

# Punctuality Statistics

Economic Regulation Group  
Aviation Data Unit



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

**Full and Summary Analysis**

**December 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.

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## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

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

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

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

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

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

2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	3	0	0	0	33	0	67	0	0	62	67	12	3
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	25	25	0	0	29	100	0	3
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>83</b>	<b>6</b>	<b>6</b>
<b>SALZBURG</b>															
	BA CONNECT LTD	C	3	0	0	33	33	33	0	0	0	22	67	12	3
	FLYBE LTD	S	5	1	1	0	0	60	40	0	0	63	67	9	6
	THOMAS COOK AIRLINES LTD	C	3	0	0	0	67	33	0	0	0	29	67	12	3
	THOMSONFLY LTD	C	3	3	0	67	0	0	33	0	0	25	67	52	3
<b>TOTAL SALZBURG</b>			<b>14</b>	<b>4</b>	<b>1</b>	<b>21</b>	<b>21</b>	<b>36</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>67</b>	<b>19</b>	<b>15</b>
<b>TOTAL AUSTRIA</b>			<b>21</b>	<b>4</b>	<b>1</b>	<b>24</b>	<b>19</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>71</b>	<b>15</b>	<b>21</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	11	0	0	45	0	18	18	0	18	144	55	45	11
<b>TOTAL BRIDGETOWN</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>144</b>	<b>55</b>	<b>45</b>	<b>11</b>
<b>TOTAL BARBADOS</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>18</b>	<b>144</b>	<b>55</b>	<b>45</b>	<b>11</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	201	0	0	79	8	8	5	0	0	12	92	5	205
<b>TOTAL BRUSSELS</b>			<b>201</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>205</b>
<b>TOTAL BELGIUM</b>			<b>201</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>5</b>	<b>205</b>
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	3	0	0	0	0	67	33	0	0	61	25	155	4
<b>TOTAL PLOVDIV</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>25</b>	<b>155</b>	<b>4</b>
SOFIA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	16	100	0	3
<b>TOTAL SOFIA</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>100</b>	<b>0</b>	<b>3</b>
<b>TOTAL BULGARIA</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>57</b>	<b>89</b>	<b>7</b>
<b>CANADA</b>															
TORONTO	AIR INDIA	S	39	5	6	31	13	13	21	15	8	121	22	137	27
<b>TOTAL TORONTO</b>			<b>39</b>	<b>5</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>13</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>121</b>	<b>22</b>	<b>137</b>	<b>27</b>
<b>TOTAL CANADA</b>			<b>39</b>	<b>5</b>	<b>6</b>	<b>31</b>	<b>13</b>	<b>13</b>	<b>21</b>	<b>15</b>	<b>8</b>	<b>121</b>	<b>22</b>	<b>137</b>	<b>27</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	10	0	0	10	10	40	40	0	0	59	50	20	10
	XL AIRWAYS UK LTD	C	4	0	0	75	25	0	0	0	0	13	0	0	0
<b>TOTAL LARNACA</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>35</b>	<b>85</b>	<b>20</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	10	0	0	40	10	10	40	0	0	46	100	2	9
<b>TOTAL PAPHOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>7</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>100</b>	<b>2</b>	<b>17</b>
<b>TOTAL CYPRUS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>11</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>65</b>	<b>47</b>	<b>37</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	60	4	0	75	10	12	2	0	2	26	71	22	56

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 PRAGUE			60	4	0	75	10	12	2	0	2	26	63	29	107
TOTAL CZECH REPUBLIC			60	4	0	75	10	12	2	0	2	26	63	29	107
DENMARK															
COPENHAGEN	SAS	S	84	1	2	37	37	21	5	0	0	26	75	14	96
TOTAL COPENHAGEN			84	1	2	37	37	21	5	0	0	26	75	14	96
TOTAL DENMARK			84	1	2	37	37	21	5	0	0	26	69	15	110
EGYPT															
HURGHADA	XL AIRWAYS UK LTD	C	10	1	0	50	20	20	10	0	0	23	0	0	0
TOTAL HURGHADA			10	1	0	50	20	20	10	0	0	23	0	117	4
LUXOR	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	88	202	8
TOTAL LUXOR			8	0	0	100	0	0	0	0	0	2	88	202	8
SHARM EL SHEIKH (OPHIRA)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	80	9	10
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	19	44	41	9
	XL AIRWAYS UK LTD	C	10	0	0	70	10	10	10	0	0	17	0	0	0
TOTAL SHARM EL SHEIKH (OPHIRA)			26	0	0	77	8	8	8	0	0	14	64	23	44
TOTAL EGYPT			44	1	0	75	9	9	7	0	0	14	63	56	56
FINLAND															
ENONTEKIO	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL ENONTEKIO			5	0	0	100	0	0	0	0	0	8	50	15	4
KITTILA	EUROPEAN AIR CHARTER	C	3	0	0	67	0	0	33	0	0	33	100	2	3
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	31	50	52	2
	MONARCH AIRLINES	C	15	0	0	60	7	33	0	0	0	20	63	11	8
	THOMSONFLY LTD	C	4	0	0	0	25	0	75	0	0	90	50	14	2
	XL AIRWAYS UK LTD	C	2	1	0	50	0	50	0	0	0	30	0	0	0
TOTAL KITTILA			26	1	0	50	8	27	15	0	0	34	67	15	24
ROVANIEMI	ASTRAEUS LTD	C	2	0	0	0	0	50	50	0	0	60	50	32	2
	BMI BRITISH MIDLAND	C	2	0	0	0	50	0	50	0	0	52	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	50	33	17	0	0	0	18	100	4	4
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	0	0	25	2
	THOMSONFLY LTD	C	3	0	0	33	0	33	33	0	0	45	75	32	4
TOTAL ROVANIEMI			16	1	0	44	19	19	19	0	0	29	67	21	12
TOTAL FINLAND			47	2	0	53	11	21	15	0	0	29	67	16	67
FRANCE															
BORDEAUX	BMIBABY LTD	S	22	1	0	73	9	0	18	0	0	22	58	41	26
TOTAL BORDEAUX			22	1	0	73	9	0	18	0	0	22	58	41	26
BREST	FLYBE LTD	S	24	0	2	88	4	8	0	0	0	8	67	29	18
TOTAL BREST			24	0	2	88	4	8	0	0	0	8	67	29	18
CHAMBERY	BA CONNECT LTD	C	8	0	0	25	0	25	25	25	0	95	0	0	0
	FLYBE LTD	S	15	0	3	60	27	7	7	0	0	17	47	33	17

