	84	0	12	82	13	4	1	0	0	9	0	0	0
	EDINBURGH	SCOT AIRWAYS		S A	188	1	0	77	19	4	0	0	0	10	84	9	202
	EDINBURGH	SCOT AIRWAYS		S D	189	1	0	91	6	3	1	0	0	6	87	7	195
	MANCHESTER	VLM (BELGIUM)		S A	178	0	3	76	12	8	2	1	0	12	85	6	171
	MANCHESTER	VLM (BELGIUM)		S D	179	0	3	89	7	3	1	1	0	6	97	2	171
<b>TOTAL LONDON CITY</b>					<b>1222</b>	<b>2</b>	<b>30</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>7</b>	<b>7</b>
LORIENT	LUTON	AER ARRAN		S A	8	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	AER ARRAN		S D	8	0	0	75	13	13	0	0	0	14	0	0	0
<b>TOTAL LORIENT</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	60	0	1	40	32	25	2	2	0	24	60	16	62	
	HEATHROW	AMERICAN AIRLINES	S	D	61	0	0	75	16	8	0	0	0	11	84	7	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	47	26	18	9	0	0	22	62	27	76	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	56	25	16	3	0	0	19	55	27	75	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	84	13	0	3	0	0	11	94	7	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	84	10	3	3	0	0	9	77	9	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	71	11	10	6	2	0	17	82	15	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	48	24	16	10	2	0	29	56	24	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>493</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>21</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>18</b>	<b>18</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	9	80	6	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	25	25	50	0	0	0	29	50	15	4	
<b>TOTAL LUANDA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>10</b>	<b>10</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	85	0	0	93	5	1	1	0	0	4	96	4	84	
	STANSTED	RYANAIR	S	D	84	0	1	82	14	2	1	0	0	9	98	3	84	
<b>TOTAL LUBECK</b>					<b>169</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>4</b>	<b>4</b>	
LUGANO																		
	LONDON CITY	DARWIN AIRLINE	S	A	23	0	0	91	4	0	4	0	0	8	96	3	26	
<b>TOTAL LUGANO</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>3</b>	<b>3</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	10	92	6	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	64	0	29	7	0	0	21	92	8	13	
<b>TOTAL LUSAKA</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>7</b>	<b>7</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	154	0	1	62	14	16	7	1	0	22	89	7	169	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	153	0	2	62	14	14	8	1	1	26	79	10	168	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	163	1	2	72	13	7	7	0	0	14	90	6	164	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	162	3	3	70	15	8	4	2	1	21	90	9	163	
	MANCHESTER	FLIGHTLINE LTD	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0	
<b>TOTAL LUTON</b>					<b>636</b>	<b>8</b>	<b>8</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>87</b>	<b>8</b>	<b>8</b>	
LUXEMBOURG																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	50	0	0	76	14	8	2	0	0	10	83	8	47	
	GATWICK	BRITISH AIRWAYS PLC	S	D	50	0	0	80	14	6	0	0	0	10	79	10	47	
	HEATHROW	LUXAIR	S	A	62	1	0	71	19	8	2	0	0	12	66	14	61	
	HEATHROW	LUXAIR	S	D	62	0	0	84	11	3	2	0	0	7	82	8	61	
	LONDON CITY	LUXAIR	S	A	101	1	1	86	9	4	1	0	0	7	91	6	95	
	LONDON CITY	LUXAIR	S	D	100	0	2	76	15	7	2	0	0	10	74	11	95	
	MANCHESTER	LUXAIR	S	A	31	0	0	94	0	3	3	0	0	7	97	7	30	
	MANCHESTER	LUXAIR	S	D	31	0	0	87	3	3	6	0	0	9	94	5	31	
	LONDON CITY	VLM (BELGIUM)	S	A	79	1	0	86	9	1	3	1	0	10	98	2	90	
	LONDON CITY	VLM (BELGIUM)	S	D	78	0	0	74	15	6	3	1	0	14	86	7	91	
<b>TOTAL LUXEMBOURG</b>					<b>645</b>	<b>3</b>	<b>3</b>	<b>81</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	5	0	0	20	40	20	20	0	0	31	60	24	5	
	HEATHROW	EGYPT AIR	S	D	5	0	0	60	20	20	0	0	0	18	60	22	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	4	0	26	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	12	67	7	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	31	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	40	20	20	20	0	0	33	22	54	9	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	30	20	0	0	0	16	50	29	10	
	MANCHESTER	MONARCH AIRLINES	C	A	10	0	0	40	20	30	10	0	0	27	0	51	5	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	70	10	20	0	0	0	14	40	14	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	60	20	0	0	39	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	60	20	0	0	0	21	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	4	75	7	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	3	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	0	16	50	13	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	10	75	7	4	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	6	75	11	4	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	50	9	4	
<b>TOTAL LUXOR</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>27</b>	<b>27</b>	
LYON																		
	BIRMINGHAM	BA CONNECT LTD	S	A	51	0	0	92	2	2	4	0	0	6	82	9	51	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BA CONNECT LTD	S	D	51	0	0	88	4	4	4	0	0	8	88	7	51	
	MANCHESTER	BA CONNECT LTD	S	A	31	0	0	94	3	0	3	0	0	6	94	9	31	
	MANCHESTER	BA CONNECT LTD	S	D	31	0	0	94	3	0	3	0	0	6	94	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	74	10	8	8	1	0	16	84	9	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	92	0	0	64	20	10	7	0	0	15	82	11	92	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	10	13	16	0	0	23	94	5	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	13	13	16	0	0	23	90	6	31	
<b>TOTAL LYON</b>					<b>410</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
MADRAS/CHENNAI																		
	HEATHROW	AIR INDIA		S D	4	0	0	25	25	25	25	0	0	43	0	69	4	
	HEATHROW	BRITISH AIRWAYS PLC		S A	23	0	0	83	9	4	4	0	0	8	89	21	9	
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	64	23	5	9	0	0	18	67	20	9	
<b>TOTAL MADRAS/CHENNAI</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>29</b>	<b>29</b>	
MADRID																		
	GATWICK	AEROLINEAS ARGENTINAS		S A	30	0	0	73	3	10	0	3	10	54	72	17	18	
	GATWICK	AEROLINEAS ARGENTINAS		S D	30	0	0	63	13	10	0	3	10	56	67	23	18	
	BIRMINGHAM	BA CONNECT LTD		S A	30	0	0	87	3	10	0	0	0	6	69	25	29	
	BIRMINGHAM	BA CONNECT LTD		S D	31	0	0	81	13	6	0	0	0	9	74	14	31	
	EDINBURGH	BA CONNECT LTD		S A	22	0	0	73	18	9	0	0	0	7	87	8	30	
	EDINBURGH	BA CONNECT LTD		S D	20	0	0	70	20	10	0	0	0	12	77	18	22	
	MANCHESTER	BA CONNECT LTD		S A	53	0	1	83	11	4	2	0	0	7	74	13	54	
	MANCHESTER	BA CONNECT LTD		S D	54	0	0	89	7	2	2	0	0	6	80	11	54	
	GATWICK	BRITISH AIRWAYS PLC		S A	92	0	1	64	14	15	7	0	0	17	58	24	92	
	GATWICK	BRITISH AIRWAYS PLC		S D	93	0	0	65	14	15	6	0	0	19	61	18	93	
	HEATHROW	BRITISH AIRWAYS PLC		S A	153	0	0	66	13	11	9	1	0	20	66	17	154	
	HEATHROW	BRITISH AIRWAYS PLC		S D	154	0	0	65	14	15	6	0	0	19	63	17	154	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	85	0	0	84	9	5	2	0	0	8	75	17	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	85	0	0	68	18	11	4	0	0	16	70	16	60	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	58	0	1	64	14	14	9	0	0	19	90	9	62	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	57	18	12	10	0	3	36	84	15	62	
	HEATHROW	IBERIA		S A	217	0	0	73	15	9	3	0	0	12	66	16	185	
	HEATHROW	IBERIA		S D	216	0	1	73	13	8	6	0	0	16	67	17	185	
<b>TOTAL MADRID</b>					<b>1487</b>	<b>2</b>	<b>4</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>70</b>	<b>16</b>	<b>16</b>	
MAHON																		
	GATWICK	AIR NOSTRUM		S A	13	0	0	85	8	8	0	0	0	8	71	12	14	
	GATWICK	AIR NOSTRUM		S D	13	0	0	85	8	8	0	0	0	9	64	13	14	
	BIRMINGHAM	BA CONNECT LTD		C A	3	0	0	67	0	0	33	0	0	26	0	0	0	
	BIRMINGHAM	BA CONNECT LTD		C D	4	0	0	75	0	0	25	0	0	19	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	20	100	1	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	80	0	0	20	0	0	15	100	1	5	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	3	0	0	67	0	0	33	0	0	27	100	0	3	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	4	0	0	50	0	0	50	0	0	54	75	40	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MAHON	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	44	60	14	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	80	5	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	21	0	0	86	14	0	0	0	0	5	86	5	22
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	22	0	0	82	9	9	0	0	0	8	68	12	22
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	11	40	19	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	25	0	0	80	16	0	4	0	0	9	86	5	21
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	26	0	0	77	15	4	4	0	0	12	82	6	22
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	8	80	6	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	25	80	10	5
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	50	10	4
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	50	0	50	0	0	0	21	50	21	4
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	100	0	0	0	0	0	4	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	13	0	0	69	15	0	15	0	0	30	54	33	13
	GATWICK	GB AIRWAYS LTD	S	D	13	0	0	62	15	8	15	0	0	35	46	44	13
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	8	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	A	5	0	0	60	20	0	20	0	0	26	57	15	7
	BIRMINGHAM	MONARCH AIRLINES	S	A	15	0	1	87	7	0	7	0	0	7	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	29	75	8	8
	BIRMINGHAM	MONARCH AIRLINES	S	D	15	0	1	87	7	0	7	0	0	12	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	3	67	60	3
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	3	67	62	3
	LUTON	MONARCH AIRLINES	S	A	17	0	1	82	6	6	6	0	0	13	85	7	13
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	18	100	3	4
	LUTON	MONARCH AIRLINES	S	D	18	0	0	56	22	17	6	0	0	21	54	13	13
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	23	100	3	4
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	0	0	25	0	53	86	3	7
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	88	0	6	0	6	0	19	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	88	11	8
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	65	29	0	0	6	0	22	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	100	0	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
MAHON																			
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	50	15	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	86	0	14	0	0	0	8	83	6	6		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	13	0	0	0	0	4	88	6	8		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	7	63	134	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	10	0	0	80	10	0	0	10	0	24	78	47	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	12	0	0	83	0	8	0	8	0	25	83	40	12		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	0	100	4	6		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	75	0	0	25	0	0	16	88	12	8		
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	67	11	3		
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	25	0	0	32	100	8	4		
	EDINBURGH	SPANAIR	C	A	3	0	0	67	0	33	0	0	0	19	67	16	3		
	EDINBURGH	SPANAIR	C	D	4	0	0	75	0	25	0	0	0	13	50	17	4		
	MANCHESTER	SPANAIR	C	D	2	0	0	100	0	0	0	0	0	3	100	7	2		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	1	86	12	7		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	89	13	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	17	33	33	17	0	0	35	70	20	10		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	1	0	67	17	17	0	0	0	10	70	23	10		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	75	9	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	50	0	0	0	30	50	17	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	0	10	0	0	24	80	8	10		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	9	0	0	0	0	3	86	4	14		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	4	3		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	75	16	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	2	75	6	8		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	3	89	6	9		
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	19	100	2	6		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	88	35	8		
	GATWICK	THOMSONFLY LTD	C	A	10	0	0	90	0	10	0	0	0	5	93	3	14		
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	92	0	0	8	0	0	8	88	5	17		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	17	4		
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	7	80	10	5		
	LUTON	THOMSONFLY LTD	C	A	7	0	0	100	0	0	0	0	0	1	33	114	3		
	LUTON	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	6	50	95	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MAHON																		
	MANCHESTER	THOMSONFLY LTD	C	A	11	0	0	82	0	9	0	9	0	25	60	23	10	
	MANCHESTER	THOMSONFLY LTD	C	D	15	0	0	87	0	7	0	7	0	23	57	22	14	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	0	3	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
	STANSTED	THOMSONFLY LTD	C	A	3	0	0	33	33	33	0	0	0	19	100	0	7	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	13	100	5	9	
<b>TOTAL MAHON</b>					<b>590</b>	<b>1</b>	<b>3</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>17</b>	<b>17</b>	
MALABO																		
	GATWICK	ASTRAEUS LTD	S	A	4	0	0	100	0	0	0	0	0	2	67	9	3	
	GATWICK	ASTRAEUS LTD	S	D	5	0	0	80	0	20	0	0	0	11	100	2	5	
<b>TOTAL MALABO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>5</b>	<b>5</b>	
MALAGA																		
	BIRMINGHAM	BMIBABY LTD	S	A	36	1	4	78	6	14	3	0	0	13	51	25	35	
	BIRMINGHAM	BMIBABY LTD	S	D	35	0	4	51	14	31	3	0	0	21	40	29	35	
	MANCHESTER	BMIBABY LTD	S	A	35	0	0	66	26	3	6	0	0	14	35	31	31	
	MANCHESTER	BMIBABY LTD	S	D	35	0	0	91	3	0	6	0	0	9	48	22	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	75	0	0	65	21	8	4	1	0	17	70	17	76	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	74	0	0	64	22	11	4	0	0	16	65	19	75	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	86	0	1	48	31	12	6	3	0	28	77	15	83	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	84	0	1	52	30	12	6	0	0	22	70	16	83	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	89	0	9	3	0	0	8	83	11	35	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	89	3	6	3	0	0	7	80	10	35	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	96	0	1	69	15	13	4	0	0	13	79	10	102	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	97	1	0	59	23	9	9	0	0	21	70	15	101	
	GATWICK	EXCEL AIRWAYS LTD	C	A	12	1	0	42	8	17	8	25	0	82	63	38	16	
	GATWICK	EXCEL AIRWAYS LTD	C	D	16	0	0	63	6	0	13	19	0	62	65	44	17	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	63	0	13	13	13	0	49	83	19	6	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	67	0	11	11	11	0	48	43	20	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	67	25	8	0	0	0	11	69	35	13	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	25	0	0	0	0	8	69	33	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	73	20	0	7	0	0	14	68	14	22	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	80	13	0	7	0	0	12	82	11	22	
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	31	38	23	8	0	0	29	65	29	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MALAGA																		
	BIRMINGHAM	FLYBE LTD		S D	13	0	0	69	23	0	8	0	0	18	65	31	31	
	EDINBURGH	FLYGLOBESPAN		S A	29	0	0	76	3	10	7	3	0	24	83	23	30	
	EDINBURGH	FLYGLOBESPAN		S D	31	0	0	58	10	10	23	0	0	34	47	37	30	
	GLASGOW	FLYGLOBESPAN		S A	31	0	0	94	3	3	0	0	0	5	94	13	31	
	GLASGOW	FLYGLOBESPAN		S D	31	0	0	84	13	3	0	0	0	9	71	24	31	
	NEWCASTLE	FLYJET LTD		C A	3	0	0	67	33	0	0	0	0	9	0	0	0	
	NEWCASTLE	FLYJET LTD		C D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	GATWICK	GB AIRWAYS LTD		S A	79	0	0	68	11	10	9	1	0	19	69	17	103	
	GATWICK	GB AIRWAYS LTD		S D	80	0	0	59	21	10	9	1	0	23	56	23	104	
	HEATHROW	GB AIRWAYS LTD		S A	62	0	0	34	32	31	3	0	0	26	66	24	62	
	HEATHROW	GB AIRWAYS LTD		S D	62	0	0	65	19	13	3	0	0	16	65	22	62	
	MANCHESTER	GB AIRWAYS LTD		S A	31	0	0	90	10	0	0	0	0	6	85	13	33	
	MANCHESTER	GB AIRWAYS LTD		S D	31	0	0	77	19	3	0	0	0	11	79	15	33	
	GLASGOW	GREECE AIRWAYS		S A	4	0	1	25	50	0	0	25	0	62	11	96	9	
	GLASGOW	GREECE AIRWAYS		S D	4	0	0	75	0	0	0	25	0	68	44	73	9	
	MANCHESTER	GREECE AIRWAYS		S A	4	0	0	25	50	0	0	25	0	69	0	0	0	
	MANCHESTER	GREECE AIRWAYS		S D	5	0	0	20	60	0	0	20	0	56	0	0	0	
	BIRMINGHAM	JET2.COM LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD		S A	31	0	0	71	13	10	6	0	0	16	16	35	31	
	MANCHESTER	JET2.COM LTD		S D	31	0	0	90	3	6	0	0	0	5	73	12	30	
	BIRMINGHAM	MONARCH AIRLINES		C A	2	1	0	0	100	0	0	0	0	22	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		S A	33	1	0	27	30	33	9	0	0	32	87	8	31	
	BIRMINGHAM	MONARCH AIRLINES		S D	35	0	0	69	17	11	3	0	0	16	87	6	31	
	GATWICK	MONARCH AIRLINES		S A	67	0	0	73	10	9	4	3	0	22	58	31	62	
	GATWICK	MONARCH AIRLINES		S D	67	0	0	73	10	6	7	3	0	24	73	24	62	
	LUTON	MONARCH AIRLINES		S A	37	0	0	35	43	16	3	3	0	27	91	12	35	
	LUTON	MONARCH AIRLINES		S D	37	1	0	70	16	11	0	3	0	17	77	12	35	
	MANCHESTER	MONARCH AIRLINES		S A	88	0	0	66	18	15	1	0	0	14	78	15	65	
	MANCHESTER	MONARCH AIRLINES		S D	89	0	0	88	6	7	0	0	0	7	78	10	65	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	3	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	25	0	0	37	75	8	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	25	0	0	47	75	8	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALAGA	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	17	80	11	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	80	9	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	54	75	7	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	12	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	80	8	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	100	3	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	2	0	100	0	0	0	0	0	78	13	9	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	8	78	18	9
	EDINBURGH	THOMSONFLY LTD	C	A	2	0	0	50	0	0	50	0	0	36	0	0	0
	EDINBURGH	THOMSONFLY LTD	C	D	2	0	0	50	0	0	50	0	0	40	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	23	0	0	87	0	4	9	0	0	13	69	27	13
	GATWICK	THOMSONFLY LTD	C	D	23	0	0	70	17	4	9	0	0	15	64	46	14
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	3	5
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	2	5
	LUTON	THOMSONFLY LTD	C	A	17	0	0	88	6	6	0	0	0	6	100	0	9
	LUTON	THOMSONFLY LTD	C	D	17	0	0	88	12	0	0	0	0	10	89	5	9
	MANCHESTER	THOMSONFLY LTD	C	A	23	0	0	70	13	9	4	4	0	23	85	28	13
	MANCHESTER	THOMSONFLY LTD	C	D	23	0	0	83	0	13	0	4	0	19	92	29	13
	NEWCASTLE	THOMSONFLY LTD	C	A	6	0	0	83	0	0	17	0	0	10	100	0	5
	NEWCASTLE	THOMSONFLY LTD	C	D	6	0	0	83	0	0	17	0	0	15	100	1	5
<b>TOTAL MALAGA</b>					<b>2071</b>	<b>11</b>	<b>12</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>20</b>	<b>20</b>
MALE INTERNATIONAL	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	36	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	26	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	14	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	50	30	20	0	0	0	15	50	134	14
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	5	53	161	15
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	11	67	21	9
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	20	70	19	10
<b>TOTAL MALE INTERNATIONAL</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>97</b>	<b>97</b>
MALMO	STANSTED	RYANAIR	S	A	54	0	0	74	15	4	6	0	2	21	94	3	53

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALMO	STANSTED	RYANAIR		S D	54	0	0	59	26	9	6	0	0	20	74	11	53
<b>TOTAL MALMO</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>84</b>	<b>7</b>	<b>7</b>
MALTA	BIRMINGHAM	AIR MALTA		C A	5	0	0	80	20	0	0	0	0	10	0	0	0
	BIRMINGHAM	AIR MALTA		S A	9	0	0	67	22	11	0	0	0	11	90	6	10
	BIRMINGHAM	AIR MALTA		S D	9	0	0	33	33	33	0	0	0	23	60	11	10
	BIRMINGHAM	AIR MALTA		C D	5	0	0	20	40	40	0	0	0	25	0	0	0
	GATWICK	AIR MALTA		S A	52	1	0	81	8	8	4	0	0	11	87	7	52
	GATWICK	AIR MALTA		S D	52	0	0	58	25	12	6	0	0	19	69	15	52
	GLASGOW	AIR MALTA		S A	9	0	0	56	11	22	11	0	0	24	80	5	5
	GLASGOW	AIR MALTA		S D	9	0	0	33	22	33	11	0	0	37	60	10	5
	HEATHROW	AIR MALTA		S A	62	0	0	74	16	8	0	2	0	10	89	5	62
	HEATHROW	AIR MALTA		S D	62	0	0	60	15	23	3	0	0	19	85	8	62
	MANCHESTER	AIR MALTA		S A	35	0	0	71	23	6	0	0	0	11	75	19	40
	MANCHESTER	AIR MALTA		S D	35	0	0	60	14	20	3	3	0	24	79	18	39
	NEWCASTLE	AIR MALTA		S A	4	0	0	50	25	0	25	0	0	30	75	10	4
	NEWCASTLE	AIR MALTA		S D	4	0	0	50	0	25	25	0	0	35	75	13	4
	STANSTED	AIR MALTA		S A	9	0	0	67	22	11	0	0	0	13	94	3	17
	STANSTED	AIR MALTA		S D	9	0	0	44	44	11	0	0	0	16	94	5	17
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	40	20	0	40	0	0	47	100	3	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	0	20	0	0	0	10	100	3	5
	GATWICK	GB AIRWAYS LTD		S A	31	0	0	90	3	6	0	0	0	7	27	38	33
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	52	35	6	6	0	0	18	39	36	33
	MANCHESTER	GB AIRWAYS LTD		S A	13	0	0	85	15	0	0	0	0	6	33	25	12
	MANCHESTER	GB AIRWAYS LTD		S D	13	0	0	85	15	0	0	0	0	6	75	10	12
	BIRMINGHAM	HELLO		C A	4	0	0	75	25	0	0	0	0	11	50	12	4
	BIRMINGHAM	HELLO		C D	4	0	0	75	0	0	25	0	0	24	50	26	4
	GATWICK	HELLO		C A	19	0	0	68	26	5	0	0	0	12	67	11	30
	GATWICK	HELLO		C D	19	0	0	63	16	16	5	0	0	16	73	11	30
	MANCHESTER	HELLO		C A	10	0	0	50	30	10	10	0	0	23	67	15	15
	MANCHESTER	HELLO		C D	10	0	0	20	40	30	10	0	0	27	53	16	15
	NEWCASTLE	HELLO		C A	4	0	0	75	0	25	0	0	0	11	0	0	0
	NEWCASTLE	HELLO		C D	4	0	0	50	50	0	0	0	0	13	0	0	0