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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 CHAMBERY</b>			<b>23</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>44</b>	<b>33</b>	<b>40</b>	27
<b>GRENOBLE</b>	BA CONNECT LTD	C	4	0	0	0	25	75	0	0	0	35	0	0	0
<b>TOTAL GRENOBLE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>33</b>	<b>28</b>	3
<b>LYON</b>	BA CONNECT LTD	S	95	0	0	76	11	7	6	0	0	15	73	16	96
	BA CONNECT LTD	C	4	0	0	100	0	0	0	0	0	7	71	14	7
	THOMAS COOK AIRLINES LTD	C	3	0	0	0	33	0	67	0	0	69	33	30	3
<b>TOTAL LYON</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>19</b>	111
<b>NICE</b>	BMIBABY LTD	S	26	0	0	54	19	8	19	0	0	24	88	6	32
<b>TOTAL NICE</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>8</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>88</b>	<b>6</b>	32
<b>PARIS (CHARLES DE GAULLE)</b>	BA CONNECT LTD	S	226	3	0	81	4	8	7	1	0	15	86	7	237
	CITY JET	S	329	0	0	84	6	4	5	0	0	11	87	7	321
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>555</b>	<b>3</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	558
<b>TOULOUSE (BLAGNAC)</b>	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	12	100	3	3
	FLYBE LTD	S	34	0	0	68	6	9	15	3	0	33	81	38	48
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>11</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>82</b>	<b>36</b>	51
<b>TOTAL FRANCE</b>			<b>794</b>	<b>7</b>	<b>5</b>	<b>79</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>14</b>	861
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BA CONNECT LTD	S	58	0	0	83	3	5	9	0	0	14	0	0	0
<b>TOTAL BERLIN (TEGEL)</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
<b>COLOGNE (BONN)</b>	HAPAG LLOYD EXPRESS	S	40	0	4	85	0	8	8	0	0	11	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>0</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>10</b>	50
<b>DUSSELDORF</b>	BA CONNECT LTD	S	159	0	0	87	4	6	2	1	0	10	92	4	171
	EUROWINGS LUFTVERKEHRS	S	148	0	0	85	11	3	1	0	0	7	76	12	110
<b>TOTAL DUSSELDORF</b>			<b>307</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>7</b>	281
<b>FRANKFURT MAIN</b>	BA CONNECT LTD	S	173	0	0	74	8	12	7	0	0	14	82	10	217
	EUROWINGS LUFTVERKEHRS	S	48	0	0	73	13	6	8	0	0	16	0	0	0
	LUFTHANSA	S	171	1	4	74	13	12	1	0	0	11	83	10	225
<b>TOTAL FRANKFURT MAIN</b>			<b>392</b>	<b>1</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>10</b>	442
<b>HAMBURG</b>	BA CONNECT LTD	S	74	0	0	78	15	4	3	0	0	11	84	8	73
<b>TOTAL HAMBURG</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	73
<b>HANOVER</b>	BA CONNECT LTD	S	58	0	0	83	3	5	9	0	0	11	86	8	58
	FLYBE LTD	S	53	0	7	72	9	9	9	0	0	16	0	0	0
<b>TOTAL HANOVER</b>			<b>111</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>6</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>8</b>	58
<b>MUNICH</b>	LUFTHANSA	S	53	0	4	81	8	9	2	0	0	10	0	0	0
	LUFTHANSA CITY LINE	S	101	1	0	83	10	5	2	0	0	9	68	17	149
<b>TOTAL MUNICH</b>			<b>154</b>	<b>1</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>17</b>	149
<b>MUNSTER-OSNABRUCK</b>	AIR BERLIN	C	10	0	0	90	10	0	0	0	0	3	0	0	0
<b>TOTAL MUNSTER-OSNABRUCK</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>3</b>	<b>78</b>	<b>14</b>	9
<b>PADERBORN</b>	AIR BERLIN	C	6	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL PADERBORN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>6</b>	6