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	0	50	0	106	100	3	1	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	80	12	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	80	14	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	2	60	40	5		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	6	60	26	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	2	60	16	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	12	17	23	6		
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	6	100	5	4		
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	2	100	6	5		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	17	25	18	4		
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	23	60	14	5		
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	32	67	13	3		
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	23	100	0	5		
<b>TOTAL MALTA</b>					<b>618</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>15</b>	<b>15</b>	
MANCHESTER																		
	STANSTED	AIR BERLIN	S	A	53	0	1	30	25	28	17	0	0	33	0	0	0	
	STANSTED	AIR BERLIN	S	D	53	0	1	23	21	34	23	0	0	39	0	0	0	
	EDINBURGH	BA CONNECT LTD	S	A	152	0	0	82	3	10	5	0	0	13	77	11	153	
	EDINBURGH	BA CONNECT LTD	S	D	151	0	0	79	12	7	3	0	0	11	68	16	149	
	GLASGOW	BA CONNECT LTD	S	A	152	0	0	80	9	5	6	0	0	12	84	9	148	
	GLASGOW	BA CONNECT LTD	S	D	151	0	0	79	8	8	5	0	0	12	86	8	147	
	HEATHROW	BMI BRITISH MIDLAND	S	A	199	0	0	77	11	9	4	0	0	11	80	10	197	
	HEATHROW	BMI BRITISH MIDLAND	S	D	199	0	0	71	14	13	2	0	0	12	80	9	198	
	EDINBURGH	BMI REGIONAL	S	A	118	0	0	97	3	0	0	0	0	2	85	8	110	
	EDINBURGH	BMI REGIONAL	S	D	118	0	0	96	3	1	0	0	0	4	75	11	113	
	GLASGOW	BMI REGIONAL	S	A	90	0	0	98	2	0	0	0	0	1	95	3	85	
	GLASGOW	BMI REGIONAL	S	D	90	0	0	98	1	0	1	0	0	3	94	4	81	
	GATWICK	BRITISH AIRWAYS PLC	S	A	197	0	0	59	21	14	5	1	0	21	60	19	191	
	GATWICK	BRITISH AIRWAYS PLC	S	D	197	0	0	76	14	9	1	1	0	11	74	14	192	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	273	0	0	71	16	10	4	0	0	13	75	11	302	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	273	0	0	66	12	15	7	0	0	18	77	10	302	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	5	0	0	50	0	0	50	0	126	0	148	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	FLIGHTLINE LTD	C	A	2	0	0	50	50	0	0	0	0	12	0	0	0	
	EDINBURGH	JET2.COM LTD	S	A	52	0	1	88	4	2	6	0	8	89	9	83		
	EDINBURGH	JET2.COM LTD	S	D	52	0	1	90	0	4	6	0	9	91	4	82		
	GATWICK	JET2.COM LTD	S	A	69	0	1	81	9	9	1	0	9	59	13	83		
	GATWICK	JET2.COM LTD	S	D	68	1	1	84	10	6	0	0	6	94	7	83		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	50	50	0	0	48	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	2	0	0	0	100	0	0	0	44	75	9	4	
	LONDON CITY	VLM (BELGIUM)	S	A	179	0	3	77	12	8	2	1	12	91	5	171		
	LONDON CITY	VLM (BELGIUM)	S	D	179	0	3	75	14	8	2	1	13	86	6	171		
<b>TOTAL MANCHESTER</b>					<b>3087</b>	<b>41</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>	
MARRAKESH																		
	GATWICK	ATLAS BLUE	S	A	31	0	2	81	13	3	3	0	0	10	0	0	0	
	GATWICK	ATLAS BLUE	S	D	31	0	0	74	23	3	0	0	0	8	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	15	0	0	60	7	20	13	0	0	25	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	59	14	14	14	0	0	23	78	22	9	
	HEATHROW	GB AIRWAYS LTD	S	A	31	0	0	71	23	0	3	3	0	16	73	24	30	
	HEATHROW	GB AIRWAYS LTD	S	D	31	0	0	45	19	16	16	3	0	35	68	29	31	
	HEATHROW	ROYAL AIR MAROC	S	D	31	0	0	81	6	6	6	0	0	11	80	21	5	
<b>TOTAL MARRAKESH</b>					<b>194</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>26</b>	<b>26</b>	
MARSA ALAM																		
	GATWICK	ASTRAEUS LTD	C	A	3	1	0	33	33	33	0	0	0	28	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	1	0	0	67	33	0	0	0	30	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	24	75	11	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	31	75	14	4	
<b>TOTAL MARSA ALAM</b>					<b>24</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>12</b>	<b>12</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	71	15	11	3	0	0	13	76	17	92	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	69	12	16	3	0	0	15	83	10	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	2	0	0	100	0	0	0	0	0	7	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					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)												
MARSEILLE																		
	HEATHROW	BRITISH AIRWAYS PLC		S D	2	0	0	0	100	0	0	0	0	20	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	33	0	0	64	24	6	6	0	0	15	65	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	33	0	0	70	21	3	6	0	0	14	68	11	31	
<b>TOTAL MARSEILLE</b>					<b>256</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>13</b>	<b>13</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD		S A	22	0	0	68	27	5	0	0	0	13	41	182	27	
	HEATHROW	AIR MAURITIUS LTD		S D	22	0	0	91	0	9	0	0	0	7	41	129	27	
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	0	0	54	38	0	0	0	8	89	69	13	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	69	15	0	8	0	8	93	69	19	13	
<b>TOTAL MAURITIUS</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>40</b>	<b>50</b>	<b>110</b>	<b>110</b>	
MELBOURNE																		
	HEATHROW	QANTAS		S A	62	0	0	61	10	16	8	3	2	39	81	18	31	
	HEATHROW	QANTAS		S D	62	0	0	69	19	6	3	0	2	31	82	10	33	
<b>TOTAL MELBOURNE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>72</b>	<b>15</b>	<b>15</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	18	0	0	67	22	6	6	0	0	16	61	13	18	
	HEATHROW	BRITISH AIRWAYS PLC		S D	18	0	0	61	17	17	6	0	0	21	67	14	18	
<b>TOTAL MEXICO CITY</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>14</b>	<b>14</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	35	0	0	83	11	3	3	0	0	8	69	15	36	
	HEATHROW	AMERICAN AIRLINES		S D	35	0	0	77	14	6	3	0	0	11	94	6	35	
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	87	6	0	6	0	0	9	79	16	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	52	27	13	6	2	0	25	39	37	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	58	29	13	0	0	0	14	81	7	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	77	19	3	0	0	0	9	71	15	31	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>256</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>18</b>	
MIKONOS																		
	GATWICK	ASTRAEUS LTD		C A	2	0	0	50	50	0	0	0	0	13	33	57	3	
	GATWICK	ASTRAEUS LTD		C D	2	0	0	100	0	0	0	0	0	11	67	41	3	
	GATWICK	EXCEL AIRWAYS LTD		C A	3	0	0	33	33	0	0	33	0	105	100	2	4	
	GATWICK	EXCEL AIRWAYS LTD		C D	5	0	0	60	20	20	0	0	0	15	100	2	4	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	3	0	0	67	0	33	0	0	0	15	100	6	1	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

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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)											
MIKONOS	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	68	25	58	4
<b>TOTAL MIKONOS</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>40</b>	<b>68</b>	<b>29</b>	<b>29</b>
MILAN (LINATE)	HEATHROW	ALITALIA	S	A	140	0	2	75	13	11	1	0	0	11	86	6	114
	HEATHROW	ALITALIA	S	D	140	0	2	75	10	9	6	0	0	13	81	10	114
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	65	14	14	7	0	0	19	73	20	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	67	17	7	9	0	0	18	76	13	92
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	61	23	13	3	0	0	15	70	17	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	19	3	3	0	0	14	70	20	30
<b>TOTAL MILAN (LINATE)</b>					<b>590</b>	<b>5</b>	<b>4</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>13</b>
MILAN (MALPENSA)	HEATHROW	ALITALIA	S	A	93	0	0	58	23	14	5	0	0	18	80	11	121
	HEATHROW	ALITALIA	S	D	93	0	0	62	26	9	3	0	0	16	61	16	121
	MANCHESTER	ALITALIA	S	A	60	0	0	80	12	5	3	0	0	8	73	10	59
	MANCHESTER	ALITALIA	S	D	59	0	0	69	14	14	3	0	0	15	68	14	59
	BIRMINGHAM	BA CONNECT LTD	S	A	54	0	0	87	7	4	2	0	0	8	88	9	74
	BIRMINGHAM	BA CONNECT LTD	S	D	54	0	0	81	13	4	2	0	0	8	91	10	75
	LONDON CITY	BA CONNECT LTD	S	A	25	0	0	60	24	12	4	0	0	20	0	0	0
	LONDON CITY	BA CONNECT LTD	S	D	25	0	0	36	40	20	4	0	0	27	0	0	0
	MANCHESTER	BA CONNECT LTD	S	A	53	0	1	64	28	6	2	0	0	14	74	16	53
	MANCHESTER	BA CONNECT LTD	S	D	54	0	0	76	19	4	2	0	0	10	70	18	53
	HEATHROW	BRITISH AIRWAYS PLC	S	A	121	0	0	60	15	15	10	0	0	22	55	19	123
	HEATHROW	BRITISH AIRWAYS PLC	S	D	123	0	0	64	15	12	8	0	0	18	71	16	123
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	54	0	0	56	20	20	4	0	0	18	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	46	28	22	4	0	0	23	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>					<b>922</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>13</b>	<b>13</b>
MINNEAPOLIS-ST PAUL	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	84	6	6	0	3	0	13	67	15	30
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	71	19	6	3	0	0	15	71	14	31
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	<b>15</b>
MINSK	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	9	0	0	44	22	33	0	0	0	22	78	9	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)											
MINSK	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	9	0	0	44	33	0	11	11	0	45	88	8	8
<b>TOTAL MINSK</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>25</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>82</b>	<b>8</b>	<b>8</b>
MITILINI	GATWICK	EXCEL AIRWAYS LTD		C A	3	0	0	67	33	0	0	0	0	9	100	4	3
	GATWICK	EXCEL AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	6	100	4	1
	MANCHESTER	EXCEL AIRWAYS LTD		C A	3	0	0	67	0	33	0	0	0	15	100	3	3
	MANCHESTER	EXCEL AIRWAYS LTD		C D	3	0	0	100	0	0	0	0	0	0	75	7	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	8	100	2	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	4	75	6	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	100	2	4
<b>TOTAL MITILINI</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>3</b>
MOMBASA	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C A	4	0	0	100	0	0	0	0	0	8	75	13	4
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C D	4	0	0	100	0	0	0	0	0	3	75	11	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	0	40	40	20	0	0	42	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	0	20	60	20	0	0	42	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	0	50	50	0	0	0	29	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MONARCH AIRLINES		C A	5	0	0	0	0	100	0	0	0	38	0	0	0
	GATWICK	MONARCH AIRLINES		C D	5	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MOMBASA</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>34</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>12</b>	<b>12</b>
MONASTIR	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	50	0	0	0	0	11	80	10	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	60	11	5
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	20	60	49	5
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	10	40	64	5
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	2	80	6	5
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	6	100	4	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	50	25	0	0	0	21	80	47	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	80	47	5
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	75	25	0	0	0	0	6	80	6	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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					Actual (7)	Plan (8)											
MONASTIR	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	80	6	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	100	4	7
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	4	88	7	8
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	0	25	0	0	30	0	61	1
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	18	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	92	8	0	0	0	0	3	77	52	13
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	92	8	0	0	0	0	3	85	29	13
	GATWICK	NOUVELAIR TUNISIE	S	A	4	0	0	75	0	0	25	0	0	24	33	46	3
	GATWICK	NOUVELAIR TUNISIE	S	D	4	0	1	75	0	0	25	0	0	20	67	11	3
	STANSTED	NOUVELAIR TUNISIE	C	A	4	0	0	75	25	0	0	0	0	9	40	112	5
	STANSTED	NOUVELAIR TUNISIE	C	D	4	0	0	50	25	0	25	0	0	29	20	120	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	18	40	72	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	80	15	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	25	13	13	0	54	56	28	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	11	11	11	0	43	44	35	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	25	50	0	0	52	80	5	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	34	100	3	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	1	0	25	25	0	50	0	0	71	40	72	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	0	50	0	0	68	40	77	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	8	0	0	0
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	20	75	12	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	42	4
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	9	56	54	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	11	22	0	0	0	13	44	53	9
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	78	11	0	11	0	0	15	67	20	9
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	44	33	11	11	0	0	22	78	7	9
<b>TOTAL MONASTIR</b>					<b>214</b>	<b>2</b>	<b>1</b>	<b>70</b>	<b>14</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>35</b>	<b>35</b>
MONTEGO BAY	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	127	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	117	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					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)												
MONTEGO BAY																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	0	50	0	106	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	0	0	50	0	139	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	12	60	26	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	16	40	43	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	1	0	40	40	0	0	20	0	50	80	22	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	0	40	0	0	0	15	80	25	5	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	0	20	20	0	0	26	75	13	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	9	80	9	5	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	9	25	50	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	35	4	
<b>TOTAL MONTEGO BAY</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>13</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>37</b>	<b>65</b>	<b>27</b>	<b>27</b>	
MONTPELLIER																		
	GATWICK	GB AIRWAYS LTD	S	A	24	0	1	79	0	13	8	0	0	14	65	32	31	
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	72	12	4	12	0	0	19	42	38	31	
	STANSTED	RYANAIR	S	A	31	0	0	77	19	3	0	0	0	6	97	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	39	29	29	3	0	0	24	90	6	31	
<b>TOTAL MONTPELLIER</b>					<b>111</b>	<b>0</b>	<b>1</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>20</b>	<b>20</b>	
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	31	0	0	68	10	10	10	3	0	24	29	28	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	68	23	10	0	0	0	13	67	58	30	
	GATWICK	AIR TRANSAT	S	A	2	0	0	50	0	50	0	0	0	17	0	0	0	
	GATWICK	AIR TRANSAT	S	D	2	0	0	0	0	100	0	0	0	39	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	68	32	0	0	0	0	10	87	6	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	16	16	3	0	0	17	71	13	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	75	25	0	0	0	26	0	67	4	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	25	0	0	0	0	10	67	29	6	
	GATWICK	ZOOM AIRLINES	S	A	5	0	0	80	0	0	0	20	0	59	0	0	0	
	GATWICK	ZOOM AIRLINES	S	D	4	0	2	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>145</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>62</b>	<b>27</b>	<b>27</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	74	12	12	3	0	0	11	77	10	69	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	62	18	17	3	0	0	18	62	15	69	
	GATWICK	TRANSAERO AIRLINES	S	A	31	0	0	77	16	6	0	0	0	9	84	9	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	
MOSCOW (DOMODEDOVO)																			
	GATWICK	TRANSAERO AIRLINES		S D	31	0	0	94	6	0	0	0	0	7	61	18	31		
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>215</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>13</b>	<b>13</b>		
MOSCOW (SHEREMETYEVO)																			
	HEATHROW	AEROFLOT		S A	81	0	1	75	12	12	0	0	0	9	63	14	75		
	HEATHROW	AEROFLOT		S D	81	0	0	77	14	9	1	0	0	10	56	18	75		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>163</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>59</b>	<b>16</b>	<b>16</b>		
MOSCOW (VNUKOVO)																			
MUMBAI																			
	HEATHROW	AIR INDIA		S A	77	0	0	56	10	19	10	4	0	34	54	61	80		
	HEATHROW	AIR INDIA		S D	74	0	0	47	22	14	14	3	1	41	37	43	75		
	HEATHROW	BMI BRITISH MIDLAND		S A	30	0	0	67	23	7	3	0	0	13	100	0	10		
	HEATHROW	BMI BRITISH MIDLAND		S D	30	0	0	67	13	13	7	0	0	18	90	7	10		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	90	3	5	2	0	0	5	97	1	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	74	19	6	0	0	0	10	71	13	31		
	HEATHROW	JET AIRWAYS		S A	31	0	0	52	26	16	6	0	0	19	89	4	9		
	HEATHROW	JET AIRWAYS		S D	31	0	0	81	13	6	0	0	0	7	89	8	9		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	42	19	29	10	0	0	26	8	49	13		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	52	19	16	13	0	0	23	31	21	13		
<b>TOTAL MUMBAI</b>					<b>459</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>34</b>	<b>34</b>		
MUNICH																			
	GLASGOW	BA CONNECT LTD		S A	27	0	0	93	4	4	0	0	0	3	96	6	25		
	GLASGOW	BA CONNECT LTD		S D	21	0	0	90	10	0	0	0	0	5	88	7	17		
	HEATHROW	BRITISH AIRWAYS PLC		S A	211	0	0	65	19	10	5	0	0	18	82	13	150		
	HEATHROW	BRITISH AIRWAYS PLC		S D	211	0	0	60	22	14	4	0	0	18	72	16	150		
	LONDON CITY	CIRRUS LUFTFAHRT		S A	38	0	2	50	29	18	3	0	0	22	91	11	32		
	LONDON CITY	CIRRUS LUFTFAHRT		S D	38	0	2	29	21	42	8	0	0	32	66	16	32		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	61	1	0	74	8	11	5	2	0	18	89	10	61		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	61	1	0	61	18	16	5	0	0	21	81	10	62		
	HEATHROW	LUFTHANSA		S A	215	0	1	64	22	12	2	0	0	14	77	9	216		
	HEATHROW	LUFTHANSA		S D	215	0	1	71	15	11	3	0	0	12	88	6	216		
	BIRMINGHAM	LUFTHANSA CITY LINE		S A	89	0	0	82	15	3	0	0	0	7	0	0	0		
	BIRMINGHAM	LUFTHANSA CITY LINE		S D	89	0	0	81	11	8	0	0	0	8	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MUNICH	MANCHESTER	LUFTHANSA CITY LINE	S	A	93	0	0	76	13	10	1	0	0	12	78	11	93
	MANCHESTER	LUFTHANSA CITY LINE	S	D	93	0	0	92	4	2	1	0	0	4	88	6	93
<b>TOTAL MUNICH</b>					<b>1462</b>	<b>4</b>	<b>6</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>11</b>
MUNSTER-OSNABRUCK	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	STANSTED	AIR BERLIN	S	A	31	0	0	90	6	0	0	3	0	12	94	10	31
	STANSTED	AIR BERLIN	S	D	31	0	0	74	19	6	0	0	0	10	77	7	31
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>70</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>13</b>
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	6	3	3	0	19	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	35	55	3	3	3	0	26	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	12	0	1	50	25	25	0	0	0	19	45	30	22
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	69	31	0	0	0	0	8	59	22	22
	EDINBURGH	FLYGLOBESPAN	S	A	29	0	0	90	3	0	7	0	0	9	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	31	0	0	74	16	6	3	0	0	13	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	8	0	0	88	13	0	0	0	0	3	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	8	0	0	75	25	0	0	0	0	12	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	74	10	16	0	0	0	11	61	20	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	90	10	0	0	0	0	4	81	9	31
	NEWCASTLE	JET2.COM LTD	S	A	17	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	17	0	0	71	29	0	0	0	0	9	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	19	0	0	79	0	21	0	0	0	11	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	19	0	0	74	5	11	11	0	0	15	0	0	0
	LUTON	RYANAIR	S	A	31	0	0	74	23	3	0	0	0	8	95	6	20
	LUTON	RYANAIR	S	D	31	0	0	81	13	6	0	0	0	10	81	11	31
	STANSTED	RYANAIR	S	A	61	0	0	74	15	5	7	0	0	14	87	6	61
	STANSTED	RYANAIR	S	D	62	0	0	63	24	6	6	0	0	19	66	12	61
<b>TOTAL MURCIA SAN JAVIER</b>					<b>487</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>20</b>	<b>20</b>
MURMANSK	STANSTED	JET2.COM LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	JET2.COM LTD	C	D	3	0	0	67	33	0	0	0	0	13	0	0	0
<b>TOTAL MURMANSK</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>0</b>	<b>55</b>	<b>55</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	100	0	0	0	0	0	1	100	1	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	71	23	6	0	0	0	12	71	10	31	
	HEATHROW	GULF AIR	S	A	58	0	0	91	3	3	2	0	0	6	63	22	57	
	HEATHROW	GULF AIR	S	D	58	0	0	69	22	7	2	0	0	10	68	13	57	
<b>TOTAL MUSCAT</b>					<b>177</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>13</b>	<b>13</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	61	30	7	2	0	0	13	86	6	44
	HEATHROW	BRITISH AIRWAYS PLC	S	D	44	0	0	80	16	0	5	0	0	12	82	11	44
	HEATHROW	KENYA AIRWAYS	S	A	34	0	0	68	9	18	6	0	0	17	86	30	36
	HEATHROW	KENYA AIRWAYS	S	D	34	0	1	76	18	6	0	0	0	10	94	5	36
<b>TOTAL NAIROBI</b>					<b>156</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>12</b>	<b>12</b>
NANTES	MANCHESTER	AER ARRAN	S	A	13	0	0	85	15	0	0	0	0	6	0	0	0
	MANCHESTER	AER ARRAN	S	D	13	0	0	92	8	0	0	0	0	2	0	0	0
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	50	0	0	0	0	50	299	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	60	23	13	3	0	0	16	44	47	27
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	87	7	0	7	0	0	14	41	49	27
	STANSTED	RYANAIR	S	A	31	0	0	77	19	3	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	77	23	0	0	0	0	8	0	0	0
<b>TOTAL NANTES</b>					<b>150</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>77</b>	<b>18</b>	<b>18</b>
NAPLES	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	25	25	0	0	33	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	65	10	16	10	0	0	20	41	41	34
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	50	0	50	0	0	0	31	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	71	19	6	3	0	0	14	74	18	34
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	0	0	48	20	21	12	0	0	25	59	24	91
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	53	30	11	5	0	0	19	54	21	91
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	57	0	0	58	12	19	9	2	0	28	85	14	52
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	57	0	0	58	19	11	12	0	0	24	81	13	54
	GLASGOW	EUROFLY SPA	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0
	GLASGOW	EUROFLY SPA	C	D	2	0	0	50	50	0	0	0	0	9	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	23	50	85	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	25	25	72	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	100	0	0	0	41	67	9	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	67	7	3
	BIRMINGHAM	FUTURA AIRLINES	C	A	2	0	0	0	0	0	100	0	0	91	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	0	50	0	50	0	0	54	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	25	0	25	50	0	157	0	306	4
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	25	0	25	25	0	111	0	236	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
NAPLES																		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	0	25	25	25	25	0	101	67	65	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	25	0	25	0	78	67	56	3	
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	33	33	33	0	0	0	18	50	25	2	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	67	8	3	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	12	75	42	8	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	1	89	5	9	
	GLASGOW	THOMSONFLY LTD	C	A	3	0	0	33	0	67	0	0	0	29	33	89	3	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	13	50	45	4	
	LUTON	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	7	0	52	2	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	8	67	11	3	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	38	0	38	25	0	0	37	50	18	8	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	78	11	0	11	0	0	16	88	6	8	
	NEWCASTLE	THOMSONFLY LTD	C	A	3	0	0	33	0	33	0	0	33	338	67	83	3	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	4	50	49	4	
<b>TOTAL NAPLES</b>					<b>482</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>29</b>	<b>29</b>	
NASSAU																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	7	0	100	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	13	3	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL NASSAU</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>35</b>	<b>35</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	31	0	0	52	23	13	13	0	0	25	26	33	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	35	16	26	13	10	0	51	23	59	31	
	HEATHROW	AMERICAN AIRLINES	S	A	181	0	0	51	25	14	9	0	0	23	35	30	181	
	HEATHROW	AMERICAN AIRLINES	S	D	180	0	0	79	13	6	2	0	0	10	90	7	182	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	212	0	0	56	19	20	5	0	0	19	63	17	211	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	213	0	0	63	24	8	4	0	0	17	73	13	212	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	31	0	0	81	0	16	3	0	0	9	97	5	31	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	100	0	0	0	0	0	1	97	2	30	
	MANCHESTER	DELTA AIRLINES	S	A	15	0	1	93	0	7	0	0	0	5	0	0	0	
	MANCHESTER	DELTA AIRLINES	S	D	15	0	1	93	0	0	7	0	0	6	0	0	0	
	STANSTED	EOS AIRLINES	S	A	31	0	1	39	35	13	13	0	0	25	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)																			
	STANSTED	EOS AIRLINES		S D	31	0	0	81	6	13	0	0	0	11	0	0	0		
	HEATHROW	KUWAIT AIRWAYS		S A	13	0	0	77	23	0	0	0	0	6	77	8	13		
	HEATHROW	KUWAIT AIRWAYS		S D	13	0	0	15	31	38	15	0	0	36	23	35	13		
	STANSTED	MAXJET AIRWAYS		S A	26	0	0	35	12	35	19	0	0	36	0	0	0		
	STANSTED	MAXJET AIRWAYS		S D	26	0	0	77	12	0	8	4	0	18	0	0	0		
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	21	0	0	10	38	33	14	5	0	45	22	33	18		
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	21	0	0	43	24	19	10	5	0	36	47	45	17		
	HEATHROW	UNITED AIRLINES		S A	31	0	0	61	16	23	0	0	0	16	58	16	62		
	HEATHROW	UNITED AIRLINES		S D	31	0	0	61	26	13	0	0	0	14	84	9	61		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	93	0	0	49	23	20	6	1	0	25	45	25	93		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	93	0	0	73	16	9	1	1	0	14	76	14	93		
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1371</b>	<b>1</b>	<b>3</b>	<b>61</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>18</b>	<b>18</b>		
NEW YORK (NEWARK)																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	89	0	0	72	17	7	4	0	0	14	78	8	83		
	HEATHROW	BRITISH AIRWAYS PLC		S D	89	0	0	67	16	12	4	0	0	17	87	8	83		
	BIRMINGHAM	CONTINENTAL AIRLINES		S A	34	0	0	47	21	18	15	0	0	24	63	14	62		
	BIRMINGHAM	CONTINENTAL AIRLINES		S D	34	0	0	74	12	12	0	0	3	28	74	16	62		
	EDINBURGH	CONTINENTAL AIRLINES		S A	47	0	0	38	21	36	4	0	0	26	52	21	31		
	EDINBURGH	CONTINENTAL AIRLINES		S D	47	0	0	60	19	15	6	0	0	18	42	27	31		
	GATWICK	CONTINENTAL AIRLINES		S A	66	0	0	62	12	18	8	0	0	18	55	23	64		
	GATWICK	CONTINENTAL AIRLINES		S D	66	0	0	86	12	2	0	0	0	8	73	8	64		
	GLASGOW	CONTINENTAL AIRLINES		S A	43	0	0	42	21	30	7	0	0	27	68	14	31		
	GLASGOW	CONTINENTAL AIRLINES		S D	42	0	1	55	14	24	7	0	0	22	65	15	31		
	MANCHESTER	CONTINENTAL AIRLINES		S A	57	0	0	56	16	19	9	0	0	23	48	20	31		
	MANCHESTER	CONTINENTAL AIRLINES		S D	57	0	0	81	4	7	9	0	0	14	87	8	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	62	0	0	48	24	23	5	0	0	21	48	17	62		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	62	0	0	66	19	11	3	0	0	15	85	9	62		
<b>TOTAL NEW YORK (NEWARK)</b>					<b>795</b>	<b>1</b>	<b>1</b>	<b>63</b>	<b>16</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>14</b>	<b>14</b>		
NEWCASTLE																			
	GATWICK	BRITISH AIRWAYS PLC		S A	120	0	0	68	15	11	6	1	0	19	72	14	119		
	GATWICK	BRITISH AIRWAYS PLC		S D	120	0	0	71	16	9	4	0	0	15	75	13	119		
	HEATHROW	BRITISH AIRWAYS PLC		S A	173	0	1	68	14	10	8	0	0	17	79	10	202		
	HEATHROW	BRITISH AIRWAYS PLC		S D	174	0	0	67	12	13	9	0	0	19	77	11	202		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	82	0	10	91	6	2	0	0	0	7	88	5	80	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	80	0	12	98	0	3	0	0	0	2	94	3	80	
	LONDON CITY	EASTERN AIRWAYS	S	A	84	0	0	87	6	7	0	0	0	7	0	0	0	
	LONDON CITY	EASTERN AIRWAYS	S	D	84	0	0	75	17	8	0	0	0	10	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	118	0	1	79	12	3	5	1	0	12	84	11	120	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	118	0	1	53	25	14	8	0	0	22	71	17	120	
<b>TOTAL NEWCASTLE</b>					<b>1155</b>	<b>2</b>	<b>25</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>11</b>	<b>11</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST	S	D	93	0	0	69	12	13	6	0	0	16	85	9	92	
	MANCHESTER	AIR SOUTHWEST	S	A	54	0	0	46	33	4	17	0	0	28	0	0	0	
	MANCHESTER	AIR SOUTHWEST	S	D	53	0	1	64	19	4	13	0	0	21	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	29	0	2	93	3	0	3	0	0	6	0	0	0	
	MANCHESTER	BMIBABY LTD	S	D	29	0	2	93	3	0	3	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	A	26	0	5	92	4	4	0	0	0	5	85	15	61	
	STANSTED	RYANAIR	S	D	29	0	2	90	7	3	0	0	0	5	82	8	62	
<b>TOTAL NEWQUAY</b>					<b>315</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>10</b>	<b>10</b>	
NICE																		
	BIRMINGHAM	BA CONNECT LTD	S	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	BIRMINGHAM	BA CONNECT LTD	S	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	HEATHROW	BMI BRITISH MIDLAND	S	A	32	0	0	78	16	6	0	0	0	8	56	17	63	
	HEATHROW	BMI BRITISH MIDLAND	S	D	32	0	0	69	25	6	0	0	0	11	68	14	63	
	BIRMINGHAM	BMIBABY LTD	S	A	31	0	0	61	6	6	23	3	0	41	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	55	16	3	23	3	0	43	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	1	2	46	32	19	3	0	0	20	61	31	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	61	0	0	62	28	8	2	0	0	16	65	17	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	155	0	0	55	17	19	8	0	0	21	65	18	131	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	155	0	0	63	16	15	6	0	0	18	62	17	131	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	92	0	0	67	17	11	3	1	0	16	41	26	71	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	92	0	0	60	28	11	1	0	0	15	35	26	71	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	118	0	2	34	27	31	8	0	0	28	67	20	124	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	39	33	24	3	1	0	26	63	19	124	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	66	21	10	3	0	0	18	55	20	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	29	0	0	45	41	10	3	0	0	20	48	18	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NICE	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	1	1	62	16	16	3	2	0	20	78	9	60
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	56	20	18	3	3	0	26	68	14	60
	EDINBURGH	FLYGLOBESPAN	S	A	13	0	0	69	23	0	0	8	0	29	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	11	0	0	64	18	9	0	9	0	37	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	31	0	0	55	23	6	16	0	0	23	61	17	31
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	84	6	6	3	0	0	9	94	5	31
	GATWICK	SAS	C	A	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL NICE</b>					<b>1269</b>	<b>24</b>	<b>5</b>	<b>57</b>	<b>22</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>64</b>	<b>18</b>	<b>18</b>
NIEDERRHEIN	STANSTED	RYANAIR	S	A	53	0	1	91	8	2	0	0	0	4	98	1	53
	STANSTED	RYANAIR	S	D	53	0	1	58	30	11	0	0	0	15	91	5	53
<b>TOTAL NIEDERRHEIN</b>					<b>106</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>94</b>	<b>3</b>	<b>3</b>
NIMES	LUTON	RYANAIR	S	A	31	0	0	61	23	13	3	0	0	17	87	11	30
	LUTON	RYANAIR	S	D	31	0	0	45	29	19	6	0	0	21	80	10	30
<b>TOTAL NIMES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>9</b>	<b>9</b>
NORTHOLT																	
NORWICH	MANCHESTER	EASTERN AIRWAYS	S	A	52	0	5	79	6	10	6	0	0	16	95	3	60
	MANCHESTER	EASTERN AIRWAYS	S	D	52	0	5	87	6	6	2	0	0	7	93	3	60
	EDINBURGH	FLYBE LTD	S	A	65	0	0	85	11	2	2	0	2	18	55	26	31
	EDINBURGH	FLYBE LTD	S	D	65	0	0	71	14	12	2	0	2	24	45	26	31
	GLASGOW	FLYBE LTD	S	A	31	0	0	94	6	0	0	0	0	4	0	0	0
	GLASGOW	FLYBE LTD	S	D	31	0	0	94	6	0	0	0	0	4	0	0	0
	MANCHESTER	FLYBE LTD	S	A	12	0	0	67	17	17	0	0	0	15	0	0	0
	MANCHESTER	FLYBE LTD	S	D	12	0	0	58	25	17	0	0	0	12	0	0	0
<b>TOTAL NORWICH</b>					<b>320</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>10</b>
NOTTINGHAM EAST MIDLAN	EDINBURGH	BMIBABY LTD	S	A	79	0	2	77	6	6	9	1	0	16	91	9	54
	EDINBURGH	BMIBABY LTD	S	D	79	0	2	65	14	8	11	3	0	25	83	12	54
	GLASGOW	BMIBABY LTD	S	A	81	0	0	73	11	10	6	0	0	15	83	9	75
	GLASGOW	BMIBABY LTD	S	D	81	0	0	74	7	10	9	0	0	17	78	13	76

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NOTTINGHAM EAST MIDLAN																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>325</b>	<b>5</b>	<b>4</b>	<b>73</b>	<b>10</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>11</b>	<b>11</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	54	0	0	74	13	13	0	0	0	11	67	22	36	
	STANSTED	AIR BERLIN	S	D	54	0	0	46	9	35	9	0	0	29	53	24	36	
<b>TOTAL NUREMBERG</b>					<b>111</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>24</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>23</b>	<b>23</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
OAKLAND																		
OLBIA																		
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	0	50	0	0	50	0	105	0	218	3	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	50	0	0	50	0	71	0	128	3		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	0	3	0	4	63	17	8		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	26	0	3	0	14	38	26	8		
	GATWICK	FLYBE LTD	C	D	2	0	0	100	0	0	0	0	1	0	0	0		
	GATWICK	JET2.COM LTD	C	A	2	0	0	0	50	50	0	0	35	0	0	0		
	GATWICK	JET2.COM LTD	C	D	2	0	0	0	50	0	50	0	60	0	0	0		
	STANSTED	JET2.COM LTD	C	D	2	0	0	100	0	0	0	0	5	33	85	3		
	GATWICK	MERIDIANA AIR	S	A	8	0	0	75	25	0	0	0	9	25	25	8		
	GATWICK	MERIDIANA AIR	S	D	8	0	0	63	13	25	0	0	15	50	24	8		
<b>TOTAL OLBIA</b>					<b>95</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>40</b>	<b>65</b>	<b>65</b>	
OPORTO (PORTUGAL)																		
	HEATHROW	AIR PORTUGAL	S	A	62	0	0	42	26	23	10	0	26	63	13	62		
	HEATHROW	AIR PORTUGAL	S	D	62	0	0	63	15	16	6	0	19	84	8	62		
	STANSTED	RYANAIR	S	A	62	0	0	92	5	3	0	0	4	79	10	62		
	STANSTED	RYANAIR	S	D	62	0	0	68	16	16	0	0	15	63	15	62		
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>248</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>14</b>	<b>14</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	61	16	10	13	0	20	90	5	31		
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	61	26	6	6	0	20	77	10	31		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	62	0	0	56	21	18	5	0	21	77	9	73		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	62	0	0	40	21	26	13	0	29	61	15	74		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	26	0	0	81	12	8	0	0	7	87	6	31		
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	78	19	4	0	0	7	87	6	31		
<b>TOTAL ORLANDO</b>					<b>239</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>10</b>	<b>10</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	68	13	16	3	0	13	68	11	31		
	HEATHROW	JAPAN AIRLINES	S	D	31	0	0	81	13	6	0	0	9	97	5	31		
<b>TOTAL OSAKA (KANSAI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>8</b>	<b>8</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	123	0	0	76	10	9	6	0	13	85	8	123		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	BRITISH AIRWAYS PLC	S	D	123	0	0	70	11	9	10	0	0	18	79	12	123	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	55	0	0	85	5	5	4	0	0	9	94	4	53	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	55	0	0	65	16	11	7	0	0	17	85	7	53	
	HEATHROW	SAS	S	A	146	0	0	79	10	9	2	0	0	9	85	6	147	
	HEATHROW	SAS	S	D	145	0	1	79	12	6	3	0	0	11	78	9	147	
	MANCHESTER	SAS	S	A	16	0	0	81	19	0	0	0	0	9	56	15	16	
	MANCHESTER	SAS	S	D	16	0	0	100	0	0	0	0	0	3	94	2	16	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>680</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>8</b>	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	31	0	0	74	13	6	6	0	0	13	61	14	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	81	10	6	3	0	0	11	68	14	31	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20	40	20	0	20	0	55	0	25	1	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	60	20	0	20	0	0	42	100	7	1	
	GLASGOW	ZOOM AIRLINES	S	A	4	0	0	100	0	0	0	0	0	3	50	16	4	
	GLASGOW	ZOOM AIRLINES	S	D	4	0	0	75	0	25	0	0	0	9	75	16	4	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>13</b>	<b>13</b>	
OVDA																		
OXFORD (KIDLINGTON)																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	0
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	0
	MANCHESTER	AIR BERLIN	S	A	18	0	0	83	0	17	0	0	0	10	78	30	18	18
	MANCHESTER	AIR BERLIN	S	D	18	0	0	94	0	0	6	0	0	5	94	24	18	18
	STANSTED	AIR BERLIN	S	A	31	1	1	94	3	0	3	0	0	6	91	10	58	58
	STANSTED	AIR BERLIN	S	D	32	0	0	38	16	34	13	0	0	33	90	14	58	58
	EDINBURGH	HAMBURG INTERNATIONAL	C	A	2	0	0	50	0	0	50	0	0	32	0	0	0	0
	EDINBURGH	HAMBURG INTERNATIONAL	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	0
<b>TOTAL PADERBORN</b>					<b>111</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>6</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>90</b>	<b>15</b>	<b>15</b>	<b>15</b>
PALERMO																		
	STANSTED	RYANAIR	S	A	62	0	0	87	10	2	2	0	0	8	97	3	62	62
	STANSTED	RYANAIR	S	D	62	0	0	74	23	2	2	0	0	11	92	5	62	62
<b>TOTAL PALERMO</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>94</b>	<b>4</b>	<b>4</b>	<b>4</b>
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN	S	A	31	0	0	32	19	35	13	0	0	32	68	14	31	31
	STANSTED	AIR BERLIN	S	D	31	0	0	52	19	23	6	0	0	22	84	10	31	31
	EDINBURGH	AIR EUROPA	C	A	5	0	0	80	20	0	0	0	0	7	67	11	3	3
	EDINBURGH	AIR EUROPA	C	D	7	0	0	71	29	0	0	0	0	8	75	9	4	4
	NEWCASTLE	AIR EUROPA	C	A	4	0	0	75	0	0	25	0	0	29	33	20	3	3
	NEWCASTLE	AIR EUROPA	C	D	4	0	0	75	0	0	25	0	0	31	50	13	4	4
	BIRMINGHAM	AIR MALTA	C	D	3	0	0	33	0	0	0	67	0	228	83	9	6	6
	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	50	0	0	50	0	0	50	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	BA CONNECT LTD	C	A	4	0	0	25	25	50	0	0	0	33	33	18	3	3
	BIRMINGHAM	BA CONNECT LTD	C	D	5	0	0	40	40	20	0	0	0	17	67	24	3	3
	GLASGOW	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0	0
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	36	0	0	69	17	6	8	0	0	17	63	19	35	35
	HEATHROW	BMI BRITISH MIDLAND	S	D	36	0	0	33	42	17	6	3	0	29	83	8	35	35
	BIRMINGHAM	BMIBABY LTD	S	A	31	1	0	58	19	23	0	0	0	16	61	19	31	31
	BIRMINGHAM	BMIBABY LTD	S	D	31	0	0	84	6	10	0	0	0	9	71	14	31	31
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	58	29	6	6	0	0	17	26	36	31	31
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	81	16	0	3	0	0	13	61	15	31	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	76	0	0	75	13	4	4	3	1	21	86	9	42	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	75	0	0	77	12	3	7	1	0	15	76	13	42	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	2	0	0	50	0	0	50	0	0	47	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	0	0	63	21	5	5	4	2	38	76	15	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	56	1	0	61	20	11	4	4	2	40	82	14	49	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	70	10	17	3	0	0	14	70	11	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	65	19	16	0	0	0	15	74	15	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	60	23	6	9	3	0	24	74	17	35	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	51	23	14	9	3	0	30	63	24	35	
	STANSTED	EUROPEAN AIR CHARTER	C	A	2	0	0	0	0	0	100	0	0	106	0	24	2	
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	0	0	0	100	0	0	125	0	23	2	
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	1	0	20	20	20	40	0	0	47	60	9	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	29	0	14	57	0	0	61	57	19	7	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	25	100	0	3	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	20	100	2	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	11	0	0	55	9	18	18	0	0	34	63	28	8	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	15	1	0	60	7	13	20	0	0	31	70	17	10	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	67	32	6	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	2	86	23	7	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	63	0	31	6	0	0	21	47	18	15	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	69	19	6	6	0	0	15	67	13	15	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	38	0	0	76	8	8	8	0	0	15	74	11	38	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	40	0	0	70	18	5	8	0	0	17	73	14	40	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	5	0	0	0	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	22	0	11	0	0	13	89	9	9	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	18	100	5	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	42	0	0	52	26	14	7	0	0	21	40	19	42	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	42	0	0	81	12	5	2	0	0	11	63	13	43	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	89	11	0	0	0	0	7	89	6	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	44	0	0	0	0	15	78	8	9	
	EDINBURGH	FLYGLOBESPAN	S	A	33	1	0	73	15	9	3	0	0	13	74	23	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PALMA DE MALLORCA	EDINBURGH	FLYGLOBESPAN	S	D	31	0	0	90	6	3	0	0	0	7	81	12	31
	GLASGOW	FLYGLOBESPAN	S	A	33	0	0	76	12	3	9	0	0	14	84	19	31
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	68	23	6	3	0	0	15	84	18	31
	NEWCASTLE	FLYJET LTD	C	A	4	0	0	50	25	25	0	0	0	18	0	0	0
	NEWCASTLE	FLYJET LTD	C	D	4	0	0	75	0	25	0	0	0	11	0	0	0
	GLASGOW	FUTURA AIRLINES	C	A	5	0	0	40	40	20	0	0	0	20	80	15	5
	GLASGOW	FUTURA AIRLINES	C	D	7	0	0	86	14	0	0	0	0	5	80	14	5
	MANCHESTER	FUTURA AIRLINES	C	A	5	0	0	20	40	20	20	0	0	31	0	0	0
	MANCHESTER	FUTURA AIRLINES	C	D	6	0	0	33	33	33	0	0	0	24	0	0	0
	NEWCASTLE	FUTURA AIRLINES	C	A	4	0	0	50	25	0	0	0	25	163	50	10	4
	NEWCASTLE	FUTURA AIRLINES	C	D	4	0	0	75	0	0	0	0	25	156	75	8	4
	GATWICK	GB AIRWAYS LTD	S	A	28	0	0	32	43	21	4	0	0	24	41	30	29
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	86	14	0	0	0	0	6	48	31	29
	GLASGOW	GREECE AIRWAYS	S	D	4	0	0	50	0	50	0	0	0	32	50	28	4
	MANCHESTER	GREECE AIRWAYS	S	A	4	0	0	0	75	25	0	0	0	26	0	0	0
	MANCHESTER	GREECE AIRWAYS	S	D	4	0	0	50	25	25	0	0	0	16	0	0	0
	EDINBURGH	IBERWORLD	C	A	4	0	0	50	0	50	0	0	0	19	50	66	4
	EDINBURGH	IBERWORLD	C	D	5	0	0	60	20	20	0	0	0	17	80	54	5
	STANSTED	IBERWORLD	C	A	3	0	0	67	33	0	0	0	0	10	67	15	3
	STANSTED	IBERWORLD	C	D	3	0	0	67	0	33	0	0	0	15	50	97	4
	MANCHESTER	JET2.COM LTD	S	A	31	1	0	55	29	6	3	6	0	27	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	90	6	3	0	0	0	5	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	25	0	25	50	0	0	43	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	0	25	50	25	0	0	41	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	36	50	13	4
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	31	75	14	4
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	17	33	50	0	0	0	33	14	49	7
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	83	17	0	0	0	0	7	100	6	8
	LUTON	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	11	0	0	0
	LUTON	MONARCH AIRLINES	S	D	4	0	0	0	25	75	0	0	0	36	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	57	14	0	29	0	0	40	38	32	8
	MANCHESTER	MONARCH AIRLINES	S	A	42	0	4	62	26	5	7	0	0	18	80	16	30
	MANCHESTER	MONARCH AIRLINES	S	D	42	0	0	76	12	7	5	0	0	12	77	19	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	11	0	11	0	11	87	50	22	8	
	STANSTED	MONARCH AIRLINES	C	A	3	0	0	0	67	0	33	0	0	49	0	0	0	
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	0	50	25	25	0	0	46	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	11	0	0	73	18	9	0	0	0	11	89	8	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	13	0	0	77	8	15	0	0	0	10	89	11	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	100	0	0	0	0	0	2	60	13	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	9	67	9	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	43	64	22	11	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	60	62	22	13	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	19	4	0	84	0	16	0	0	0	7	87	20	31	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	24	0	0	92	4	0	4	0	0	5	83	39	35	
	GATWICK	SPANAIR	C	A	4	0	0	25	0	0	75	0	0	65	100	12	1	
	GATWICK	SPANAIR	C	D	4	0	0	25	0	50	25	0	0	55	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	9	0	9	0	0	18	91	11	11	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	12	0	0	67	25	0	8	0	0	21	75	13	12	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	0	0	68	9	18	5	0	0	19	39	27	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	30	0	0	67	17	10	7	0	0	16	52	28	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	15	0	0	47	13	7	20	13	0	69	33	33	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	18	0	0	61	11	0	22	6	0	52	71	21	17	
	LUTON	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	100	0	0	0	0	21	100	2	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	32	0	0	53	19	9	16	3	0	34	61	17	31	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	33	0	0	70	9	12	9	0	0	16	83	10	36	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	17	8	0	8	0	26	60	11	10	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	13	0	0	69	8	15	0	8	0	29	93	5	14	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	13	100	0	1	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	100	0	0	0	0	0	2	100	4	2	
	BIRMINGHAM	THOMSONFLY LTD	C	A	23	1	0	87	9	0	4	0	0	8	71	12	21	
	BIRMINGHAM	THOMSONFLY LTD	C	D	23	0	0	91	4	0	4	0	0	10	50	15	22	
	GATWICK	THOMSONFLY LTD	C	A	33	0	0	82	12	3	3	0	0	7	79	14	34	
	GATWICK	THOMSONFLY LTD	C	D	34	0	0	76	18	3	0	3	0	15	75	13	36	
	GLASGOW	THOMSONFLY LTD	C	A	20	0	0	75	5	15	5	0	0	11	75	10	16	
	GLASGOW	THOMSONFLY LTD	C	D	20	0	0	70	25	0	5	0	0	12	78	10	18	
	LUTON	THOMSONFLY LTD	C	A	22	0	0	77	5	9	0	9	0	31	73	29	15	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PALMA DE MALLORCA		LUTON	THOMSONFLY LTD	C D	22	1	0	73	23	5	0	0	0	10	75	32	16
		MANCHESTER	THOMSONFLY LTD	C A	39	0	0	79	15	3	3	0	0	8	58	26	38
		MANCHESTER	THOMSONFLY LTD	C D	39	0	0	87	5	3	3	0	3	17	84	16	43
		NEWCASTLE	THOMSONFLY LTD	C A	14	0	0	71	14	7	7	0	0	21	73	21	11
		NEWCASTLE	THOMSONFLY LTD	C D	15	0	0	67	7	13	7	7	0	25	85	10	13
		STANSTED	THOMSONFLY LTD	C A	8	0	0	88	13	0	0	0	0	2	82	68	11
		STANSTED	THOMSONFLY LTD	C D	9	0	0	100	0	0	0	0	0	2	79	51	14
		BIRMINGHAM	TRAVEL SERVICE ESPANA	C D	2	0	0	0	0	0	50	0	50	325	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>					<b>2103</b>	<b>12</b>	<b>9</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>19</b>	<b>19</b>
PAMPLONA																	
<b>TOTAL PAMPLONA</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>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAPHOS																	
		BIRMINGHAM	AIR MALTA	C A	3	0	0	0	67	33	0	0	0	33	50	66	4
		BIRMINGHAM	AIR MALTA	C D	4	0	0	25	75	0	0	0	0	21	80	47	5
		GATWICK	AJET	S A	4	0	0	50	25	25	0	0	0	20	100	5	5
		GATWICK	ASTRAEUS LTD	C A	7	0	0	29	14	0	43	14	0	72	0	48	1
		GATWICK	ASTRAEUS LTD	C D	7	0	0	43	14	14	14	14	0	64	0	23	1
		MANCHESTER	ASTRAEUS LTD	C A	2	0	0	100	0	0	0	0	0	0	0	0	0
		MANCHESTER	ASTRAEUS LTD	C D	2	0	0	100	0	0	0	0	0	0	0	0	0
		MANCHESTER	EUROCYPRIA AIRLINES LTD	C A	4	0	0	50	25	25	0	0	0	16	0	0	0
		MANCHESTER	EUROCYPRIA AIRLINES LTD	C D	4	0	0	50	50	0	0	0	0	13	0	0	0
		NEWCASTLE	EUROCYPRIA AIRLINES LTD	C A	5	0	0	60	0	40	0	0	0	15	100	4	4
		NEWCASTLE	EUROCYPRIA AIRLINES LTD	C D	5	0	0	60	40	0	0	0	0	9	100	0	4
		GATWICK	EXCEL AIRWAYS LTD	C A	10	0	0	50	10	10	10	20	0	69	57	43	7
		GATWICK	EXCEL AIRWAYS LTD	C D	12	0	0	42	17	8	8	25	0	87	20	46	5
		MANCHESTER	EXCEL AIRWAYS LTD	C A	10	0	0	40	10	20	20	0	10	101	22	167	9
		MANCHESTER	EXCEL AIRWAYS LTD	C D	9	0	0	56	11	11	11	0	11	99	22	166	9
		BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S A	5	0	0	60	40	0	0	0	0	9	0	40	4
		BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	S D	5	0	0	80	20	0	0	0	0	10	75	8	4
		BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C D	2	0	0	100	0	0	0	0	0	8	0	0	0
		GATWICK	FIRST CHOICE AIRWAYS LTD	S A	9	0	0	44	33	11	11	0	0	23	22	39	9
		GATWICK	FIRST CHOICE AIRWAYS LTD	C A	5	0	0	40	20	40	0	0	0	20	75	5	4
		GATWICK	FIRST CHOICE AIRWAYS LTD	C D	5	0	0	40	20	40	0	0	0	20	67	13	3