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)										
STUTTGART	BA CONNECT LTD	S	109	0	0	88	5	6	1	0	0	7	85	7	117
TOTAL STUTTGART			109	0	0	88	5	6	1	0	7	85	7	117	
TOTAL GERMANY			1261	2	19	81	8	7	4	0	11	82	10	1185	
INDIA															
DELHI	AIR INDIA	S	42	2	1	29	10	12	21	21	7	127	26	82	19
TOTAL DELHI			42	2	1	29	10	12	21	21	7	127	26	82	19
GOA	THOMSONFLY LTD	C	9	0	0	44	11	33	0	0	11	110	25	43	8
TOTAL GOA			9	0	0	44	11	33	0	0	11	110	25	43	8
TOTAL INDIA			51	2	3	31	10	16	18	18	8	124	20	115	35
IRAN															
TEHRAN	MAHAN AIR	S	16	2	0	13	25	31	31	0	0	53	22	114	18
TOTAL TEHRAN			16	2	0	13	25	31	31	0	0	53	22	114	18
TOTAL IRAN			16	2	0	13	25	31	31	0	0	53	22	114	18
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	61	0	3	93	2	2	3	0	0	6	57	25	56
TOTAL CONNAUGHT			61	0	3	93	2	2	3	0	0	6	57	25	56
CORK	AER LINGUS	S	33	0	1	79	0	6	15	0	0	17	0	0	0
	BMIBABY LTD	S	54	4	2	74	7	11	6	2	0	20	76	23	59
TOTAL CORK			87	6	3	76	5	9	9	1	0	19	85	19	165
DUBLIN	AER LINGUS	S	221	1	7	69	18	7	6	0	0	15	77	11	242
	RYANAIR	S	146	2	10	71	13	8	7	2	0	20	59	22	128
TOTAL DUBLIN			367	7	17	70	16	7	6	1	0	17	71	14	370
TOTAL IRISH REPUBLIC			515	13	23	74	12	7	6	1	0	16	74	17	591
ITALY															
BOLZANO	AUSTRIAN ARROWS	C	3	0	0	0	33	0	67	0	0	96	0	0	0
TOTAL BOLZANO			3	0	0	0	33	0	67	0	0	96	0	0	0
MILAN (MALPENSA)	BA CONNECT LTD	S	87	1	0	80	5	7	7	1	0	15	85	7	93
TOTAL MILAN (MALPENSA)			88	1	0	80	5	7	7	2	0	18	84	8	95
TURIN	BA CONNECT LTD	C	3	0	0	100	0	0	0	0	0	5	0	75	3
	THOMSONFLY LTD	C	3	0	0	67	0	0	33	0	0	23	33	36	3
TOTAL TURIN			6	0	0	83	0	0	17	0	0	14	44	39	9
TOTAL ITALY			98	1	0	77	5	7	9	2	0	20	79	11	107
MALTA															
MALTA	AIR MALTA	S	34	0	0	76	6	15	3	0	0	12	77	11	22
	HELLO	C	4	0	0	50	50	0	0	0	0	11	75	77	4
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	1	100	0	4
TOTAL MALTA			43	0	0	77	9	12	2	0	0	11	79	22	38
TOTAL MALTA			43	0	0	77	9	12	2	0	0	11	79	22	38

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>MEXICO</b>															
CANCUN	THOMSONFLY LTD	C	8	0	0	63	0	0	0	0	38	190	22	94	9
TOTAL CANCUN			8	0	0	63	0	0	0	0	38	190	22	94	9
TOTAL MEXICO			9	0	0	56	0	11	0	0	33	173	30	86	10
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	107	2	0	60	11	19	9	1	0	24	70	27	106
	KLM	S	177	0	4	84	11	5	0	0	6	83	9	172	
	KLM CITYHOPPER	S	152	4	0	89	3	6	1	0	5	58	22	142	
TOTAL AMSTERDAM			436	9	4	80	8	8	3	0	10	71	18	420	
TOTAL NETHERLANDS			436	10	4	80	8	8	3	0	10	71	18	420	
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	34	0	2	53	21	15	12	0	0	25	73	52	44
TOTAL ISLAMABAD			34	0	2	53	21	15	12	0	0	25	73	52	44
TOTAL PAKISTAN			34	0	2	53	21	15	12	0	0	25	73	52	44
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	12	0	0	75	8	8	8	0	0	16	0	0	0
TOTAL KRAKOW			12	0	0	75	8	8	8	0	0	16	0	0	0
TOTAL POLAND			12	1	0	75	8	8	8	0	0	16	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	4
	MONARCH AIRLINES	S	20	0	0	80	0	10	0	10	0	31	0	0	0
TOTAL FARO			23	2	0	83	0	9	0	9	0	27	83	12	40
TOTAL PORTUGAL(EXCLUDING MADEIRA)			23	2	0	83	0	9	0	9	0	27	83	12	40
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	88	7	8
TOTAL FUNCHAL			9	0	0	78	11	11	0	0	0	8	88	7	8
TOTAL PORTUGAL(MADEIRA)			9	0	0	78	11	11	0	0	0	8	88	7	8
<b>SAUDI ARABIA</b>															
JEDDAH	NOUVELAIR TUNISIE	C	2	0	0	0	0	50	50	0	0	72	0	0	0
TOTAL JEDDAH			2	0	0	0	0	50	50	0	0	72	0	324	1
TOTAL SAUDI ARABIA			2	0	0	0	0	50	50	0	0	72	25	132	4
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AIR SLOVAKIA BWJ	C	4	1	0	50	0	50	0	0	0	25	0	0	0
TOTAL BRATISLAVA			4	1	0	50	0	50	0	0	0	25	60	26	10
TOTAL SLOVAK REPUBLIC			4	1	0	50	0	50	0	0	0	25	60	26	10
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	60	0	0	60	12	17	10	2	0	25	77	10	56