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	FIRST CHOICE AIRWAYS LTD		S D	9	0	0	67	11	22	0	0	0	20	80	27	10	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		S A	5	0	0	80	20	0	0	0	8	25	33	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		S D	5	0	0	60	20	20	0	0	14	50	21	4		
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	0	67	33	0	0	23	80	6	5		
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	16	60	16	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	7	0	0	43	29	14	14	0	22	67	26	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		S A	10	0	0	70	20	10	0	0	11	33	43	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		S D	9	0	0	89	0	11	0	0	6	56	26	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	7	0	0	100	0	0	0	0	1	78	20	9		
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	8	40	19	5		
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	15	80	14	5		
	GLASGOW	FLYGLOBESPAN		S A	6	3	3	83	0	0	17	0	16	100	3	4		
	GLASGOW	FLYGLOBESPAN		S D	9	0	0	67	22	0	11	0	18	86	12	7		
	NEWCASTLE	FLYJET LTD		C A	5	0	0	20	0	20	60	0	61	0	0	0		
	NEWCASTLE	FLYJET LTD		C D	5	0	0	80	0	0	20	0	41	0	0	0		
	GATWICK	GB AIRWAYS LTD		S A	35	0	0	71	0	23	6	0	18	65	17	26		
	GATWICK	GB AIRWAYS LTD		S D	36	0	0	61	17	14	8	0	23	69	21	26		
	MANCHESTER	GB AIRWAYS LTD		S A	22	0	0	77	18	5	0	0	8	57	16	7		
	MANCHESTER	GB AIRWAYS LTD		S D	23	0	0	96	4	0	0	0	1	71	13	7		
	BIRMINGHAM	MONARCH AIRLINES		C A	9	0	0	44	33	22	0	0	16	11	31	9		
	BIRMINGHAM	MONARCH AIRLINES		C D	9	0	0	89	11	0	0	0	5	78	8	9		
	GATWICK	MONARCH AIRLINES		C A	9	0	0	44	11	22	22	0	39	25	90	4		
	GATWICK	MONARCH AIRLINES		C D	9	0	0	44	11	11	33	0	40	25	78	4		
	GLASGOW	MONARCH AIRLINES		C A	3	0	0	33	33	33	0	0	23	0	0	0		
	GLASGOW	MONARCH AIRLINES		C D	5	0	0	60	0	20	0	20	68	0	0	0		
	MANCHESTER	MONARCH AIRLINES		C A	9	0	0	56	0	0	33	11	54	0	62	4		
	MANCHESTER	MONARCH AIRLINES		C D	9	0	0	44	11	22	11	11	50	25	45	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	3	0	0	67	0	33	0	0	12	80	40	5		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	25	25	0	0	18	80	47	5		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	8	0	0	75	0	0	25	0	25	75	33	8		
	GATWICK	MY TRAVEL AIRWAYS UK		C D	9	0	0	78	11	0	11	0	21	78	37	9		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	6	0	0	83	17	0	0	0	5	75	7	8		
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	6	0	0	100	0	0	0	0	3	100	1	9		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PAPHOS	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	32	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	9	75	40	4
	STANSTED	NORDIC AIRWAYS	C	A	4	0	0	25	25	0	50	0	0	61	0	0	0
	STANSTED	NORDIC AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	27	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	6	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	11	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	13	0	0	69	8	8	15	0	0	26	55	51	11
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	54	31	8	8	0	0	27	64	43	11
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	14	0	0	29	43	7	21	0	0	43	21	66	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	0	0	23	0	0	34	71	56	14
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	4	100	3	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	25	25	50	0	0	0	32	38	94	8
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	67	22	11	0	0	0	19	50	94	8
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	44	33	0	22	0	0	29	38	36	8
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	44	0	0	0	0	13	90	14	10
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	0	25	0	25	0	85	25	28	4
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	60	20	0	0	20	0	60	75	9	4
	LUTON	THOMSONFLY LTD	C	A	8	0	0	38	25	13	13	13	0	55	88	6	8
	LUTON	THOMSONFLY LTD	C	D	9	0	0	33	44	22	0	0	0	19	100	5	8
	MANCHESTER	THOMSONFLY LTD	C	A	12	0	0	67	25	0	8	0	0	15	77	12	13
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	93	0	7	0	0	0	6	85	10	13
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	24	67	15	3
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	17	75	18	4
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	3
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	27	100	4	4
<b>TOTAL PAPHOS</b>					<b>626</b>	<b>3</b>	<b>3</b>	<b>63</b>	<b>16</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>34</b>	<b>34</b>
PAPHOS	PARIS (CHARLES DE GAULLE)																
	HEATHROW	AIR FRANCE	S	A	354	0	0	73	16	6	4	0	0	14	83	9	350
	HEATHROW	AIR FRANCE	S	D	354	0	0	70	16	10	4	0	0	14	84	8	350
	MANCHESTER	AIR FRANCE	S	A	154	0	0	84	8	5	3	0	0	8	84	7	154

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PARIS (CHARLES DE GAULLE)	MANCHESTER	AIR FRANCE	S	D	154	0	0	82	6	10	1	0	0	8	86	8	154
	BIRMINGHAM	BA CONNECT LTD	S	A	133	1	0	88	6	4	2	1	0	7	87	7	129
	BIRMINGHAM	BA CONNECT LTD	S	D	133	0	0	89	5	3	2	0	0	7	84	8	128
	EDINBURGH	BA CONNECT LTD	S	A	88	0	0	74	19	5	2	0	0	11	87	12	85
	EDINBURGH	BA CONNECT LTD	S	D	88	0	0	59	30	10	1	0	0	16	76	17	86
	GLASGOW	BA CONNECT LTD	S	A	20	0	0	70	25	5	0	0	0	8	100	1	27
	GLASGOW	BA CONNECT LTD	S	D	21	0	0	90	10	0	0	0	0	4	61	13	23
	MANCHESTER	BA CONNECT LTD	S	A	131	0	4	66	20	8	6	0	0	15	85	8	134
	MANCHESTER	BA CONNECT LTD	S	D	133	0	2	76	13	8	4	0	0	11	90	5	134
	HEATHROW	BMI BRITISH MIDLAND	S	A	141	0	0	72	13	11	4	0	0	13	73	11	139
	HEATHROW	BMI BRITISH MIDLAND	S	D	141	0	0	62	23	11	4	0	0	16	64	12	138
	NEWCASTLE	BRIT AIR	S	A	83	0	0	87	5	6	2	0	0	10	82	8	85
	NEWCASTLE	BRIT AIR	S	D	84	0	0	68	12	17	4	0	0	14	74	12	84
	HEATHROW	BRITISH AIRWAYS PLC	S	A	325	0	0	68	12	12	7	0	0	16	76	10	317
	HEATHROW	BRITISH AIRWAYS PLC	S	D	325	0	0	66	16	11	6	0	0	18	72	13	317
	BIRMINGHAM	CITY JET	S	A	170	0	0	86	9	2	2	0	0	6	93	4	170
	BIRMINGHAM	CITY JET	S	D	170	0	0	90	8	1	1	0	0	5	95	5	170
	EDINBURGH	CITY JET	S	A	66	0	0	80	15	5	0	0	0	8	70	12	67
	EDINBURGH	CITY JET	S	D	66	0	0	71	23	6	0	0	0	11	62	15	66
	LONDON CITY	CITY JET	S	A	27	0	0	85	7	4	4	0	0	10	100	1	27
	LONDON CITY	CITY JET	S	D	23	0	0	48	26	17	9	0	0	28	18	25	22
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	117	0	0	48	9	11	32	1	0	40	84	8	92
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	117	0	0	62	15	16	7	0	0	19	76	12	92
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	10	6	10	3	0	25	74	10	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	23	6	6	3	0	22	74	13	31
	MANCHESTER	JET2.COM LTD	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0
	MANCHESTER	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	0	50	50	0	156	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0
	STANSTED	MONARCH AIRLINES	C	D	2	0	0	0	0	0	50	50	0	156	0	0	0
	STANSTED	STERLING AIRLINES	C	A	2	0	0	50	0	0	50	0	0	85	0	0	0
	STANSTED	STERLING AIRLINES	C	D	2	0	0	0	0	0	100	0	0	86	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	0	100	0	0	0	0	23	0	0	0



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PARIS (CHARLES DE GAULLE)	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3720</b>	<b>7</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>10</b>	<b>10</b>
PARIS (LE BOURGET)																	
<b>TOTAL PARIS (LE BOURGET)</b>					<b>2</b>	<b>16</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (ORLY)	EDINBURGH	CITY JET	S	A	4	0	0	50	25	25	0	0	0	17	75	9	4
	EDINBURGH	CITY JET	S	D	4	0	0	100	0	0	0	0	0	2	100	4	5
	LONDON CITY	CITY JET	S	A	110	1	0	59	25	9	7	0	0	19	93	6	89
	LONDON CITY	CITY JET	S	D	113	0	0	38	34	20	8	0	0	26	65	18	97
<b>TOTAL PARIS (ORLY)</b>					<b>231</b>	<b>1</b>	<b>0</b>	<b>49</b>	<b>29</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>12</b>	<b>12</b>
PARMA	STANSTED	RYANAIR	S	A	27	0	0	67	11	15	7	0	0	20	0	0	0
	STANSTED	RYANAIR	S	D	27	0	0	52	33	11	4	0	0	23	0	0	0
<b>TOTAL PARMA</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAU	STANSTED	RYANAIR	S	A	31	0	0	87	6	0	6	0	0	9	97	6	30
	STANSTED	RYANAIR	S	D	31	0	0	81	13	3	3	0	0	10	87	6	30
<b>TOTAL PAU</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>92</b>	<b>6</b>	<b>6</b>
PERPIGNAN	MANCHESTER	BMIBABY LTD	S	A	31	0	0	61	16	19	0	3	0	21	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	74	19	3	3	0	0	14	0	0	0
	BIRMINGHAM	FLYBE LTD	S	A	14	0	0	64	7	7	21	0	0	26	63	17	19
	BIRMINGHAM	FLYBE LTD	S	D	14	0	0	57	7	21	14	0	0	28	53	26	19
	STANSTED	RYANAIR	S	A	31	0	0	74	16	0	6	3	0	19	83	8	30
	STANSTED	RYANAIR	S	D	31	0	0	84	6	3	6	0	0	12	80	9	30
<b>TOTAL PERPIGNAN</b>					<b>152</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>13</b>
PERTH (AUSTRALIA)																	
PESCARA	STANSTED	RYANAIR	S	A	30	0	0	77	10	7	7	0	0	13	94	8	31
	STANSTED	RYANAIR	S	D	31	0	0	84	6	6	3	0	0	11	87	7	31
<b>TOTAL PESCARA</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>22</b>	<b>22</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PHILADELPHIA INTERNATIONAL																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	1	51	21	18	8	0	2	47	71	13	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	68	18	15	0	0	0	13	76	10	62	
	GATWICK	US AIRWAYS	S	A	31	0	0	58	10	23	10	0	0	22	23	46	31	
	GATWICK	US AIRWAYS	S	D	31	1	0	77	19	0	3	0	0	11	81	19	31	
	GLASGOW	US AIRWAYS	S	A	20	0	0	65	15	15	5	0	0	15	47	32	17	
	GLASGOW	US AIRWAYS	S	D	19	1	0	89	11	0	0	0	0	4	88	11	17	
	MANCHESTER	US AIRWAYS	S	A	31	0	0	71	3	13	13	0	0	18	61	18	31	
	MANCHESTER	US AIRWAYS	S	D	31	0	0	87	3	3	3	3	0	18	100	1	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>286</b>	<b>2</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>70</b>	<b>17</b>	<b>17</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	0	52	37	11	0	0	0	15	67	12	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	62	35	4	0	0	0	13	67	20	27	
<b>TOTAL PHOENIX</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>36</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	<b>16</b>	
PISA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	91	1	0	64	18	15	2	1	0	17	60	22	97	
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	53	16	22	8	1	0	25	52	21	97	
	MANCHESTER	JET2.COM LTD	S	A	5	0	0	40	60	0	0	0	0	16	83	8	6	
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	100	0	0	0	0	0	0	100	5	6	
	NEWCASTLE	JET2.COM LTD	S	A	3	0	0	67	0	33	0	0	0	15	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	3	0	0	100	0	0	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	93	0	0	84	9	4	3	0	0	9	82	9	100	
	STANSTED	RYANAIR	S	D	95	0	0	71	18	6	5	0	0	15	79	11	101	
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	50	0	50	0	0	0	24	33	22	3	
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	33	33	0	33	0	0	42	100	0	4	
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	50	0	50	0	0	0	26	100	4	3	
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	67	0	0	33	0	0	27	100	4	4	
<b>TOTAL PISA</b>					<b>397</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>15</b>	<b>15</b>	
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	A	124	0	0	60	16	13	11	0	0	20	80	10	124	
	GATWICK	AIR SOUTHWEST	S	D	31	0	0	61	10	26	3	0	0	18	81	8	31	
	MANCHESTER	AIR SOUTHWEST	S	A	35	0	0	86	6	6	3	0	0	9	62	16	50	
	MANCHESTER	AIR SOUTHWEST	S	D	31	0	0	77	13	10	0	0	0	9	76	10	50	
<b>TOTAL PLYMOUTH</b>					<b>221</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
POITIERS																		
	STANSTED	RYANAIR		S A	31	0	0	90	10	0	0	0	0	3	93	4	30	
	STANSTED	RYANAIR		S D	31	0	0	71	19	10	0	0	0	11	90	7	30	
<b>TOTAL POITIERS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>6</b>	<b>6</b>	
PORLAMAR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	0	0	50	0	0	31	0	64	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	18	0	29	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	0	0	50	0	0	89	50	10	2	
<b>TOTAL PORLAMAR</b>					<b>6</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>28</b>	<b>28</b>	
PORT HARCOURT																		
PORT OF SPAIN																		
	HEATHROW	BWIA		S A	31	0	0	65	13	10	13	0	0	26	40	82	30	
	HEATHROW	BWIA		S D	31	0	0	45	29	10	16	0	0	28	10	100	31	
<b>TOTAL PORT OF SPAIN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>25</b>	<b>91</b>	<b>91</b>	
POZNAN																		
	STANSTED	RYANAIR		S A	31	0	0	74	3	13	10	0	0	18	0	0	0	
	STANSTED	RYANAIR		S D	31	0	0	65	19	13	3	0	0	18	0	0	0	
	LUTON	WIZZ AIR		S A	22	0	0	73	18	9	0	0	0	9	0	0	0	
	LUTON	WIZZ AIR		S D	22	0	0	73	18	9	0	0	0	12	0	0	0	
<b>TOTAL POZNAN</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD		S A	31	0	0	55	6	26	6	6	0	31	74	15	31	
	BIRMINGHAM	BMIBABY LTD		S D	31	0	0	39	19	26	10	6	0	38	42	32	31	
	MANCHESTER	BMIBABY LTD		S A	35	0	0	83	3	6	9	0	0	14	75	13	36	
	MANCHESTER	BMIBABY LTD		S D	35	0	0	83	6	0	11	0	0	15	86	10	36	
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	57	20	17	7	0	0	21	74	12	31	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	77	7	13	3	0	0	13	84	10	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	93	0	0	67	12	14	6	0	1	21	61	21	93	
	HEATHROW	BRITISH AIRWAYS PLC		S D	93	0	0	58	14	18	10	0	0	22	58	19	93	
	EDINBURGH	CSA		S A	44	0	0	89	7	2	0	0	2	14	78	15	45	
	EDINBURGH	CSA		S D	44	0	0	73	20	7	0	0	0	11	64	15	44	
	HEATHROW	CSA		S A	89	0	0	45	31	20	3	0	0	21	64	17	88	
	HEATHROW	CSA		S D	89	0	0	70	16	8	7	0	0	15	72	14	88	

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Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
PRAGUE																		
	MANCHESTER	CSA		S A	58	0	0	83	12	5	0	0	0	7	87	6	76	
	MANCHESTER	CSA		S D	58	0	0	79	19	2	0	0	0	8	83	8	75	
	STANSTED	CSA		S A	57	0	1	82	9	9	0	0	0	8	83	7	58	
	STANSTED	CSA		S D	57	0	1	65	23	11	2	0	0	14	62	13	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	85	8	6	0	0	0	7	66	16	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	56	24	19	0	0	0	17	58	22	62	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	84	10	3	3	0	0	9	81	10	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	68	23	6	3	0	0	14	81	14	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	62	0	4	69	21	6	3	0	0	13	82	10	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	71	19	6	3	0	0	15	68	15	62	
	GLASGOW	FLYGLOBESPAN		S A	21	0	0	57	33	10	0	0	0	15	74	9	31	
	GLASGOW	FLYGLOBESPAN		S D	21	0	0	71	19	10	0	0	0	12	87	8	31	
<b>TOTAL PRAGUE</b>					<b>1227</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	<b>14</b>	
PRESTWICK																		
	STANSTED	RYANAIR		S A	153	0	2	90	6	3	1	0	0	5	90	4	157	
	STANSTED	RYANAIR		S D	154	0	1	84	8	5	2	0	0	9	84	8	160	
<b>TOTAL PRESTWICK</b>					<b>307</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>6</b>	
PREVEZA																		
	GATWICK	EXCEL AIRWAYS LTD		C A	9	0	0	89	0	11	0	0	0	6	67	181	6	
	GATWICK	EXCEL AIRWAYS LTD		C D	9	0	0	44	11	22	22	0	0	39	80	127	10	
	MANCHESTER	EXCEL AIRWAYS LTD		C A	6	0	0	33	17	17	33	0	0	50	60	74	10	
	MANCHESTER	EXCEL AIRWAYS LTD		C D	6	0	0	83	0	17	0	0	0	10	70	75	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	50	38	13	0	0	0	17	100	3	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	38	38	25	0	0	0	21	27	37	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	67	0	33	0	0	0	15	100	5	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	100	10	5	
	GATWICK	MONARCH AIRLINES		C A	8	0	0	38	13	38	13	0	0	31	78	8	9	
	GATWICK	MONARCH AIRLINES		C D	8	0	0	75	25	0	0	0	0	9	78	9	9	
	MANCHESTER	MONARCH AIRLINES		C A	3	0	0	67	33	0	0	0	0	11	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	3	0	0	100	0	0	0	0	0	5	83	7	6	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	8	67	10	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	3	0	0	100	0	0	0	0	0	2	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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)											
PREVEZA	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL PREVEZA</b>					<b>92</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>46</b>	<b>46</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	100	0	0	0	0	0	1	15	26	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	72	22	6	0	0	0	13	77	10	13
	STANSTED	JET2.COM LTD	C	A	2	2	0	100	0	0	0	0	0	0	100	0	3
<b>TOTAL PRISTINA</b>					<b>38</b>	<b>6</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>52</b>	<b>16</b>	<b>16</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	100	0	0	0	0	0	1	80	17	5
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	100	0	0	0	0	0	6	60	11	5
<b>TOTAL PROVIDENCIALES</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>14</b>	<b>14</b>
PUERTO PLATA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	67	17	0	17	0	0	16	80	7	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	67	17	0	17	0	0	25	40	39	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	22	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	20	95	5
	NEWCASTLE	MONARCH AIRLINES	C	A	3	0	0	33	0	33	33	0	0	36	0	0	0
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	25	25	25	25	0	0	38	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	12	25	17	4
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	33	33	33	0	0	0	23	75	8	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	1	0	75	0	0	25	0	0	34	100	3	3
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	0	20	0	0	39	40	15	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	9	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	12	60	19	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	5	40	62	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	60	58	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	2	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	60	15	5
	GATWICK	THOMSONFLY LTD	C	A	6	0	0	100	0	0	0	0	0	0	100	2	9
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	9	78	7	9
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	67	15	6
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	9	67	14	6
<b>TOTAL PUERTO PLATA</b>					<b>99</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>41</b>	<b>41</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
PUERTO VALLARTA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	100	0	0	0	0	19	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	23	0	0	0	
<b>TOTAL PUERTO VALLARTA</b>					<b>6</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PULA																		
	GATWICK	AIR ADRIATIC	C	A	3	0	0	67	33	0	0	0	0	6	0	0	0	
	GATWICK	AIR ADRIATIC	C	D	4	0	0	75	0	25	0	0	0	14	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	20	0	0	20	0	46	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	5	1	0	40	40	0	20	0	0	35	0	0	0	
	GATWICK	CROATIA AIRLINES	S	A	5	0	0	80	20	0	0	0	0	7	80	4	5	
	GATWICK	CROATIA AIRLINES	S	D	5	0	0	100	0	0	0	0	0	4	60	10	5	
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	100	0	0	0	0	0	5	80	6	5	
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	100	0	0	0	0	0	1	100	4	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	7	80	36	5	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	4	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	0	25	0	0	25	135	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	25	0	67	75	11	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	5	80	14	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	0	14	100	1	4	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	5	80	14	5	
<b>TOTAL PULA</b>					<b>77</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>82</b>	<b>10</b>	<b>10</b>	
PUNTA CANA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	24	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	0	33	0	0	43	0	22	2	
	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	9	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	25	25	25	25	0	106	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	0	80	0	20	0	0	36	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	3	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	12	100	0	3	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	75	7	4	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	7	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005					
			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)											
PUNTA CANA	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	14	71	16	7
<b>TOTAL PUNTA CANA</b>					<b>43</b>	<b>3</b>	<b>0</b>	<b>63</b>	<b>26</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>17</b>	<b>17</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	48	26	19	3	3	0	26	45	23	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	68	23	6	3	0	0	13	77	15	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>19</b>	<b>19</b>
REIMS	LUTON	AIR TURQUOISE	S	A	28	0	3	86	7	4	4	0	0	8	0	0	0
	LUTON	AIR TURQUOISE	S	D	28	0	3	64	29	4	4	0	0	15	0	0	0
<b>TOTAL REIMS</b>					<b>56</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>18</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
REUS	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	37	100	3	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	67	0	17	17	0	0	36	89	4	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	3	75	25	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	17	8	0	0	0	10	42	39	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	8	80	28	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	15	40	33	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	88	5	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	1	89	6	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	20	100	3	2
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	22	50	18	2
	GLASGOW	FUTURA AIRLINES	C	A	4	2	0	100	0	0	0	0	0	2	0	0	0
	GLASGOW	FUTURA AIRLINES	C	D	7	0	0	86	14	0	0	0	0	9	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	7	0	0	100	0	0	0	0	0	0	100	3	4
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	2	60	66	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	3	0	0	67	0	0	0	33	0	116	75	12	4
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	0	0	25	101	80	14	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	75	52	8
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	11	0	0	0	0	3	82	43	11
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	13	0	0	0	7	75	18	4
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	12	80	20	5
	STANSTED	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4
	STANSTED	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	2	80	11	5
	LUTON	RYANAIR	S	A	31	0	0	94	3	0	3	0	0	5	91	5	35
	LUTON	RYANAIR	S	D	31	0	0	90	6	0	3	0	0	9	83	11	35
	STANSTED	RYANAIR	S	A	62	0	0	87	10	3	0	0	0	4	90	6	49



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	Matched
REUS	STANSTED	RYANAIR	S	D	62	0	0	71	16	13	0	0	0	13	84	9	49
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	12	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	50	25	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	60	0	0	0	34	67	21	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	6	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	0	17	0	0	18	100	5	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	11	100	5	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	3	5
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	9	100	0	3
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	29	100	2	4
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	71	14	0	0	0	14	67	86	5	7
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	11	0	0	0	11	54	44	28	9
	GLASGOW	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	3	100	2	3
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	8	100	2	5
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	100	0	0	0	0	0	0	83	9	6
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	4	100	0	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	21	100	1	4
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	21	100	3	5
<b>TOTAL REUS</b>					<b>440</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>12</b>	<b>84</b>	<b>13</b>	<b>13</b>
RHODES	BIRMINGHAM	AIR MALTA	C	A	5	0	0	80	20	0	0	0	0	10	25	147	4
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	0	20	80	0	0	0	36	0	149	4
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	3	0	0	100	0	0	0	0	0	5	0	205	4
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	8	0	132	2
	MANCHESTER	BMI BRITISH MIDLAND	C	D	3	0	0	0	0	100	0	0	0	43	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	25	50	0	0	25	0	103	17	110	6
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	25	0	50	0	0	25	118	29	92	7
	GLASGOW	EXCEL AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	2	83	27	6
	GLASGOW	EXCEL AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	6	50	100	6

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RHODES																		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	130	100	3	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	50	25	0	0	0	25	142	100	6	4	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	33	264	6	6	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	5	63	97	8	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	13	60	60	5	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	50	33	17	0	0	18	67	57	6	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	50	0	0	0	14	50	76	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	17	0	0	16	67	50	6	6	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	10	75	45	4	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	20	50	44	4	4	
	GATWICK	GB AIRWAYS LTD	S	A	8	0	0	88	13	0	0	0	8	0	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	67	11	22	0	0	15	0	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	10	0	20	0	21	25	66	8	8	
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	60	0	10	30	0	37	25	80	8	8	
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	78	0	11	0	11	25	64	51	11	11	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	40	30	20	0	10	33	58	51	12	12	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	6	100	0	3	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	8	50	12	4	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	0	50	119	50	252	4	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	7	1	0	71	14	0	14	0	11	17	156	6	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	10	0	0	90	0	0	10	0	11	25	120	8	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	1	100	0	3	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	1	100	1	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	25	0	0	19	0	97	3	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	33	0	0	21	50	54	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	38	0	0	0	11	25	111	4	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	82	18	0	0	0	6	60	66	5	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	0	33	0	32	100	2	3	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	7	100	3	4	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	16	33	128	3	3	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	9	25	100	4	4	
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	1	63	41	8	8	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	4	75	37	8	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
RHODES																		
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	2	4	
	LUTON	THOMSONFLY LTD	C	A	3	0	0	33	0	33	33	0	0	51	67	11	3	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	33	40	75	5	
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	86	14	0	0	0	0	3	83	7	6	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	0	56	31	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	33	82	3	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	50	96	4	
<b>TOTAL RHODES</b>					<b>294</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>52</b>	<b>75</b>	<b>75</b>	
RIGA																		
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	31	0	0	71	3	0	19	3	3	46	0	0	0	
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	31	0	0	65	6	0	23	3	3	49	0	0	0	
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	10	0	2	80	10	0	0	10	0	22	83	9	12	
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	10	0	2	80	10	0	10	0	0	20	75	13	12	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	6	10	3	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	10	13	0	0	0	11	0	0	0	
	STANSTED	RYANAIR	S	A	48	0	1	92	4	4	0	0	0	5	97	2	31	
	STANSTED	RYANAIR	S	D	49	0	0	78	14	6	2	0	0	12	84	7	31	
<b>TOTAL RIGA</b>					<b>241</b>	<b>1</b>	<b>5</b>	<b>78</b>	<b>8</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>76</b>	<b>10</b>	<b>10</b>	
RIMINI																		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	0	50	0	0	0	20	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	0	20	0	0	0	9	0	0	0	
<b>TOTAL RIMINI</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>17</b>	<b>31</b>	<b>31</b>	
RIO DE JANEIRO (GALEAO)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	4	79	65	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	23	0	23	0	0	32	85	4	13	
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>36</b>	<b>36</b>	
RIYADH																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	100	0	0	0	0	0	2	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	0	0	57	36	7	0	0	0	14	0	0	0	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	8	0	0	38	38	25	0	0	0	16	77	13	13	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	5	0	0	40	40	20	0	0	0	18	92	7	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 2005						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
RIYADH																		
<b>TOTAL RIYADH</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>25</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>10</b>	<b>10</b>	
RIYAN MUKALLA																		
RODEZ																		
	STANSTED	RYANAIR		S A	31	0	0	84	10	3	3	0	0	8	77	11	31	
	STANSTED	RYANAIR		S D	31	0	0	77	13	6	3	0	0	10	74	13	31	
<b>TOTAL RODEZ</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>	
ROME (CIAMPINO)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	0	0	69	16	8	6	0	0	16	58	27	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	61	29	3	6	0	0	18	66	17	62	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	81	16	0	3	0	0	9	61	26	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	81	10	6	3	0	0	12	61	14	31	
	LUTON	RYANAIR		S A	31	0	0	68	16	3	13	0	0	16	60	17	30	
	LUTON	RYANAIR		S D	31	0	0	58	29	10	3	0	0	17	77	12	31	
	STANSTED	RYANAIR		S A	156	0	0	72	17	8	2	1	1	16	82	18	155	
	STANSTED	RYANAIR		S D	155	0	0	74	15	7	3	0	0	13	81	13	155	
<b>TOTAL ROME (CIAMPINO)</b>					<b>559</b>	<b>5</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>17</b>	<b>17</b>	
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA		S A	159	0	0	72	10	13	5	0	0	14	68	14	153	
	HEATHROW	ALITALIA		S D	159	0	0	52	25	14	9	0	0	21	72	16	152	
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	35	32	23	6	3	0	31	40	29	62	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	55	29	13	3	0	0	20	52	23	63	
	HEATHROW	BRITISH AIRWAYS PLC		S A	155	0	0	63	15	17	5	0	0	18	57	22	154	
	HEATHROW	BRITISH AIRWAYS PLC		S D	155	0	0	65	19	12	5	0	0	16	70	16	154	
	EDINBURGH	FLYGLOBESPAN		S A	4	0	0	25	50	0	0	25	0	93	0	0	0	
	EDINBURGH	FLYGLOBESPAN		S D	4	0	0	50	0	25	0	25	0	90	0	0	0	
	MANCHESTER	JET2.COM LTD		S A	22	0	0	55	32	0	14	0	0	25	0	0	0	
	MANCHESTER	JET2.COM LTD		S D	22	0	0	86	9	0	5	0	0	10	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>742</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>19</b>	<b>19</b>	
ROTTERDAM																		
	HEATHROW	KLM CITYHOPPER		S A	76	0	0	86	7	7	1	0	0	7	93	5	74	
	HEATHROW	KLM CITYHOPPER		S D	76	0	0	83	4	12	1	0	0	9	90	5	73	
	STANSTED	TRANSAVIA		S A	62	0	0	82	8	3	6	0	0	10	97	2	61	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ROTTERDAM																		
	STANSTED	TRANSAVIA	S	D	62	0	0	74	13	8	5	0	0	13	94	5	62	
	LONDON CITY	VLM (BELGIUM)	S	A	202	0	1	91	6	1	2	0	0	5	95	3	153	
	LONDON CITY	VLM (BELGIUM)	S	D	199	0	4	81	12	4	3	1	0	11	88	8	152	
<b>TOTAL ROTTERDAM</b>					<b>677</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>6</b>	<b>6</b>	
ROVANIEMI																		
RZESZOW																		
	STANSTED	RYANAIR	S	A	31	0	0	52	29	13	6	0	0	18	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	61	19	16	3	0	0	17	0	0	0	
<b>TOTAL RZESZOW</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					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)											
SALONIKA	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	19	3	3	0	0	11	28	52	18
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	29	3	0	0	0	12	39	40	18
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	15	43	35	7
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	28	25	29	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	0	33	0	0	27	63	24	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	60	10	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	1	100	6	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	3	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	8	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	5	67	19	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	52	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	1
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	0	1
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	1	2
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	9	4
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	8	80	8	5
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	33	46	3
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	50	40	4
<b>TOTAL SALONIKA</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>33</b>	<b>33</b>
SALVADOR	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	100	0	0	0	53	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL SALVADOR</b>					<b>7</b>	<b>4</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
SALZBURG	MANCHESTER	ASTRAEUS LTD	C	A	2	0	0	50	50	0	0	0	0	13	67	85	3
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	65	4
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	19	50	41	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	6	80	13	5
	STANSTED	RYANAIR	S	A	61	0	1	67	20	10	3	0	0	14	92	6	62
	STANSTED	RYANAIR	S	D	61	0	1	67	20	8	5	0	0	16	73	11	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALZBURG																		
	MANCHESTER	SKY EUROPE	S	A	9	0	0	78	22	0	0	0	0	6	0	0	0	
	MANCHESTER	SKY EUROPE	S	D	9	0	0	89	11	0	0	0	0	4	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
<b>TOTAL SALZBURG</b>					<b>178</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>12</b>	<b>12</b>	
SAMEDAN/ST MORITZ																		
SAMOS																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	4	0	0	50	0	50	0	0	0	23	67	19	3	
	GATWICK	EXCEL AIRWAYS LTD	C	D	5	0	0	20	40	20	0	0	20	127	50	25	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	33	0	67	0	0	0	28	75	14	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	75	21	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	16	100	3	3	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	4	50	10	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL SAMOS</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>26</b>	<b>76</b>	<b>13</b>	<b>13</b>	
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	60	27	8	5	0	0	16	81	35	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	55	26	16	3	0	0	19	65	21	62	
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	66	10	21	2	2	0	17	84	9	62	
	HEATHROW	UNITED AIRLINES	S	D	61	0	0	74	16	5	5	0	0	13	90	7	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	45	35	6	13	0	0	23	81	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	55	26	13	6	0	0	20	48	22	31	
<b>TOTAL SAN FRANCISCO</b>					<b>309</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>18</b>	<b>18</b>	
SANAA																		
	HEATHROW	YEMENIA	S	A	9	0	0	67	33	0	0	0	0	9	50	34	8	
	HEATHROW	YEMENIA	S	D	9	0	0	89	11	0	0	0	0	4	50	29	8	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>50</b>	<b>32</b>	<b>32</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
SANDEFJORD(TORP)																		
	NEWCASTLE	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	0	0	0	0	0
	NEWCASTLE	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	1	0	0	0	0
	STANSTED	RYANAIR	S	A	85	0	1	86	8	4	2	0	0	7	96	4	82	
	STANSTED	RYANAIR	S	D	86	0	0	65	23	7	5	0	0	16	96	4	84	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>233</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>4</b>	<b>4</b>	
SANFORD																		
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	18	0	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	8	0	0	25	63	13	0	0	0	20	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	8	0	0	88	13	0	0	0	0	2	0	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	7	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	13	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	17	25	43	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	33	2	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	50	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	49	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	60	20	5	
	GLASGOW	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	4	0	44	2	
	GLASGOW	MONARCH AIRLINES	C	D	5	0	0	20	60	20	0	0	0	24	0	52	4	
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	43	0	29	29	0	0	52	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	7	0	0	29	29	0	43	0	0	63	0	0	0	
	NEWCASTLE	MONARCH AIRLINES	C	A	6	0	0	0	33	50	17	0	0	43	0	67	3	
	NEWCASTLE	MONARCH AIRLINES	C	D	8	0	0	25	0	38	38	0	0	52	50	37	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	0	0	22	0	0	21	60	188	10	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	8	46	157	13	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	7	4	0	100	0	0	0	0	0	4	67	11	6	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	7	4	0	29	29	43	0	0	0	27	38	27	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	0	0	92	0	8	0	0	0	3	93	2	15	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	85	8	8	0	0	0	7	76	12	17	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	13	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	19	75	10	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	75	25	0	0	0	26	75	8	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	21	50	10	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	50	25	25	0	0	0	18	13	41	8	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					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)												
SANFORD																		
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	0	16	50	20	8	
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	29	57	14	0	0	19	13	27	8		
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	16	63	12	8		
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	29	43	29	0	0	20	50	35	8		
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	63	38	0	0	0	13	50	23	8		
<b>TOTAL SANFORD</b>					<b>211</b>	<b>8</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>45</b>	<b>45</b>	
SANTA CLARA																		
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	4	0	0	0		
<b>TOTAL SANTA CLARA</b>					<b>5</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>64</b>	<b>64</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	2	97	5	30		
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	4	70	11	30		
<b>TOTAL SANTANDER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>8</b>	<b>8</b>		
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	31	0	0	81	3	10	6	0	12	97	5	30		
	STANSTED	RYANAIR	S	D	31	0	0	52	32	6	10	0	21	93	9	30		
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>16</b>	<b>92</b>	<b>7</b>	<b>7</b>		
SAO PAULO (GUARULHOS)																		
	HEATHROW	VARIG	S	A	30	0	0	53	20	17	3	7	0	37	83	17	29	
	HEATHROW	VARIG	S	D	30	0	0	50	27	23	0	0	19	58	16	31		
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>70</b>	<b>17</b>	<b>17</b>	
SARMELLEK/BALATON																		
	STANSTED	RYANAIR	S	A	12	0	3	92	0	8	0	0	6	0	0	0		
	STANSTED	RYANAIR	S	D	12	0	2	67	17	17	0	0	16	0	0	0		
<b>TOTAL SARMELLEK/BALATON</b>					<b>24</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	13	26	0	0	16	71	48	31		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	48	32	13	6	0	20	68	18	31		
<b>TOTAL SEATTLE (TACOMA)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>33</b>	<b>33</b>	
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	17	0	0	24	12	53	12	0	0	33	38	22	13	
	HEATHROW	ASIANA AIRLINES	S	D	17	0	0	88	6	6	0	0	7	100	1	13		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					Actual (7)	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
						Actual	Plan (8)										
SEOUL (INCHEON)	HEATHROW	KOREAN AIR	S	A	31	0	0	84	10	6	0	0	0	7	77	8	31
	HEATHROW	KOREAN AIR	S	D	31	0	0	87	6	3	3	0	0	9	94	5	31
<b>TOTAL SEOUL (INCHEON)</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>8</b>	<b>8</b>
SEVILLE	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	71	19	3	3	3	0	16	77	31	31
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	84	13	0	3	0	0	7	61	33	31
	HEATHROW	IBERIA	S	A	31	0	0	81	6	10	0	3	0	15	74	23	31
	HEATHROW	IBERIA	S	D	31	0	0	61	19	6	6	6	0	29	65	22	31
	STANSTED	RYANAIR	S	A	49	0	0	59	27	4	8	0	2	30	93	5	40
	STANSTED	RYANAIR	S	D	49	0	0	76	14	8	2	0	0	12	88	9	40
<b>TOTAL SEVILLE</b>					<b>222</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>5</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>19</b>	<b>19</b>
SEYCHELLES	HEATHROW	AIR SEYCHELLES	S	A	4	0	0	50	25	25	0	0	0	16	0	58	7
	HEATHROW	AIR SEYCHELLES	S	D	4	0	0	75	25	0	0	0	0	5	33	19	6
<b>TOTAL SEYCHELLES</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>10</b>	<b>15</b>	<b>40</b>	<b>40</b>
SHANGHAI (PU DONG)	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	50	18	18	14	0	0	25	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	73	9	14	5	0	0	14	0	0	0
	HEATHROW	CHINA EASTERN AIRLINES	S	A	22	0	0	9	14	23	45	9	0	80	33	26	18
	HEATHROW	CHINA EASTERN AIRLINES	S	D	22	0	0	55	14	18	14	0	0	28	89	3	18
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	3	77	10	6	6	0	0	10	67	19	21
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	77	10	6	6	0	0	14	62	21	21
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>150</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>12</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>17</b>	<b>17</b>
SHANNON	HEATHROW	AER LINGUS	S	A	120	0	0	65	15	14	6	0	0	18	80	10	119
	HEATHROW	AER LINGUS	S	D	120	0	0	73	8	14	4	0	0	13	79	11	119
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	10	6	3	0	0	10	72	13	53
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	16	6	3	0	0	12	68	15	53
	GATWICK	RYANAIR	S	A	31	0	0	81	13	6	0	0	0	7	97	2	29
	GATWICK	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	11	83	8	29
	LUTON	RYANAIR	S	A	31	0	0	77	16	6	0	0	0	8	86	6	29
	LUTON	RYANAIR	S	D	31	0	0	84	13	3	0	0	0	8	76	10	29