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)
ALICANTE	FLYBE LTD	S	24	1	0	46	29	8	13	4	0	40	62	44	26
	MONARCH AIRLINES	S	32	0	0	100	0	0	0	0	0	1	87	4	38
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	0	100	0	2
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	100	0	1
	THOMSONFLY LTD	C	18	3	0	94	6	0	0	0	0	3	94	4	18
<b>TOTAL ALICANTE</b>			<b>140</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>13</b>	<b>145</b>
ALMERIA	MONARCH AIRLINES	S	26	0	0	96	4	0	0	0	0	1	0	0	0
<b>TOTAL ALMERIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BA CONNECT LTD	S	34	0	0	85	3	9	3	0	0	8	87	9	30
<b>TOTAL BARCELONA</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>9</b>	<b>30</b>
GERONA	BA CONNECT LTD	C	3	0	0	100	0	0	0	0	0	0	33	29	3
<b>TOTAL GERONA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>5</b>
MADRID	BA CONNECT LTD	S	66	0	0	76	3	12	9	0	0	16	84	8	55
<b>TOTAL MADRID</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>3</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>8</b>	<b>55</b>
MALAGA	BMIBABY LTD	S	60	0	0	48	28	18	5	0	0	22	67	16	60
	FLYBE LTD	S	20	0	0	75	10	10	5	0	0	14	57	49	23
	MONARCH AIRLINES	S	52	0	0	81	10	8	2	0	0	9	88	4	52
	THOMSONFLY LTD	C	9	3	0	89	0	0	0	0	11	80	100	0	8
<b>TOTAL MALAGA</b>			<b>141</b>	<b>5</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>76</b>	<b>15</b>	<b>151</b>
MURCIA SAN JAVIER	MONARCH AIRLINES	S	24	0	0	92	0	0	8	0	0	12	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>39</b>	<b>24</b>
PALMA DE MALLORCA	BMIBABY LTD	S	26	0	0	92	8	0	0	0	0	6	89	6	28
	THOMSONFLY LTD	C	10	0	0	50	10	0	40	0	0	49	33	21	12
<b>TOTAL PALMA DE MALLORCA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>10</b>	<b>40</b>
<b>TOTAL SPAIN</b>			<b>470</b>	<b>14</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>14</b>	<b>450</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR MALTA	C	7	0	0	86	14	0	0	0	0	7	50	16	4
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MONARCH AIRLINES	S	8	0	0	88	0	13	0	0	0	7	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	50	13	13	13	13	0	57	100	1	6
	THOMAS COOK AIRLINES LTD	C	8	1	0	88	13	0	0	0	0	5	85	8	13
	THOMSONFLY LTD	C	17	0	0	76	18	6	0	0	0	9	44	70	16
<b>TOTAL ARRECIFE</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>25</b>	<b>59</b>
FUERTEVENTURA	AIR MALTA	C	3	0	0	33	67	0	0	0	0	19	25	44	4
	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	72	11	17	0	0	0	9	100	2	18
	THOMSONFLY LTD	C	8	1	0	100	0	0	0	0	0	1	75	31	8
<b>TOTAL FUERTEVENTURA</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>12</b>	<b>38</b>
LAS PALMAS	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	3	83	3	6
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	100	0	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	100	0	8
	THOMSONFLY LTD	C	16	0	0	81	6	13	0	0	0	8	83	16	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>TOTAL LAS PALMAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>90</b>	<b>8</b>	42
<b>TENERIFE (SURREINA SOFIA)</b>	AIR MALTA	C	4	0	0	100	0	0	0	0	0	2	100	11	3
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	6	11	0	0	0	7	89	11	18
	MONARCH AIRLINES	C	15	0	0	53	20	13	13	0	0	21	94	4	16
	MONARCH AIRLINES	S	55	0	2	82	7	9	2	0	0	8	93	3	60
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	2	89	7	18
	MYTRAVEL AIRWAYS (DENMARK)	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMAS COOK AIRLINES LTD	C	22	1	0	86	5	9	0	0	0	7	100	1	20
	THOMSONFLY LTD	C	20	0	0	95	5	0	0	0	0	3	33	25	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>154</b>	<b>1</b>	<b>2</b>	<b>84</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>87</b>	<b>7</b>	167
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>279</b>	<b>3</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>11</b>	306
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	74	0	4	62	24	12	1	0	0	15	76	11	55
<b>TOTAL GOTEBORG</b>			<b>74</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>24</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	55
<b>TOTAL SWEDEN</b>			<b>74</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>24</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>11</b>	71
<b>SWITZERLAND</b>															
<b>BERNE</b>	FLYBE LTD	S	6	0	0	50	0	17	17	17	0	75	56	27	9
	FLYBE LTD	C	4	0	0	0	0	0	75	25	0	160	67	11	3
<b>TOTAL BERNE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>10</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>109</b>	<b>58</b>	<b>23</b>	12
<b>GENEVA</b>	BA CONNECT LTD	S	55	0	0	65	11	9	15	0	0	21	62	16	13
	BMIBABY LTD	S	26	0	0	42	12	35	12	0	0	32	88	8	26
	FLYBE LTD	S	6	0	0	67	0	0	33	0	0	33	83	6	6
	FLYBE LTD	C	4	2	0	100	0	0	0	0	0	6	40	53	5
	MONARCH AIRLINES	C	8	0	0	75	0	13	13	0	0	19	100	5	4
	THOMSONFLY LTD	C	5	0	0	0	40	40	20	0	0	50	20	35	5
<b>TOTAL GENEVA</b>			<b>104</b>	<b>2</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>16</b>	59
<b>ZURICH</b>	SWISS AIRLINES	S	174	0	0	69	20	8	3	0	0	14	81	10	168
<b>TOTAL ZURICH</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>10</b>	168
<b>TOTAL SWITZERLAND</b>			<b>288</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>12</b>	239
<b>TUNISIA</b>															
<b>MONASTIR</b>	MY TRAVEL AIRWAYS UK	C	7	0	0	100	0	0	0	0	0	0	100	0	5
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	100	1	4
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	3	75	14	8
<b>TOTAL MONASTIR</b>			<b>21</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>7</b>	17
<b>TOTAL TUNISIA</b>			<b>21</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>7</b>	17
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	35	1	10	46	17	3	6	11	17	116	56	124	36
<b>TOTAL ASHKHABAD</b>			<b>35</b>	<b>1</b>	<b>10</b>	<b>46</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>17</b>	<b>116</b>	<b>56</b>	<b>124</b>	36
<b>TOTAL TURKMENISTAN</b>			<b>35</b>	<b>1</b>	<b>10</b>	<b>46</b>	<b>17</b>	<b>3</b>	<b>6</b>	<b>11</b>	<b>17</b>	<b>116</b>	<b>56</b>	<b>124</b>	36



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>UKRAINE</b>															
KIEV (BORISPOL)	AEROSVIT AIRLINES	S	16	0	0	44	13	25	13	6	0	39	75	14	16
TOTAL KIEV (BORISPOL)			16	0	0	44	13	25	13	6	0	39	75	14	16
TOTAL UKRAINE			16	0	0	44	13	25	13	6	0	39	75	14	16
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	1	0	33	29	27	10	0	0	30	57	18	124
TOTAL DUBAI			124	1	0	33	29	27	10	0	0	30	57	18	124
TOTAL UNITED ARAB EMIRATES			124	1	0	33	29	27	10	0	0	30	57	18	124
<b>UNITED KINGDOM</b>															
ABERDEEN	BA CONNECT LTD	S	149	0	0	75	13	7	5	0	0	13	77	13	148
	BMIBABY LTD	S	100	0	0	67	9	16	8	0	0	18	0	0	0
TOTAL ABERDEEN			249	0	0	72	11	10	6	0	0	15	77	13	148
BELFAST CITY	FLYBE LTD	S	263	1	36	73	10	9	8	1	0	17	82	14	331
TOTAL BELFAST CITY			263	1	36	73	10	9	8	1	0	17	82	14	331
BELFAST INTERNATIONAL	BMIBABY LTD	S	148	4	6	61	17	9	11	2	0	25	83	10	138
TOTAL BELFAST INTERNATIONAL			148	4	6	61	17	9	11	2	0	25	84	10	140
EDINBURGH	BA CONNECT LTD	S	275	0	0	73	12	9	5	0	0	14	88	7	276
	BMIBABY LTD	S	139	2	6	77	13	8	2	0	0	11	83	12	103
	FLYBE LTD	S	224	1	38	71	8	11	8	2	0	20	77	13	274
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	3	100	0	2
TOTAL EDINBURGH			640	3	44	73	11	10	5	1	0	15	83	10	657
GATWICK	THOMSONFLY LTD	C	2	0	0	50	0	0	50	0	0	38	0	0	0
TOTAL GATWICK			2	0	0	50	0	0	50	0	0	38	0	0	0
GLASGOW	BA CONNECT LTD	S	254	6	0	81	5	7	6	0	0	12	87	8	269
	FLYBE LTD	S	215	0	30	79	10	7	3	2	0	14	83	12	253
TOTAL GLASGOW			470	7	30	80	7	7	4	1	0	13	85	10	526
GUERNSEY	FLYBE LTD	S	45	0	5	62	7	13	18	0	0	27	77	10	48
TOTAL GUERNSEY			45	0	5	62	7	13	18	0	0	27	77	10	48
INVERNESS	EASTERN AIRWAYS	S	68	0	24	97	3	0	0	0	0	2	87	10	92
TOTAL INVERNESS			69	0	24	97	3	0	0	0	0	2	87	10	92
ISLE OF MAN	EASTERN AIRWAYS	S	92	0	14	87	1	5	5	1	0	12	88	8	101
	FLYBE LTD	S	46	0	6	70	11	7	9	0	4	96	78	13	50
TOTAL ISLE OF MAN			138	0	20	81	4	6	7	1	1	40	85	9	151
JERSEY	FLYBE LTD	S	47	0	5	57	9	13	15	4	2	44	57	20	51
TOTAL JERSEY			47	2	5	57	9	13	15	4	2	44	57	20	51
MANCHESTER	THOMSONFLY LTD	C	4	0	0	75	25	0	0	0	0	7	100	0	3
TOTAL MANCHESTER			4	4	0	75	25	0	0	0	0	7	100	0	3
NEWCASTLE	EASTERN AIRWAYS	S	92	0	34	90	5	2	2	0	0	5	91	7	113
TOTAL NEWCASTLE			92	0	34	90	5	2	2	0	0	5	91	7	113