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
SHANNON	MANCHESTER	RYANAIR	S	A	13	0	0	62	23	15	0	0	0	11	0	0	0
	MANCHESTER	RYANAIR	S	D	13	0	0	77	8	15	0	0	0	8	0	0	0
	STANSTED	RYANAIR	S	A	87	0	2	93	5	2	0	0	0	3	80	15	93
	STANSTED	RYANAIR	S	D	87	0	2	78	15	3	3	0	0	11	85	8	93
<b>TOTAL SHANNON</b>					<b>630</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>13</b>	<b>13</b>
SHARM EL SHEIKH (OPHIRA)	GATWICK	ASTRAEUS LTD	S	A	4	0	0	0	50	0	50	0	0	53	38	21	8
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	25	0	25	50	0	0	58	63	15	8
	MANCHESTER	ASTRAEUS LTD	S	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	ASTRAEUS LTD	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	HEATHROW	EGYPT AIR	S	A	4	0	0	100	0	0	0	0	0	7	0	0	0
	HEATHROW	EGYPT AIR	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	24	2	0	50	21	4	13	8	4	60	53	41	19
	GATWICK	EXCEL AIRWAYS LTD	C	D	24	0	0	58	17	4	8	8	4	56	67	35	18
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	0	0	25	0	50	25	0	0	37	25	83	4
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	7	0	0	71	0	0	29	0	0	26	50	79	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	16	33	69	3
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	75	18	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	44	44	11	0	0	0	17	0	40	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	44	44	11	0	0	0	22	25	16	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	22	0	0	0	0	7	25	49	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	6	75	9	4
	MANCHESTER	FLYJET LTD	C	A	4	0	0	25	0	25	25	0	25	127	0	0	0
	MANCHESTER	FLYJET LTD	C	D	4	0	0	25	25	0	25	25	0	116	0	0	0
	NEWCASTLE	FLYJET LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	NEWCASTLE	FLYJET LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	78	0	11	11	0	0	22	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	22	0	22	0	0	30	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	75	13	13	0	0	0	11	22	62	9
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	4	67	35	9
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	0	47	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	50	13	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	9	0	42	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	14	100	1	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	24	25	237	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	16	50	99	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	40	40	0	0	50	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	75	0	0	0	39	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	0	22	0	0	22	25	25	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	22	0	0	0	14	100	3	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	37	50	50	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	34	100	2	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	33	33	33	0	0	0	22	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	63	13	25	0	0	0	15	57	15	14	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	0	25	0	0	0	10	93	5	14	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	0	25	75	0	0	0	43	0	0	0	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	25	75	0	0	0	0	17	0	0	0	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	0	14	100	7	5	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	14	100	1	5	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	44	22	33	0	0	0	21	60	18	10	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	0	11	0	0	0	12	90	8	10	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	12	0	0	0	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>320</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>54</b>	<b>36</b>	<b>36</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	6	0	0	0	0	3	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	35	0	0	0	0	9	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	0	0	0	0	100	0	0	0	42	0	0	0	
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	91	8	1	0	0	0	4	80	12	93	
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	77	19	2	1	0	0	10	72	12	93	

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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)												
SINGAPORE																		
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	97	3	0	0	0	0	4	63	17	30	
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	90	6	3	0	0	0	6	87	7	31	
<b>TOTAL SINGAPORE</b>					<b>316</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>12</b>	<b>12</b>	
SKIATHOS																		
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	50	0	0	0	50	0	98	100	0	1	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	50	0	0	50	0	0	96	100	11	1	
	GATWICK	EXCEL AIRWAYS LTD	C	A	6	0	0	33	33	17	17	0	0	28	57	25	7	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	5	1	0	60	20	20	0	0	0	14	40	40	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	75	25	0	0	61	0	110	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	2	0	82	0	9	0	9	0	23	43	20	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	63	25	6	0	6	0	25	50	24	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	1	0	83	0	17	0	0	0	8	57	16	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	2	0	71	14	0	14	0	0	13	89	7	9	
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	0	33	67	46	3	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	0	33	33	0	0	43	0	69	3	
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	100	0	0	0	0	0	4	67	16	3	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	12	33	26	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	10	25	18	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	14	50	115	2	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	26	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	23	0	0	0	
<b>TOTAL SKIATHOS</b>					<b>91</b>	<b>10</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>51</b>	<b>35</b>	<b>35</b>	
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	23	6	16	0	0	24	23	34	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	65	13	19	3	0	0	19	52	20	31	
	GATWICK	BULGARIA AIR	S	A	31	0	0	94	3	3	0	0	0	5	74	8	31	
	GATWICK	BULGARIA AIR	S	D	31	0	0	94	3	0	3	0	0	10	71	14	31	
	MANCHESTER	BULGARIA AIR	S	A	9	0	0	67	22	11	0	0	0	10	0	0	0	
	MANCHESTER	BULGARIA AIR	S	D	9	0	0	89	0	11	0	0	0	6	0	0	0	
	HEATHROW	HEMUS AIR	S	A	15	0	0	40	33	13	13	0	0	26	0	0	0	
	HEATHROW	HEMUS AIR	S	D	15	0	0	73	13	7	7	0	0	16	0	0	0	
	LUTON	WIZZ AIR	S	A	17	0	0	24	41	35	0	0	0	26	0	0	0	
	LUTON	WIZZ AIR	S	D	17	1	0	59	35	0	0	6	0	23	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SOFIA																	
<b>TOTAL SOFIA</b>					<b>206</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>19</b>	<b>19</b>
SOUTHAMPTON																	
	EDINBURGH	BA CONNECT LTD	S	A	106	0	0	75	13	8	3	1	0	13	71	13	100
	EDINBURGH	BA CONNECT LTD	S	D	106	0	0	69	21	8	2	1	0	15	68	13	100
	GLASGOW	BA CONNECT LTD	S	A	104	0	0	73	13	11	2	1	0	14	63	13	100
	GLASGOW	BA CONNECT LTD	S	D	103	0	0	77	12	8	2	2	0	14	84	8	100
	MANCHESTER	BA CONNECT LTD	S	A	121	0	4	80	7	6	7	0	0	13	89	8	110
	MANCHESTER	BA CONNECT LTD	S	D	124	0	2	80	9	2	9	0	0	13	91	8	112
	NEWCASTLE	EASTERN AIRWAYS	S	A	67	0	6	85	9	3	3	0	0	9	79	12	67
	NEWCASTLE	EASTERN AIRWAYS	S	D	67	0	6	90	6	3	1	0	0	7	90	8	67
	EDINBURGH	FLYBE LTD	S	A	132	0	1	78	14	5	3	0	0	10	58	19	127
	EDINBURGH	FLYBE LTD	S	D	132	0	1	58	25	14	3	0	0	17	47	25	127
	GLASGOW	FLYBE LTD	S	A	127	1	3	83	13	2	3	0	0	8	88	7	82
	GLASGOW	FLYBE LTD	S	D	127	0	3	76	17	2	4	0	0	11	72	10	82
	MANCHESTER	FLYBE LTD	S	A	102	0	0	79	9	9	3	0	0	10	89	12	74
	MANCHESTER	FLYBE LTD	S	D	102	0	0	79	10	9	2	0	0	10	78	13	74
	NEWCASTLE	FLYBE LTD	S	A	79	0	0	84	11	3	3	0	0	8	65	15	48
	NEWCASTLE	FLYBE LTD	S	D	79	0	0	80	15	1	4	0	0	12	58	25	48
<b>TOTAL SOUTHAMPTON</b>					<b>1678</b>	<b>2</b>	<b>26</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>13</b>	<b>13</b>
SOUTHEND																	
SPLIT																	
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	0	50	50	0	0	0	27	0	197	2
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	46	23	23	8	0	0	23	71	10	14
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	35	27	19	19	0	0	29	57	16	14
	GATWICK	CROATIA AIRLINES	S	A	13	0	0	69	23	0	8	0	0	15	36	21	11
	GATWICK	CROATIA AIRLINES	S	D	13	0	0	46	38	15	0	0	0	19	46	20	13
	HEATHROW	CROATIA AIRLINES	S	A	4	0	0	75	25	0	0	0	0	12	50	22	4
	HEATHROW	CROATIA AIRLINES	S	D	4	0	0	50	50	0	0	0	0	10	50	26	4
	MANCHESTER	CROATIA AIRLINES	S	A	5	0	0	60	20	20	0	0	0	11	60	9	5
	MANCHESTER	CROATIA AIRLINES	S	D	5	0	0	60	40	0	0	0	0	13	40	16	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	89	6	0	6	0	0	8	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	18	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SPLIT																		
	BIRMINGHAM	FLYBE LTD	C	A	3	0	0	67	33	0	0	0	0	7	67	10	3	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	50	25	25	0	0	0	24	50	28	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	10	100	0	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	12	100	2	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	67	0	0	0	30	67	13	3	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	
	LUTON	WIZZ AIR	S	A	13	0	0	92	8	0	0	0	0	2	0	0	0	
	LUTON	WIZZ AIR	S	D	13	0	0	85	8	0	8	0	0	13	0	0	0	
<b>TOTAL SPLIT</b>					<b>189</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>23</b>	<b>23</b>	
ST ETIENNE																		
	STANSTED	RYANAIR	S	A	31	0	0	77	6	10	6	0	0	14	80	8	30	
	STANSTED	RYANAIR	S	D	31	0	0	32	52	6	10	0	0	25	70	14	30	
<b>TOTAL ST ETIENNE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>29</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>11</b>	<b>11</b>	
ST KITTS																		
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	49	25	59	4	
<b>TOTAL ST KITTS</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>49</b>	<b>25</b>	<b>59</b>	<b>59</b>	
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	11	0	0	0	7	88	166	8	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	33	56	11	0	0	0	18	89	7	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	43	29	14	7	7	0	32	85	6	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	69	15	0	15	0	0	21	79	16	14	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>45</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>29</b>	<b>29</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	23	19	3	0	0	19	90	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	13	23	3	0	0	19	61	14	31	
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	A	10	0	0	70	30	0	0	0	0	11	70	10	10	
	GATWICK	PULKOVO AVIATION ENTERPRISE	S	D	10	0	0	100	0	0	0	0	0	5	40	20	10	
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	A	4	0	0	25	75	0	0	0	0	16	75	10	4	
	HEATHROW	PULKOVO AVIATION ENTERPRISE	S	D	4	0	0	25	50	25	0	0	0	21	25	23	4	
	STANSTED	TITAN AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	18	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>96</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>67</b>	<b>13</b>	<b>13</b>	
STANSTED																		
	GLASGOW	AIR BERLIN	S	A	54	0	0	22	24	39	15	0	0	37	0	0	0	
	GLASGOW	AIR BERLIN	S	D	54	0	0	22	19	46	13	0	0	39	0	0	0	
	MANCHESTER	AIR BERLIN	S	A	53	0	1	19	19	34	28	0	0	43	0	0	0	
	MANCHESTER	AIR BERLIN	S	D	53	0	1	45	21	19	15	0	0	27	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	168	0	2	73	13	8	7	1	0	15	85	9	169	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	167	0	3	72	16	7	5	1	0	16	70	14	168	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	142	1	0	73	13	8	6	0	0	14	91	5	143	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	142	1	0	76	13	6	5	0	0	13	93	6	142	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	118	0	1	64	21	8	7	0	0	17	82	11	119	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	118	0	1	71	16	7	5	1	0	15	80	14	120	
<b>TOTAL STANSTED</b>					<b>1073</b>	<b>8</b>	<b>9</b>	<b>63</b>	<b>16</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>10</b>	<b>10</b>	
STAVANGER																		
	HEATHROW	SAS	S	A	53	0	0	75	13	9	2	0	0	11	92	5	51	
	HEATHROW	SAS	S	D	53	0	0	77	13	8	2	0	0	11	82	8	51	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	A	17	0	0	82	6	12	0	0	0	7	88	9	25	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S	S	D	17	0	0	88	0	12	0	0	0	8	68	13	25	
<b>TOTAL STAVANGER</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	0	69	15	11	4	1	0	15	74	10	175	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	64	16	11	7	1	0	20	73	13	177	
	EDINBURGH	SAS	S	A	8	0	0	100	0	0	0	0	0	2	93	2	14	
	EDINBURGH	SAS	S	D	7	0	1	100	0	0	0	0	0	5	64	50	14	
	HEATHROW	SAS	S	A	169	0	1	75	14	9	2	0	0	11	63	15	172	
	HEATHROW	SAS	S	D	168	0	1	77	10	10	4	0	0	11	80	10	171	
	LONDON CITY	SAS	S	A	43	0	0	84	7	9	0	0	0	6	0	0	0	
	LONDON CITY	SAS	S	D	43	0	0	56	28	14	2	0	0	19	0	0	0	
	MANCHESTER	SAS	S	A	45	0	0	96	4	0	0	0	0	2	88	7	43	
	MANCHESTER	SAS	S	D	45	0	0	98	2	0	0	0	0	2	93	4	43	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>882</b>	<b>3</b>	<b>6</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>12</b>	<b>12</b>	
STOCKHOLM (BROMMA)																		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	89	0	0	89	6	4	0	1	0	9	97	5	89
	STANSTED	RYANAIR	S	D	89	0	0	83	9	7	1	0	0	10	96	5	89
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>178</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>96</b>	<b>5</b>	<b>5</b>
STORNOWAY	EDINBURGH	BMI REGIONAL	S	A	27	0	0	100	0	0	0	0	0	1	100	1	26
	EDINBURGH	BMI REGIONAL	S	D	27	0	0	100	0	0	0	0	0	0	100	1	26
	EDINBURGH	LOGANAIR	S	A	20	3	0	80	15	5	0	0	0	7	90	16	10
	EDINBURGH	LOGANAIR	S	D	53	3	0	74	15	6	6	0	0	15	56	18	48
	GLASGOW	LOGANAIR	S	A	103	0	0	79	6	7	9	0	0	13	78	10	101
	GLASGOW	LOGANAIR	S	D	104	0	0	69	15	11	5	0	0	16	72	17	101
<b>TOTAL STORNOWAY</b>					<b>334</b>	<b>6</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>12</b>
STRASBOURG	GATWICK	BRIT AIR	S	A	48	0	0	81	8	10	0	0	0	9	94	5	65
	GATWICK	BRIT AIR	S	D	47	0	0	87	6	6	0	0	0	7	92	5	65
<b>TOTAL STRASBOURG</b>					<b>95</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>5</b>
STUTTART	BIRMINGHAM	BA CONNECT LTD	S	A	72	0	0	92	6	3	0	0	0	4	91	5	66
	BIRMINGHAM	BA CONNECT LTD	S	D	73	0	0	97	1	1	0	0	0	3	91	7	68
	BIRMINGHAM	BLUE LINE	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0
	BIRMINGHAM	BLUE LINE	C	D	4	0	0	75	25	0	0	0	0	11	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	72	15	6	5	1	0	15	73	12	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	77	9	5	8	1	0	16	69	13	93
	LONDON CITY	CONTACTAIR FLUGDIENST	S	A	22	0	0	95	5	0	0	0	0	2	0	0	0
	LONDON CITY	CONTACTAIR FLUGDIENST	S	D	22	0	0	91	5	5	0	0	0	4	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	60	0	0	87	13	0	0	0	0	5	81	8	62
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	60	0	0	72	13	10	5	0	0	15	61	12	62
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	22	0	0	77	14	9	0	0	0	10	59	20	17
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	22	0	0	77	14	9	0	0	0	9	65	21	17
	HEATHROW	LUFTHANSA CITY LINE	S	A	61	0	0	56	34	10	0	0	0	15	94	7	62
	HEATHROW	LUFTHANSA CITY LINE	S	D	61	0	0	84	15	2	0	0	0	6	94	5	62
<b>TOTAL STUTTART</b>					<b>672</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>9</b>
SUMBURGH																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					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)											
SUMBURGH	EDINBURGH	LOGANAIR	S	A	51	1	0	80	14	6	0	0	0	7	87	9	53
	EDINBURGH	LOGANAIR	S	D	53	0	0	68	17	15	0	0	0	12	67	27	52
	GLASGOW	LOGANAIR	S	A	54	0	0	81	13	0	4	2	0	12	92	7	59
	GLASGOW	LOGANAIR	S	D	54	1	0	85	9	4	2	0	0	10	84	9	58
<b>TOTAL SUMBURGH</b>					<b>212</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>13</b>	<b>13</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	69	21	8	2	0	0	12	79	11	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	73	16	11	0	0	0	13	74	12	62
	HEATHROW	QANTAS	S	A	59	0	0	69	14	5	7	5	0	24	68	26	73
	HEATHROW	QANTAS	S	D	59	0	0	58	27	12	2	2	0	19	68	16	71
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	58	29	10	3	0	0	16	42	20	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	90	10	0	0	0	0	5	77	9	31
<b>TOTAL SYDNEY</b>					<b>304</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>16</b>
SZCZECIN (GOLENOW)	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	68	26	3	3	0	0	12	0	0	0
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>

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Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					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)												
TABA																		
	GATWICK	ASTRAEUS LTD	C	A	10	0	0	70	10	0	20	0	0	26	54	31	13	
	GATWICK	ASTRAEUS LTD	C	D	10	0	0	60	20	10	10	0	0	24	54	31	13	
	MANCHESTER	ASTRAEUS LTD	C	A	14	0	0	79	0	14	7	0	0	12	57	15	7	
	MANCHESTER	ASTRAEUS LTD	C	D	13	0	0	85	8	8	0	0	0	10	71	12	7	
	GATWICK	EXCEL AIRWAYS LTD	C	A	3	0	0	0	33	0	67	0	0	108	100	0	4	
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	25	0	50	25	412	100	4	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	39	50	10	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	36	100	11	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	0	80	8	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	8	80	6	5	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	7	0	0	0	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL TABA</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>39</b>	<b>68</b>	<b>18</b>	<b>18</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	25	0	0	48	24	16	12	0	0	28	45	20	22	
	HEATHROW	EVA AIR	S	D	25	0	0	64	20	8	8	0	0	19	73	12	22	
<b>TOTAL TAIPEI</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>16</b>	<b>16</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	0	6	0	0	6	87	6	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	3	3	0	0	13	90	8	31	
	GATWICK	ESTONIAN AIR	S	A	39	0	0	82	10	5	3	0	0	9	54	13	37	
	GATWICK	ESTONIAN AIR	S	D	39	0	0	74	13	10	3	0	0	13	59	14	37	
	MANCHESTER	ESTONIAN AIR	S	A	6	0	0	100	0	0	0	0	0	4	80	8	10	
	MANCHESTER	ESTONIAN AIR	S	D	6	0	0	100	0	0	0	0	0	0	90	9	10	
<b>TOTAL TALLIN</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>10</b>	<b>10</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	59	9	27	5	0	0	19	82	8	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	21	0	0	71	14	10	5	0	0	16	68	15	22	
<b>TOTAL TAMPA</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>12</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	44	0	0	95	5	0	0	0	0	2	97	1	31	
	STANSTED	RYANAIR	S	D	44	0	0	86	9	5	0	0	0	8	81	11	31	