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 UNITED KINGDOM			2168	26	204	75	9	8	6	1	0	17	83	11	2261
USA															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	68	10	15	7	0	0	18	68	23	62
TOTAL NEW YORK (NEWARK)			60	0	0	68	10	15	7	0	0	18	68	23	62
TOTAL USA			61	0	0	67	10	15	8	0	0	19	67	23	64
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	26	0	0	23	15	15	23	8	15	136	43	56	23
TOTAL TASHKENT			26	0	0	23	15	15	23	8	15	136	43	56	23
TOTAL UZBEKISTAN			26	0	0	23	15	15	23	8	15	136	43	56	23
TOTAL BIRMINGHAM			7410	109	285	74	10	9	6	1	0	18	78	15	7638

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	FIRST CHOICE AIRWAYS LTD	C	3	1	0	33	0	33	33	0	0	35	100	3	3
<b>TOTAL INNSBRUCK</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>100</b>	<b>3</b>	<b>3</b>
<b>TOTAL AUSTRIA</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>100</b>	<b>3</b>	<b>3</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	102	0	0	82	1	7	10	0	0	13	91	6	112
<b>TOTAL BRUSSELS</b>			<b>102</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>6</b>	<b>112</b>
<b>TOTAL BELGIUM</b>			<b>102</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>1</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>91</b>	<b>6</b>	<b>112</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA CZECH AIRLINES	S	62	0	0	97	0	3	0	0	0	2	66	16	109
	FLYGLOBESPAN	S	14	6	0	86	0	14	0	0	0	11	0	0	0
<b>TOTAL PRAGUE</b>			<b>76</b>	<b>6</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>66</b>	<b>16</b>	<b>109</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>76</b>	<b>6</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>66</b>	<b>16</b>	<b>109</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	74	0	0	89	11	0	0	0	0	4	91	7	80
<b>TOTAL COPENHAGEN</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>7</b>	<b>80</b>
<b>TOTAL DENMARK</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>7</b>	<b>80</b>
<b>FINLAND</b>															
ENONTEKIO	THOMAS COOK BELGIUM	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL ENONTEKIO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
KITTILA	EUROPEAN AIR CHARTER	C	4	0	0	50	25	0	25	0	0	34	50	11	4
	THOMAS COOK BELGIUM	C	4	0	0	75	0	25	0	0	0	12	100	8	4
	XL AIRWAYS UK LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL KITTILA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>11</b>	<b>10</b>
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	32	0	0	0
<b>TOTAL ROVANIEMI</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>11</b>	<b>10</b>
<b>FRANCE</b>															
CHAMBERY	BA CONNECT LTD	C	2	0	0	0	0	0	100	0	0	94	0	0	0
	FLYGLOBESPAN	S	14	1	1	57	0	14	29	0	0	44	0	0	0
<b>TOTAL CHAMBERY</b>			<b>16</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>33</b>	<b>71</b>	<b>3</b>
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	146	0	0	75	10	9	5	1	0	15	74	14	152
	BLUE LINE	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	CITY JET	S	176	0	0	64	19	10	7	0	0	16	74	15	117
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>324</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>15</b>	<b>269</b>
<b>TOTAL FRANCE</b>			<b>341</b>	<b>3</b>	<b>1</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>16</b>	<b>274</b>
<b>GERMANY</b>															
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	28	0	0	50	29	14	7	0	0	25	54	17	24

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 COLOGNE (BONN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>17</b>	<b>24</b>
FRANKFURT MAIN	LUFTHANSA	S	171	0	0	77	15	6	2	0	11	77	11	177	
<b>TOTAL FRANKFURT MAIN</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>177</b>	
HAMBURG	BA CONNECT LTD	S	28	0	0	61	11	21	7	0	21	0	0	0	
<b>TOTAL HAMBURG</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>95</b>	<b>4</b>	<b>22</b>	
<b>TOTAL GERMANY</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	<b>223</b>	
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	81	0	3	60	12	9	15	4	34	87	41	84	
<b>TOTAL CORK</b>			<b>81</b>	<b>0</b>	<b>3</b>	<b>60</b>	<b>12</b>	<b>9</b>	<b>15</b>	<b>4</b>	<b>34</b>	<b>87</b>	<b>41</b>	<b>84</b>	
DUBLIN	AER LINGUS	S	108	0	4	59	17	15	9	0	22	73	11	62	
	RYANAIR	S	174	1	4	70	13	8	9	0	21	74	14	148	
<b>TOTAL DUBLIN</b>			<b>283</b>	<b>1</b>	<b>8</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>13</b>	<b>210</b>	
GALWAY	AER ARRAN	S	51	1	7	78	0	0	16	2	56	86	8	50	
<b>TOTAL GALWAY</b>			<b>51</b>	<b>1</b>	<b>7</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>2</b>	<b>56</b>	<b>86</b>	<b>8</b>	<b>50</b>	
SHANNON	RYANAIR	S	26	0	0	92	0	0	8	0	10	0	0	0	
<b>TOTAL SHANNON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>441</b>	<b>2</b>	<b>18</b>	<b>68</b>	<b>11</b>	<b>8</b>	<b>11</b>	<b>1</b>	<b>27</b>	<b>78</b>	<b>19</b>	<b>344</b>	
<b>ITALY</b>															
TURIN	FLYGLOBESPAN	C	3	0	0	33	0	0	33	33	0	88	0	0	
<b>TOTAL TURIN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	
<b>TOTAL ITALY</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	22	5	3	0	13	57	20	60	
	KLM	S	199	0	0	87	9	3	2	0	7	0	0	0	
	KLM CITYHOPPER	S	76	0	0	95	3	0	3	0	5	74	16	257	
<b>TOTAL AMSTERDAM</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>17</b>	<b>317</b>	
<b>TOTAL NETHERLANDS</b>			<b>335</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>17</b>	<b>317</b>	
<b>NORWAY</b>															
BERGEN	WIDEROE FLYVESELSKAP A/S	S	30	0	4	53	27	20	0	0	16	0	0	0	
<b>TOTAL BERGEN</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL NORWAY</b>			<b>30</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>POLAND</b>															
GDANSK	LOT-POLISH AIRLINES	S	26	0	0	96	0	4	0	0	4	0	0	0	
<b>TOTAL GDANSK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KATOWICE	LOT-POLISH AIRLINES	S	22	0	0	91	5	0	0	5	16	0	0	0	
<b>TOTAL KATOWICE</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WARSAW	LOT-POLISH AIRLINES	S	30	0	0	87	7	3	0	3	13	65	43	26	

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: EDINBURGH (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL WARSAW			30	0	0	87	7	3	0	3	0	13	65	43	26
TOTAL POLAND			78	0	0	91	4	3	0	3	0	11	65	43	26
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FLYGLOBESPAN	S	17	2	1	82	12	0	6	0	0	9	0	0	0
TOTAL FARO			17	2	1	82	12	0	6	0	0	9	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			17	2	1	82	12	0	6	0	0	9	0	0	0
SPAIN															
ALICANTE	FLYGLOBESPAN	S	59	0	0	71	19	7	3	0	0	13	72	11	18
TOTAL ALICANTE			59	0	0	71	19	7	3	0	0	13	72	11	18
BARCELONA	FLYGLOBESPAN	S	28	0	3	64	7	0	14	7	7	62	98	1	42
TOTAL BARCELONA			28	0	3	64	7	0	14	7	7	62	98	1	42
MADRID	BA CONNECT LTD	S	35	0	0	66	9	9	17	0	0	21	81	7	37
TOTAL MADRID			35	0	0	66	9	9	17	0	0	21	81	7	37
MALAGA	FLYGLOBESPAN	S	61	0	2	79	10	7	5	0	0	12	67	9	18
TOTAL MALAGA			61	0	2	79	10	7	5	0	0	12	67	9	18
MURCIA SAN JAVIER	FLYGLOBESPAN	S	6	0	0	83	0	17	0	0	0	10	0	0	0
TOTAL MURCIA SAN JAVIER			6	0	0	83	0	17	0	0	0	10	0	0	0
PALMA DE MALLORCA	FLYGLOBESPAN	S	17	1	1	94	6	0	0	0	0	3	0	0	0
TOTAL PALMA DE MALLORCA			17	1	1	94	6	0	0	0	0	3	0	0	0
TOTAL SPAIN			208	1	6	73	12	6	7	1	1	20	83	6	115
SPAIN(CANARY ISLANDS)															
ARRECIFE	FLYGLOBESPAN	S	8	0	0	25	13	0	38	25	0	101	0	0	0
TOTAL ARRECIFE			8	0	0	25	13	0	38	25	0	101	0	0	0
TENERIFE (SURREINA SOFIA)	FLYGLOBESPAN	S	10	0	0	40	20	30	10	0	0	26	0	0	0
	HAPAGFLY	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	IBERWORLD	C	10	0	0	80	20	0	0	0	0	5	60	12	10
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	2	60	46	10
TOTAL TENERIFE (SURREINA SOFIA)			32	0	0	72	16	9	3	0	0	11	60	29	20
TOTAL SPAIN(CANARY ISLANDS)			40	1	0	63	15	8	10	5	0	29	60	29	20
SWITZERLAND															
GENEVA	BA CONNECT LTD	C	3	0	0	33	67	0	0	0	0	16	0	28	1
	EASYJET SWITZERLAND	S	60	0	0	72	8	10	8	2	0	20	32	43	28
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	0	33	0	0	28	67	19	3
	FLYGLOBESPAN	S	8	0	1	25	13	0	50	13	0	84	100	1	18
TOTAL GENEVA			74	1	1	64	12	8	14	3	0	27	57	26	54
TOTAL SWITZERLAND			74	1	1	64	12	8	14	3	0	27	57	26	56
UNITED KINGDOM															
BELFAST CITY	FLYBE LTD	S	185	0	7	65	17	6	9	2	1	24	70	17	202