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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
TAMPERE																		
<b>TOTAL TAMPERE</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>6</b>	<b>6</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	44	44	11	0	0	0	18	78	11	9	
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	67	22	11	0	0	0	11	89	6	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>9</b>	<b>9</b>	
TARBES-LOURDES INTERNA																		
	STANSTED	AIR MEDITERRANEE	C	A	3	0	0	0	33	67	0	0	0	30	40	39	5	
	STANSTED	AIR MEDITERRANEE	C	D	2	0	0	0	0	100	0	0	0	45	0	61	5	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	50	0	0	0	0	13	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	5	57	13	7	
	STANSTED	EUROPEAN AIR CHARTER	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
	STANSTED	JET2.COM LTD	C	A	5	0	0	100	0	0	0	0	0	0	67	9	3	
	STANSTED	JET2.COM LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	3	3	
	BIRMINGHAM	JETAIRFLY	C	D	2	0	0	50	0	50	0	0	0	28	0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	29	100	0	3	
	STANSTED	TITAN AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	100	2	3	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>29</b>	<b>29</b>	
TASHKENT																		
	HEATHROW	BMED	S	A	13	0	0	77	15	0	8	0	0	16	62	14	13	
	HEATHROW	BMED	S	D	13	0	0	62	8	15	15	0	0	35	23	52	13	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	10	0	4	90	10	0	0	0	0	7	90	3	10	
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	10	0	4	80	20	0	0	0	0	8	90	6	10	
	HEATHROW	UZBEKISTAN AIRLINES	S	A	14	0	0	93	7	0	0	0	0	4	93	13	14	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	14	0	0	86	7	7	0	0	0	6	93	12	14	
<b>TOTAL TASHKENT</b>					<b>74</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>18</b>	<b>18</b>	
TATRY-POPRAD																		
	STANSTED	SKY EUROPE	S	A	9	0	0	67	11	11	11	0	0	13	0	0	0	
	STANSTED	SKY EUROPE	S	D	9	0	0	56	22	11	11	0	0	18	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>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TBILISI																		
	HEATHROW	BMED	S	A	8	0	0	88	13	0	0	0	0	4	100	0	12	

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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)											
TBILISI	HEATHROW	BMED		S D	9	0	0	67	22	11	0	0	0	15	92	5	13
<b>TOTAL TBILISI</b>					<b>17</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>3</b>	<b>3</b>
TEHRAN	HEATHROW	BMED		S A	27	0	0	78	15	7	0	0	0	9	85	6	26
	HEATHROW	BMED		S D	27	0	0	85	7	7	0	0	0	7	88	5	26
	HEATHROW	IRAN AIR		S A	13	0	0	46	0	38	8	8	0	47	14	48	14
	HEATHROW	IRAN AIR		S D	13	0	0	54	23	23	0	0	0	18	29	41	14
	BIRMINGHAM	MAHAN AIR		S A	8	0	0	63	13	13	13	0	0	22	75	8	8
	BIRMINGHAM	MAHAN AIR		S D	8	0	0	63	13	13	13	0	0	21	50	22	8
	MANCHESTER	MAHAN AIR		S A	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	MAHAN AIR		S D	4	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL TEHRAN</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>18</b>	<b>18</b>
TEL AVIV	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	0	73	15	11	2	0	0	10	79	16	62
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	77	10	8	5	0	0	13	84	10	62
	HEATHROW	EL AL		S A	50	0	0	64	22	12	2	0	0	14	70	15	50
	HEATHROW	EL AL		S D	50	0	0	84	10	4	2	0	0	8	57	23	51
	STANSTED	EL AL		S A	20	0	0	85	15	0	0	0	0	7	75	21	12
	STANSTED	EL AL		S D	20	0	0	55	30	15	0	0	0	16	33	38	9
	STANSTED	ISRAIR LTD		C A	10	0	0	70	20	0	10	0	0	18	73	8	11
	STANSTED	ISRAIR LTD		C D	13	0	0	54	23	15	8	0	0	26	27	23	11
<b>TOTAL TEL AVIV</b>					<b>288</b>	<b>2</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>21</b>	<b>21</b>
TENERIFE (NORTE LOS ROD)	GATWICK	GB AIRWAYS LTD		S A	9	0	0	89	11	0	0	0	0	2	0	0	0
	GATWICK	GB AIRWAYS LTD		S D	9	0	0	78	11	11	0	0	0	15	0	0	0
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
TENERIFE (SURREINA SOFIA)	BIRMINGHAM	AIR MALTA		C A	3	0	0	33	0	0	67	0	0	83	50	76	4
	BIRMINGHAM	AIR MALTA		C D	4	0	0	25	25	0	25	25	0	73	25	86	4
	GATWICK	EXCEL AIRWAYS LTD		C A	11	0	0	55	9	9	27	0	0	33	50	23	10
	GATWICK	EXCEL AIRWAYS LTD		C D	11	0	0	36	27	18	18	0	0	35	44	24	9
	GLASGOW	EXCEL AIRWAYS LTD		C A	3	0	0	0	67	33	0	0	0	26	100	4	4

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
TENERIFE (SURREINA SOFIA)																			
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	16	100	0	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	9	0	0	44	11	11	11	11	11	94	41	51	17		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	9	0	0	56	11	0	11	22	0	82	76	47	17		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	31	44	18	9		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	25	56	17	9		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	1	0	76	6	0	6	6	6	65	50	43	14		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	88	6	0	6	0	0	12	14	50	14		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	8	4		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	13	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	19	100	2	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	1	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	21	0	0	43	38	19	0	0	0	20	56	14	25		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	21	0	0	67	33	0	0	0	0	10	80	9	25		
	GLASGOW	FLYGLOBESPAN	S	A	31	0	0	94	0	3	3	0	0	5	96	2	26		
	GLASGOW	FLYGLOBESPAN	S	D	31	0	0	90	3	0	6	0	0	9	100	6	26		
	STANSTED	FLYGLOBESPAN	S	A	31	0	0	52	13	13	23	0	0	31	0	0	0		
	STANSTED	FLYGLOBESPAN	S	D	31	0	0	71	13	6	10	0	0	19	0	0	0		
	NEWCASTLE	FLYJET LTD	C	A	9	0	0	67	22	11	0	0	0	12	0	0	0		
	NEWCASTLE	FLYJET LTD	C	D	9	0	0	78	0	11	11	0	0	18	0	0	0		
	GLASGOW	FUTURA AIRLINES	C	A	6	0	0	33	33	17	17	0	0	28	0	0	0		
	GLASGOW	FUTURA AIRLINES	C	D	6	0	0	33	33	33	0	0	0	26	0	0	0		
	MANCHESTER	FUTURA AIRLINES	C	A	3	0	0	67	0	33	0	0	0	26	0	0	0		
	MANCHESTER	FUTURA AIRLINES	C	D	3	0	0	33	33	0	33	0	0	29	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	A	35	0	1	60	11	9	20	0	0	24	75	17	28		
	GATWICK	GB AIRWAYS LTD	S	D	35	0	0	57	6	17	20	0	0	32	52	22	29		
	MANCHESTER	GB AIRWAYS LTD	S	A	28	0	0	86	7	7	0	0	0	6	50	23	4		
	MANCHESTER	GB AIRWAYS LTD	S	D	27	0	0	89	4	4	4	0	0	7	20	30	5		
	EDINBURGH	IBERWORLD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4		
	EDINBURGH	IBERWORLD	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4		
	BIRMINGHAM	MONARCH AIRLINES	S	A	18	0	1	72	0	17	11	0	0	21	94	4	31		
	BIRMINGHAM	MONARCH AIRLINES	S	D	18	0	1	61	17	11	11	0	0	20	97	5	31		
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	19	75	5	4		
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	12	75	8	4		

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Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
TENERIFE (SURREINA SOFIA)																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	30	89	27	9	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	9	67	31	9	
	LUTON	MONARCH AIRLINES	S	A	24	0	2	58	25	4	8	4	0	32	59	28	22	
	LUTON	MONARCH AIRLINES	S	D	26	0	0	46	27	19	0	8	0	33	64	25	22	
	MANCHESTER	MONARCH AIRLINES	S	A	32	0	0	53	19	22	6	0	0	21	58	17	31	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	0	0	75	0	0	25	165	78	60	9	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	0	25	131	44	73	9	
	MANCHESTER	MONARCH AIRLINES	S	D	31	0	0	55	29	16	0	0	0	13	65	16	31	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	89	0	11	0	0	0	7	78	15	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	11	0	0	13	56	30	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	75	25	8	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	1	67	26	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	11	63	11	8	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	50	0	0	0	0	18	75	10	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	13	0	0	54	23	0	23	0	0	26	92	13	12	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	13	0	0	85	0	0	15	0	0	21	100	1	13	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4	
	STANSTED	NORDIC AIRWAYS	C	A	4	0	0	0	0	25	75	0	0	108	0	0	0	
	STANSTED	NORDIC AIRWAYS	C	D	4	0	0	0	25	0	75	0	0	79	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	4	100	0	7	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	3	88	5	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	11	22	0	0	25	70	15	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	22	11	0	0	21	67	22	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	0	20	0	57	80	20	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	17	75	20	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	17	0	0	76	12	6	6	0	0	13	68	40	19	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	88	0	6	6	0	0	14	82	27	17	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	11	22	11	0	0	29	88	3	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	22	89	5	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	16	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	3	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)																			
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	9	78	9	9		
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	85	0	0	15	0	0	17	72	15	18		
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	77	8	0	8	8	0	27	78	15	18		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	4		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	1	4		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	88	6	8		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	78	26	9		
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	67	33	0	0	0	0	8	79	15	14		
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	5	60	14	15		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	80	10	5		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	10	5		
	STANSTED	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	2	100	0	4		
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	80	8	5		
	BIRMINGHAM	VOLAR AIRLINES	C	A	5	0	0	100	0	0	0	0	0	3	100	1	9		
	BIRMINGHAM	VOLAR AIRLINES	C	D	5	0	0	60	40	0	0	0	0	11	89	4	9		
	GLASGOW	VOLAR AIRLINES	C	A	4	0	0	75	25	0	0	0	0	7	88	4	8		
	GLASGOW	VOLAR AIRLINES	C	D	3	0	0	100	0	0	0	0	0	4	88	4	8		
	MANCHESTER	VOLAR AIRLINES	C	A	10	0	0	90	10	0	0	0	0	6	75	8	8		
	MANCHESTER	VOLAR AIRLINES	C	D	10	0	0	100	0	0	0	0	0	6	86	6	7		
	NEWCASTLE	VOLAR AIRLINES	C	A	4	0	0	75	25	0	0	0	0	10	100	0	4		
	NEWCASTLE	VOLAR AIRLINES	C	D	4	0	0	50	50	0	0	0	0	10	100	3	4		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>947</b>	<b>4</b>	<b>5</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>21</b>	<b>21</b>		
TETERBORO																			
THIRA (SANTORINI)																			
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	100	0	0	0	0	0	8	0	0	0		
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	50	50	0	0	0	0	19	100	8	1		
	GATWICK	EXCEL AIRWAYS LTD	C	A	5	0	0	40	20	20	20	0	0	35	50	14	2		
	GATWICK	EXCEL AIRWAYS LTD	C	D	7	0	0	71	0	14	14	0	0	24	50	15	2		
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	4	1	0	75	0	0	25	0	0	16	50	96	4		
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	60	83	5		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	10	100	7	2		
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	33	0	0	0	17	75	36	4		
	GATWICK	FIRST CHOICE AIRWAYS 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 MAY 2006

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
THIRA (SANTORINI)																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	0	100	0	0	0	0	22	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	78	4	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	60	29	5	0
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	33	0	0	67	0	0	58	0	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	0	0	50	25	0	88	0	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	5	0	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	0
<b>TOTAL THIRA (SANTORINI)</b>					<b>63</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>40</b>	<b>40</b>	
TIRANA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	69	31	0	0	0	0	8	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	85	8	8	0	0	0	9	0	0	0	0
<b>TOTAL TIRANA</b>					<b>26</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
TIREE																		
	GLASGOW	LOGANAIR	S	A	27	0	0	74	15	0	7	4	0	19	71	11	24	0
	GLASGOW	LOGANAIR	S	D	26	0	0	77	8	8	8	0	0	16	79	12	24	0
<b>TOTAL TIREE</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>11</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	3	78	8	9	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	38	38	13	13	0	0	26	63	34	8	0
	GATWICK	EXCEL AIRWAYS LTD	C	A	8	0	0	38	25	0	13	13	13	213	33	45	9	0
	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	50	0	25	0	25	135	0	62	9	0
<b>TOTAL TOBAGO</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>29</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>88</b>	<b>48</b>	<b>34</b>	<b>34</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	31	0	0	58	32	10	0	0	0	11	71	9	31	0
	HEATHROW	ALL NIPPON AIRWAYS	S	D	31	0	0	81	6	10	3	0	0	10	90	5	31	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	73	15	8	5	0	0	14	76	12	62	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	71	18	3	8	0	0	15	68	16	62	0
	HEATHROW	JAPAN AIRLINES	S	A	31	0	0	84	10	6	0	0	0	6	47	19	62	0
	HEATHROW	JAPAN AIRLINES	S	D	31	0	1	74	16	10	0	0	0	9	89	6	62	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	100	0	0	0	0	0	0	93	5	28	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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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
TOKYO (NARITA)	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	71	19	10	0	0	0	13	52	24	31
<b>TOTAL TOKYO (NARITA)</b>					<b>310</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>13</b>	<b>13</b>
TORONTO	HEATHROW	AIR CANADA	S	A	154	0	0	69	15	12	5	0	0	15	50	25	154
	HEATHROW	AIR CANADA	S	D	154	0	0	69	23	5	3	1	0	14	67	24	154
	BIRMINGHAM	AIR INDIA	S	A	26	0	0	50	15	12	12	0	12	89	29	27	7
	BIRMINGHAM	AIR INDIA	S	D	26	0	0	54	4	23	12	8	0	39	14	38	7
	BIRMINGHAM	AIR TRANSAT	S	A	5	0	0	80	0	20	0	0	0	10	80	8	5
	BIRMINGHAM	AIR TRANSAT	S	D	5	0	0	80	0	20	0	0	0	12	60	12	5
	EDINBURGH	AIR TRANSAT	S	A	4	0	0	0	100	0	0	0	0	25	50	22	4
	EDINBURGH	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	19	75	12	4
	GATWICK	AIR TRANSAT	S	A	31	0	0	58	13	26	3	0	0	22	52	25	31
	GATWICK	AIR TRANSAT	S	D	31	0	0	58	23	16	3	0	0	20	71	24	31
	GLASGOW	AIR TRANSAT	S	A	10	0	0	60	30	0	10	0	0	18	38	29	8
	GLASGOW	AIR TRANSAT	S	D	10	0	0	70	20	0	10	0	0	20	50	27	8
	MANCHESTER	AIR TRANSAT	S	A	15	0	0	87	0	13	0	0	0	9	89	8	18
	MANCHESTER	AIR TRANSAT	S	D	15	0	0	67	13	20	0	0	0	13	94	4	18
	NEWCASTLE	AIR TRANSAT	S	A	4	0	0	75	0	0	0	25	0	77	25	16	4
	NEWCASTLE	AIR TRANSAT	S	D	4	0	0	50	25	0	0	25	0	83	50	13	4
	HEATHROW	BRITISH AIRWAYS PLC	S	A	75	0	0	72	16	5	7	0	0	14	54	20	76
	HEATHROW	BRITISH AIRWAYS PLC	S	D	75	0	0	47	33	15	5	0	0	21	57	21	75
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	0	80	128	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	6	0	0	83	0	17	0	0	0	15	36	145	11
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	0	25	25	0	0	43	25	30	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	25	0	0	0	10	100	5	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	15	0	0	40	27	20	13	0	0	34	38	31	13
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	16	0	0	44	13	25	13	6	0	42	75	7	12
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	19	0	0	53	37	0	0	5	5	69	44	44	16
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	19	0	0	79	11	5	5	0	0	16	65	28	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	22	0	0	50	18	14	14	5	0	33	62	19	21
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	23	0	0	83	4	4	9	0	0	18	85	5	20
	GATWICK	ZOOM AIRLINES	S	A	9	0	2	56	11	22	11	0	0	24	17	56	12
	GATWICK	ZOOM AIRLINES	S	D	12	0	1	75	0	8	0	17	0	56	31	57	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

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																	MATCHED	UNMATCHED
TORONTO																		
	GLASGOW	ZOOM AIRLINES	S	A	6	0	0	50	0	33	17	0	0	43	25	59	4	
	GLASGOW	ZOOM AIRLINES	S	D	4	0	0	100	0	0	0	0	0	3	60	44	5	
	MANCHESTER	ZOOM AIRLINES	S	A	4	0	0	75	0	25	0	0	0	11	0	72	2	
	MANCHESTER	ZOOM AIRLINES	S	D	4	0	0	50	50	0	0	0	0	16	0	63	2	
	STANSTED	ZOOM AIRLINES	S	A	4	0	0	0	50	0	25	25	0	103	0	0	0	
<b>TOTAL TORONTO</b>					<b>825</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>29</b>	<b>29</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	STANSTED	RYANAIR	S	A	31	0	0	77	10	13	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	42	39	16	3	0	0	21	0	0	0	
<b>TOTAL TOULON / HYERES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL	S	A	29	0	0	97	3	0	0	0	0	3	84	10	31	
	MANCHESTER	BMI REGIONAL	S	D	29	0	0	100	0	0	0	0	0	2	90	6	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	92	0	0	59	21	15	5	0	0	18	74	12	92	
	GATWICK	BRITISH AIRWAYS PLC	S	D	92	0	0	57	29	11	3	0	0	16	67	14	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	65	19	15	2	0	0	15	61	17	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	63	26	8	3	0	0	16	52	16	61	
	BIRMINGHAM	FLYBE LTD	S	A	28	0	0	86	0	7	7	0	0	9	70	25	30	
	BIRMINGHAM	FLYBE LTD	S	D	28	0	0	86	11	0	4	0	0	8	73	11	30	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>422</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	<b>14</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	2	94	3	31	
	STANSTED	RYANAIR	S	D	31	0	0	84	10	3	3	0	0	9	71	12	31	
<b>TOTAL TOURS</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>7</b>	
TREVISO																		
	STANSTED	RYANAIR	S	A	90	1	3	91	2	3	2	1	0	10	95	8	93	
	STANSTED	RYANAIR	S	D	93	0	0	70	22	6	2	0	0	14	87	7	93	
<b>TOTAL TREVISO</b>					<b>183</b>	<b>3</b>	<b>3</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>8</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	STANSTED	RYANAIR	S	A	31	0	0	55	19	23	3	0	0	21	90	9	31	
	STANSTED	RYANAIR	S	D	31	0	0	42	29	26	3	0	0	24	84	11	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					MAY 2005					
					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)											
TRIESTE (RONCHI DEI LEGIO)																	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>24</b>	<b>24</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>87</b>	<b>10</b>	<b>10</b>
TRIPOLI																	
	GATWICK	AFRIQYAH AIRWAYS	S	A	22	0	0	41	23	27	9	0	0	30	44	38	18
	GATWICK	AFRIQYAH AIRWAYS	S	D	22	0	0	23	9	41	27	0	0	45	39	48	18
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	55	23	19	3	0	0	18	74	17	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	61	19	16	3	0	0	17	81	9	31
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	8	0	1	13	13	25	38	13	0	81	63	11	8
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	8	0	1	13	0	38	38	13	0	83	63	182	8
<b>TOTAL TRIPOLI</b>					<b>122</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>17</b>	<b>25</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>64</b>	<b>34</b>	<b>34</b>
TRONDHEIM (VAERNES)																	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	26	0	0	73	12	12	4	0	0	13	95	5	22
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	26	0	0	50	35	12	4	0	0	21	86	10	22
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>91</b>	<b>8</b>	<b>8</b>
TUNIS																	
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	45	27	5	14	9	0	47	61	25	18
	GATWICK	GB AIRWAYS LTD	S	D	23	0	0	57	4	9	22	9	0	52	56	17	18
	HEATHROW	TUNISAIR	S	A	17	0	0	41	29	12	12	6	0	35	67	13	18
	HEATHROW	TUNISAIR	S	D	17	0	0	41	12	18	24	6	0	47	50	16	18
<b>TOTAL TUNIS</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>10</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>58</b>	<b>19</b>	<b>19</b>
TURIN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	10	0	0	0	10	68	14	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	52	35	13	0	0	0	16	77	14	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	19	0	3	0	0	11	76	10	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	13	6	0	0	0	11	83	9	29
	STANSTED	RYANAIR	S	A	30	0	1	93	3	3	0	0	0	5	97	2	31
	STANSTED	RYANAIR	S	D	31	0	0	74	19	6	0	0	0	12	77	8	31
<b>TOTAL TURIN</b>					<b>185</b>	<b>1</b>	<b>1</b>	<b>76</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>10</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005					
			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)											
URALSK																	
	GATWICK	ASTRAEUS LTD	S	A	4	0	0	75	0	0	25	0	0	36	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	5	0	0	60	20	0	20	0	0	33	0	0	0
<b>TOTAL URALSK</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	STANSTED	ATLANTIC AIRWAYS	S	A	9	0	0	56	33	0	0	0	11	54	60	11	5
	STANSTED	ATLANTIC AIRWAYS	S	D	9	0	0	78	11	0	0	0	11	47	40	20	5
<b>TOTAL VAGAR</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>51</b>	<b>64</b>	<b>12</b>	<b>12</b>
VALENCIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	81	13	6	0	0	7	65	20	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	10	10	0	0	11	61	16	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	6	6	10	0	16	77	12	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	0	10	0	3	28	68	12	31
	GATWICK	GB AIRWAYS LTD	S	A	15	0	0	73	13	13	0	0	10	26	44	31	
	GATWICK	GB AIRWAYS LTD	S	D	14	0	0	86	0	14	0	0	10	52	39	31	
	HEATHROW	IBERIA	S	A	31	0	0	65	19	10	3	3	22	68	17	31	
	HEATHROW	IBERIA	S	D	31	0	0	68	10	19	0	3	21	77	14	31	
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	33	33	33	0	0	20	13	39	31	
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	100	0	0	0	0	5	87	6	31	
	STANSTED	RYANAIR	S	A	62	0	0	71	11	10	6	2	20	61	19	62	
	STANSTED	RYANAIR	S	D	62	0	0	55	35	6	3	0	17	44	22	62	
<b>TOTAL VALENCIA</b>					<b>370</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>22</b>	<b>22</b>
VALLADOLID	STANSTED	RYANAIR	S	A	31	0	0	71	19	10	0	0	9	93	2	30	
	STANSTED	RYANAIR	S	D	31	0	0	71	13	16	0	0	13	77	9	30	
<b>TOTAL VALLADOLID</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>6</b>	
VANCOUVER	HEATHROW	AIR CANADA	S	A	61	0	0	93	3	0	3	0	7	84	9	79	
	HEATHROW	AIR CANADA	S	D	61	0	0	66	20	13	2	0	16	75	15	79	
	GATWICK	AIR TRANSAT	S	A	13	0	0	54	8	15	23	0	38	69	13	13	
	GATWICK	AIR TRANSAT	S	D	13	0	0	31	15	23	23	8	48	62	12	13	
	GLASGOW	AIR TRANSAT	S	A	4	0	0	50	25	0	25	0	36	100	0	3	
	GLASGOW	AIR TRANSAT	S	D	4	0	0	50	0	0	50	0	56	100	7	3	
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	50	25	25	0	0	19	100	2	4	
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	50	25	0	25	0	26	75	8	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	45	0	0	58	22	13	7	0	20	65	13	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	45	0	0	58	24	11	7	0	21	61	15	31	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	4	0	124	2	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
VANCOUVER																		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	50	25	0	0	0	18	50	111	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	3	1	0	100	0	0	0	0	0	0	67	19	3	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	25	0	0	0	11	100	7	3	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	5	0	0	20	0	80	0	0	0	39	62	93	13	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	25	0	0	0	0	13	67	14	12	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	4	0	0	0	0	75	25	0	0	52	67	13	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	4	0	0	100	0	0	0	0	0	1	78	9	9	
	GATWICK	ZOOM AIRLINES	S	A	8	0	0	63	25	0	0	0	13	174	56	46	9	
	GATWICK	ZOOM AIRLINES	S	D	9	0	0	44	33	11	0	11	0	49	56	43	9	
	GLASGOW	ZOOM AIRLINES	S	A	8	0	0	100	0	0	0	0	0	1	89	19	9	
	GLASGOW	ZOOM AIRLINES	S	D	8	0	0	75	0	0	25	0	0	21	38	44	8	
	MANCHESTER	ZOOM AIRLINES	S	A	8	0	0	100	0	0	0	0	0	3	0	62	2	
	MANCHESTER	ZOOM AIRLINES	S	D	8	0	0	63	13	13	13	0	0	18	0	64	2	
<b>TOTAL VANCOUVER</b>					<b>336</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>20</b>	<b>20</b>	
VARADERO																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	105	50	36	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	35	50	17	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	50	29	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	10	2	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	40	40	0	0	66	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	20	40	0	0	0	24	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	1	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	7	60	44	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	40	60	0	0	0	0	14	60	47	5	
<b>TOTAL VARADERO</b>					<b>34</b>	<b>9</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>32</b>	<b>32</b>	
VARNA																		
	GATWICK	BH AIR	C	A	2	0	0	0	0	100	0	0	0	39	0	156	2	
	GATWICK	BH AIR	C	D	3	0	0	33	0	67	0	0	0	40	33	110	3	
	GLASGOW	BH AIR	C	A	2	0	0	0	50	50	0	0	0	39	100	0	2	
	GLASGOW	BH AIR	C	D	3	0	0	0	0	33	33	33	0	114	33	16	3	
	MANCHESTER	BH AIR	C	A	4	0	0	25	50	25	0	0	0	25	0	44	4	
	MANCHESTER	BH AIR	C	D	7	0	0	100	0	0	0	0	0	1	14	49	7	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	Matched	Unmatched
VARNA																		
	NEWCASTLE	BH AIR	C	D	2	0	0	100	0	0	0	0	0	8	50	8	2	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	33	11	33	22	0	0	35	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	0	44	0	0	0	26	0	0	0	
	GATWICK	BULGARIA AIR	S	A	14	0	0	71	7	14	7	0	0	19	75	11	12	
	GATWICK	BULGARIA AIR	S	D	14	0	0	64	14	14	7	0	0	22	58	18	12	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	12	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	17	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	7	100	1	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	6	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	1	0	60	20	20	0	0	0	15	100	4	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	9	100	1	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	75	54	4	
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	5	1	
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	1	
	NEWCASTLE	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	9	100	0	1	
<b>TOTAL VARNA</b>					<b>108</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>20</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>25</b>	<b>25</b>	
VASTERAS																		
	LUTON	RYANAIR	S	A	58	0	0	90	10	0	0	0	0	6	91	3	57	
	LUTON	RYANAIR	S	D	58	0	0	74	17	9	0	0	0	9	88	10	58	
<b>TOTAL VASTERAS</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>7</b>	<b>7</b>	
VENICE																		
	GLASGOW	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	5	60	18	5	
	HEATHROW	BMI BRITISH MIDLAND	S	A	31	0	0	68	16	13	3	0	0	15	48	29	31	
	HEATHROW	BMI BRITISH MIDLAND	S	D	31	0	0	77	13	6	3	0	0	12	71	15	31	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	50	0	50	0	0	0	21	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	17	25	26	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	93	0	0	57	23	17	2	0	1	21	46	24	93	
	GATWICK	BRITISH AIRWAYS PLC	S	D	93	0	0	58	26	13	3	0	0	18	54	19	93	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	71	16	8	2	3	0	20	68	20	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	61	21	11	3	3	0	23	74	18	62	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	40	0	0	0	0	15	50	19	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	6	100	6	5	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					MAY 2005				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VENICE	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	29	20	90	5
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	6	40	70	5
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	0	15	33	95	3
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	13	75	56	4
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	33	0	33	0	33	0	103	33	15	3
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	61	75	8	4
<b>TOTAL VENICE</b>					<b>420</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>23</b>	<b>23</b>
VERONA VILLAFRANCA	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	0	16	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	0	75	13	8	3	0	0	11	93	4	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	61	0	0	54	28	15	3	0	0	18	67	11	60
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	61	0	100	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	43	29	29	0	0	0	22	50	11	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	11	11	0	0	0	9	88	7	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	0	33	67	0	0	0	48	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	12	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	6	0	0	67	17	0	17	0	0	31	86	10	7
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	88	0	13	0	0	0	6	86	7	7
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	100	0	0	0	0	0	1	86	61	7
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	4	75	58	8
	GLASGOW	THOMSONFLY LTD	C	A	7	0	0	71	29	0	0	0	0	10	100	0	3
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	0	4
	LUTON	THOMSONFLY LTD	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	15	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	0	5	29	46	7
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	3	75	26	8
	NEWCASTLE	THOMSONFLY LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0
	NEWCASTLE	TRAVEL SERVICE AIRLINES	C	A	2	0	0	50	0	50	0	0	0	28	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>					<b>235</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>17</b>	<b>17</b>
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	151	0	0	72	16	9	3	0	0	12	76	10	150

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005			
					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)											
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	D	151	0	0	55	23	18	5	0	0	20	58	16	149
	MANCHESTER	BA CONNECT LTD	S	A	31	0	0	90	3	3	3	0	0	9	45	29	31
	MANCHESTER	BA CONNECT LTD	S	D	31	0	0	90	3	3	3	0	0	8	61	20	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	124	0	0	69	16	10	5	0	0	14	81	10	124
	HEATHROW	BRITISH AIRWAYS PLC	S	D	124	0	0	61	19	11	7	1	0	19	71	15	124
	STANSTED	NIKI	S	A	27	0	0	33	15	37	15	0	0	35	66	19	53
	STANSTED	NIKI	S	D	27	0	0	26	15	37	22	0	0	39	75	14	53
<b>TOTAL VIENNA</b>					<b>666</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>14</b>	<b>14</b>
VILNIUS	GATWICK	AIR BALTIC CORPORATION SIA	S	A	31	0	0	81	16	3	0	0	0	7	68	10	31
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	31	0	0	65	23	13	0	0	0	12	74	11	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	87	10	0	3	0	0	8	82	8	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	77	16	3	3	0	0	12	77	10	22
	GATWICK	LITHUANIAN AIRLINES	S	A	35	0	0	77	17	6	0	0	0	10	87	5	62
	GATWICK	LITHUANIAN AIRLINES	S	D	35	0	0	91	6	3	0	0	0	4	89	6	62
<b>TOTAL VILNIUS</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>7</b>	<b>7</b>
VITORIA	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	31	0	0	77	16	3	3	0	0	10	0	0	0
<b>TOTAL VITORIA</b>					<b>64</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
VOLOS	GATWICK	EXCEL AIRWAYS LTD	C	D	4	0	0	0	0	50	50	0	0	72	0	0	0
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	21	0	59	1
<b>TOTAL VOLOS</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>67</b>	<b>21</b>	<b>21</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
WARSAW																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	61	20	11	8	0	0	17	80	13	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	62	22	11	5	0	0	18	68	14	93		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	53	1	1	83	8	6	4	0	0	9	96	4	53		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	54	0	0	69	15	13	4	0	0	15	92	9	53		
	EDINBURGH	LOT-POLISH AIRLINES	S	A	18	0	0	33	17	11	33	0	6	57	0	0	0		
	EDINBURGH	LOT-POLISH AIRLINES	S	D	16	0	1	75	13	13	0	0	0	12	0	0	0		
	GATWICK	LOT-POLISH AIRLINES	S	A	58	0	0	59	14	14	7	7	0	37	52	19	27		
	GATWICK	LOT-POLISH AIRLINES	S	D	58	0	0	47	21	14	16	3	0	36	37	34	27		
	HEATHROW	LOT-POLISH AIRLINES	S	A	93	0	0	59	16	20	4	0	0	18	61	14	93		
	HEATHROW	LOT-POLISH AIRLINES	S	D	93	0	0	66	25	5	4	0	0	14	84	12	93		
	MANCHESTER	LOT-POLISH AIRLINES	S	A	22	0	0	73	14	9	5	0	0	13	74	10	27		
	MANCHESTER	LOT-POLISH AIRLINES	S	D	23	0	0	70	26	4	0	0	0	10	96	4	26		
	LUTON	WIZZ AIR	S	A	62	0	0	76	13	5	6	0	0	14	94	2	31		
	LUTON	WIZZ AIR	S	D	62	0	0	53	31	10	5	2	0	21	87	8	31		
<b>TOTAL WARSAW</b>					<b>798</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>12</b>	<b>12</b>		
WASHINGTON (DULLES)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	74	15	11	0	0	0	9	68	14	93		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	57	27	14	2	0	0	18	71	14	93		
	STANSTED	MAXJET AIRWAYS	S	A	18	0	0	61	11	6	6	17	0	60	0	0	0		
	STANSTED	MAXJET AIRWAYS	S	D	18	0	0	67	17	0	0	11	6	58	0	0	0		
	HEATHROW	UNITED AIRLINES	S	A	124	0	0	77	8	11	3	1	0	13	64	23	123		
	HEATHROW	UNITED AIRLINES	S	D	124	0	0	81	10	7	2	0	0	9	79	13	122		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	3	16	6	0	0	15	45	28	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	68	16	16	0	0	0	14	65	13	31		
<b>TOTAL WASHINGTON (DULLES)</b>					<b>532</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>18</b>	<b>18</b>		
WATERFORD																			
	LUTON	AER ARRAN	S	A	60	0	2	87	2	7	5	0	0	8	85	7	54		
	LUTON	AER ARRAN	S	D	62	0	0	73	13	5	10	0	0	17	78	12	54		
	MANCHESTER	AER ARRAN	S	A	12	0	1	92	0	0	8	0	0	14	100	1	14		
	MANCHESTER	AER ARRAN	S	D	13	0	0	92	0	0	8	0	0	13	100	1	14		
<b>TOTAL WATERFORD</b>					<b>147</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>8</b>	<b>8</b>		
WICK																			

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
WINDHOEK	GATWICK	AIR NAMIBIA	S	A	13	0	0	77	15	8	0	0	0	8	0	0	0	
	GATWICK	AIR NAMIBIA	S	D	13	0	0	92	0	8	0	0	0	8	0	0	0	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WROCLAW	STANSTED	RYANAIR	S	A	31	0	0	71	10	16	3	0	0	17	100	0	31	
	STANSTED	RYANAIR	S	D	31	0	0	48	26	19	6	0	0	25	90	6	31	
<b>TOTAL WROCLAW</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>95</b>	<b>3</b>	<b>3</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							MAY 2005					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
					Actual (7)	Plan (8)													
YEOVILTON																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ZADAR																		
ZAGREB																		
	HEATHROW	CROATIA AIRLINES	S	A	35	0	0	66	26	6	3	0	0	14	77	20	35	
	HEATHROW	CROATIA AIRLINES	S	D	35	0	0	57	14	20	9	0	0	23	69	22	35	
	LUTON	WIZZ AIR	S	A	30	1	0	97	3	0	0	0	4	0	0	0		
	LUTON	WIZZ AIR	S	D	30	1	0	60	27	10	3	0	0	16	0	0	0	
<b>TOTAL ZAGREB</b>					<b>130</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>21</b>	<b>21</b>	
ZAKINTHOS																		
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	50	0	50	0	0	0	21	100	5	3	
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	100	0	0	0	0	0	3	75	6	4	
	MANCHESTER	ASTRAEUS LTD	C	A	3	0	0	33	33	0	33	0	0	30	25	54	4	
	MANCHESTER	ASTRAEUS LTD	C	D	3	0	0	67	33	0	0	0	0	8	40	40	5	
	GATWICK	EXCEL AIRWAYS LTD	C	A	2	0	0	0	0	0	50	50	0	177	83	9	6	
	GATWICK	EXCEL AIRWAYS LTD	C	D	3	0	0	33	0	0	33	33	0	129	67	12	6	
	GLASGOW	EXCEL AIRWAYS LTD	C	A	3	0	0	33	67	0	0	0	0	18	100	2	4	
	GLASGOW	EXCEL AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	0	5	
	MANCHESTER	EXCEL AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	23	75	11	4	
	MANCHESTER	EXCEL AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	31	100	3	5	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	8	
	NEWCASTLE	EXCEL AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	89	9	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	100	1	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	1	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	13	13	0	0	0	8	92	3	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	90	0	0	0	0	10	47	73	13	15	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	2	75	12	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	16	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	86	0	14	0	0	0	11	100	4	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	5	90	4	10	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	16	100	3	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	41	60	12	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	75	9	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	9	100	5	4	
	EDINBURGH	MONARCH AIRLINES	C	A	3	0	0	67	0	0	0	33	0	66	100	0	3	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ZAKINTHOS																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	0	25	0	0	31	38	27	8	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	28	44	30	9	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	7	80	7	5		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	7	100	0	5		
	STANSTED	MONARCH AIRLINES	C	A	3	0	0	33	33	0	33	0	56	100	6	3		
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	30	100	4	4		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	6	1	0	67	0	17	17	0	27	100	0	1		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	78	0	11	11	0	16	100	4	3		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	2	1	0	100	0	0	0	0	0	75	275	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	60	10	5		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	12	1	0	83	8	0	8	0	14	69	61	13		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	17	0	0	82	12	0	6	0	9	65	58	17		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	6	100	2	3		
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	2	75	12	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	43	14	43	0	0	25	78	14	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	10	30	10	0	24	73	48	11		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	0	0	0	33	285	0	45	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	25	0	48	5		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	1	0	90	0	10	0	0	6	92	6	13		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	93	7	0	0	0	1	87	12	15		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	33	0	33	0	33	288	75	11	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	0	0	25	203	40	21	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	4	75	12	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	80	13	5		
	BIRMINGHAM	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	3	100	3	3		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	3	100	7	4		
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	86	14	0	0	0	5	86	9	7		
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	67	22	0	11	0	15	78	7	9		
	GLASGOW	THOMSONFLY LTD	C	A	3	0	0	67	0	33	0	0	17	0	0	0		
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	3	0	0	0		
	LUTON	THOMSONFLY LTD	C	A	3	0	0	67	0	0	0	33	71	100	5	3		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	55	100	1	4		
	MANCHESTER	THOMSONFLY LTD	C	A	7	0	0	57	29	14	0	0	18	86	12	7		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR MAY 2006

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						MAY 2005				
					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)											
ZAKINTHOS	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	0	11	0	0	0	7	78	11	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	2	4
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	0	5
<b>TOTAL ZAKINTHOS</b>					<b>320</b>	<b>5</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>76</b>	<b>21</b>	<b>21</b>
ZARAGOZA	STANSTED	RYANAIR	S	A	31	0	0	39	26	29	6	0	0	26	87	11	31
	STANSTED	RYANAIR	S	D	31	0	0	61	19	16	3	0	0	17	84	9	31
<b>TOTAL ZARAGOZA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>85</b>	<b>10</b>	<b>10</b>
ZURICH	GATWICK	BRITISH AIRWAYS PLC	S	A	57	0	0	79	9	9	4	0	0	12	73	13	62
	GATWICK	BRITISH AIRWAYS PLC	S	D	57	0	0	81	9	5	5	0	0	13	71	13	62
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	76	11	8	4	1	0	12	80	10	182
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	76	11	8	6	0	0	13	80	10	182
	LUTON	HELVETIC AIRWAYS	S	A	43	0	4	65	21	14	0	0	0	13	87	10	15
	LUTON	HELVETIC AIRWAYS	S	D	43	0	3	53	37	9	0	0	0	13	60	20	15
	BIRMINGHAM	SWISS AIRLINES	S	A	91	0	0	86	10	4	0	0	0	8	87	8	84
	BIRMINGHAM	SWISS AIRLINES	S	D	91	0	0	81	12	7	0	0	0	9	65	15	84
	HEATHROW	SWISS AIRLINES	S	A	186	0	0	77	12	10	1	0	0	10	74	11	186
	HEATHROW	SWISS AIRLINES	S	D	186	0	0	75	11	13	1	0	0	12	72	13	186
	LONDON CITY	SWISS AIRLINES	S	A	179	0	0	85	7	5	2	0	0	8	88	6	119
	LONDON CITY	SWISS AIRLINES	S	D	176	0	1	69	16	9	5	1	0	18	53	19	119
	MANCHESTER	SWISS AIRLINES	S	A	92	0	1	65	21	14	0	0	0	14	81	8	89
	MANCHESTER	SWISS AIRLINES	S	D	92	0	1	70	16	14	0	0	0	12	71	11	90
<b>TOTAL ZURICH</b>					<b>1655</b>	<b>2</b>	<b>10</b>	<b>76</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>11</b>	<b>11</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1427	25	0	74	11	7	6	1	0	19	73	20	1430
SCHEDULED FLIGHTS(ALL ROUTES)	8441	33	140	81	9	6	3	0	0	11	78	12	8752
AIRPORT TOTAL	9868	58	140	80	9	6	4	1	0	12	77	13	10182

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	173	15	0	65	16	12	5	2	0	19	70	16	206
SCHEDULED FLIGHTS(ALL ROUTES)	9385	20	49	75	12	8	4	0	0	14	74	13	9339
AIRPORT TOTAL	9558	35	49	75	13	8	4	1	0	14	74	13	9545

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	3706	95	0	64	15	10	8	2	1	29	61	35	4026
SCHEDULED FLIGHTS(ALL ROUTES)	18379	24	103	69	16	10	5	1	0	17	69	17	17986
AIRPORT TOTAL	22085	119	103	68	15	10	5	1	0	19	68	20	22012

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	924	20	0	60	15	12	9	3	1	30	67	27	1034
SCHEDULED FLIGHTS(ALL ROUTES)	7600	39	44	76	11	7	5	0	0	14	80	12	7328
AIRPORT TOTAL	8524	59	44	74	12	8	5	1	0	16	78	13	8362

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	42	10	0	40	26	21	12	0	0	28	61	36	51
SCHEDULED FLIGHTS(ALL ROUTES)	40317	9	113	68	16	11	5	0	0	16	73	14	40112
AIRPORT TOTAL	40359	19	113	68	16	11	5	0	0	16	73	14	40163

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	5763	3	49	74	15	8	3	0	0	13	81	9	5179
AIRPORT TOTAL	5764	23	49	74	15	8	3	0	0	13	81	9	5180

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	460	95	0	69	18	7	5	1	0	18	75	25	431
SCHEDULED FLIGHTS(ALL ROUTES)	6227	34	124	67	17	10	5	1	0	18	79	12	5821
AIRPORT TOTAL	6687	129	124	67	17	10	5	1	0	18	79	13	6252

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	3962	101	0	70	12	9	7	2	1	23	68	30	4113
SCHEDULED FLIGHTS(ALL ROUTES)	14859	30	171	79	11	6	4	0	0	11	79	11	15078
AIRPORT TOTAL	18821	131	171	77	11	7	4	1	0	14	77	15	19191



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	976	12	0	73	10	7	8	1	1	23	76	21	952
SCHEDULED FLIGHTS(ALL ROUTES)	4204	2	90	78	11	7	4	0	0	12	78	12	4019
AIRPORT TOTAL	5180	14	90	77	11	7	4	0	0	14	78	14	4971

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR MAY 2006

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						MAY 2005			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	574	33	0	65	14	8	12	1	0	26	70	25	563
SCHEDULED FLIGHTS(ALL ROUTES)	15596	33	112	71	15	9	4	0	0	14	82	10	13877
AIRPORT TOTAL	16170	66	112	71	15	9	4	0	0	15	82	10	14440