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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 BELFAST CITY			<b>185</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>17</b>	<b>6</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>70</b>	<b>17</b>	202
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	204	0	0	75	10	7	5	3	0	20	76	13	212
TOTAL BELFAST INTERNATIONAL			<b>204</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>13</b>	212
BIRMINGHAM	BA CONNECT LTD	S	243	0	0	71	14	8	6	0	14	83	8	239	
	BMIBABY LTD	S	140	0	6	76	12	10	2	0	12	80	13	103	
	FLYBE LTD	S	227	0	35	63	14	11	11	2	25	77	13	275	
TOTAL BIRMINGHAM			<b>611</b>	<b>0</b>	<b>41</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>18</b>	<b>80</b>	<b>11</b>	621	
BRISTOL	BA CONNECT LTD	S	207	1	0	67	14	8	11	0	18	78	12	221	
	EASYJET AIRLINE COMPANY LTD	S	156	0	4	82	8	6	4	0	10	62	17	160	
TOTAL BRISTOL			<b>363</b>	<b>1</b>	<b>4</b>	<b>74</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>14</b>	381	
CARDIFF WALES	BMIBABY LTD	S	106	0	8	81	10	5	2	2	10	83	7	120	
TOTAL CARDIFF WALES			<b>106</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>10</b>	<b>83</b>	<b>7</b>	120	
EXETER	FLYBE LTD	S	100	0	4	50	12	18	19	1	35	67	20	105	
TOTAL EXETER			<b>100</b>	<b>0</b>	<b>4</b>	<b>50</b>	<b>12</b>	<b>18</b>	<b>19</b>	<b>1</b>	<b>35</b>	<b>67</b>	<b>20</b>	105	
GATWICK	BRITISH AIRWAYS PLC	S	277	0	4	60	19	10	10	1	24	70	15	289	
	EASYJET AIRLINE COMPANY LTD	S	218	0	2	63	15	8	12	1	26	66	18	217	
TOTAL GATWICK			<b>495</b>	<b>0</b>	<b>6</b>	<b>61</b>	<b>17</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>25</b>	<b>68</b>	<b>16</b>	506	
HEATHROW	BMI BRITISH MIDLAND	S	426	0	14	72	9	9	8	2	22	84	9	441	
	BRITISH AIRWAYS PLC	S	533	4	6	57	16	14	12	1	27	58	24	687	
TOTAL HEATHROW			<b>959</b>	<b>5</b>	<b>20</b>	<b>64</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>24</b>	<b>68</b>	<b>19</b>	1128	
INVERNESS	LOGANAIR	S	14	0	0	86	7	0	0	7	19	82	10	49	
TOTAL INVERNESS			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>19</b>	<b>82</b>	<b>10</b>	49	
ISLE OF MAN	LOGANAIR	S	50	0	0	76	10	6	8	0	18	0	0	0	
TOTAL ISLE OF MAN			<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	0	
JERSEY	FLYBE LTD	S	24	0	0	46	13	17	17	8	41	0	0	0	
TOTAL JERSEY			<b>24</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>13</b>	<b>17</b>	<b>17</b>	<b>8</b>	<b>41</b>	<b>0</b>	<b>0</b>	0	
KIRKWALL	LOGANAIR	S	93	0	0	85	6	5	3	0	10	75	12	75	
TOTAL KIRKWALL			<b>93</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>12</b>	75	
LEEDS BRADFORD	BMI REGIONAL	S	104	0	0	91	6	1	1	1	7	96	3	116	
TOTAL LEEDS BRADFORD			<b>104</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>96</b>	<b>3</b>	116	
LONDON CITY	BA CONNECT LTD	S	232	0	0	69	18	5	8	1	18	73	12	189	
	SCOT AIRWAYS	S	236	5	34	62	17	12	8	0	20	74	14	284	
TOTAL LONDON CITY			<b>468</b>	<b>5</b>	<b>34</b>	<b>65</b>	<b>18</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	473	
LUTON	EASYJET AIRLINE COMPANY LTD	S	316	0	0	72	11	10	6	1	17	77	11	307	
TOTAL LUTON			<b>316</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>17</b>	<b>77</b>	<b>11</b>	307	
MANCHESTER	BA CONNECT LTD	S	260	0	0	61	15	13	10	1	23	74	13	255	
	BMI REGIONAL	S	183	0	0	87	9	3	1	0	6	87	7	188	
TOTAL MANCHESTER			<b>443</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>16</b>	<b>81</b>	<b>10</b>	539	
NORWICH	FLYBE LTD	S	86	0	12	71	9	12	6	2	23	79	9	57	

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				Actual (7)	Plan (8)										
TOTAL NORWICH			86	0	12	71	9	12	6	2	0	23	81	9	142
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	142	0	0	59	18	11	11	1	0	25	79	13	139
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			142	0	0	59	18	11	11	1	0	25	79	13	139
SOUTHAMPTON	BA CONNECT LTD	S	161	0	0	84	7	4	4	0	0	11	83	9	175
	FLYBE LTD	S	219	1	17	61	17	9	10	2	1	30	80	10	234
TOTAL SOUTHAMPTON			380	3	17	71	13	7	7	1	1	22	81	10	409
STANSTED	EASYJET AIRLINE COMPANY LTD	S	310	0	0	70	12	8	9	2	0	21	75	12	320
TOTAL STANSTED			310	0	0	70	12	8	9	2	0	21	79	11	424
STORNOWAY	LOGANAIR	S	142	2	0	63	19	11	6	1	0	20	76	16	70
TOTAL STORNOWAY			142	2	0	63	19	11	6	1	0	20	83	11	118
SUMBURGH	LOGANAIR	S	88	0	0	63	17	13	7	1	0	22	68	19	91
TOTAL SUMBURGH			88	0	0	63	17	13	7	1	0	22	68	19	91
TOTAL UNITED KINGDOM			5683	35	153	68	13	9	8	1	0	20	75	13	6157
USA															
ATLANTA	DELTA AIRLINES	S	42	0	0	76	7	7	10	0	0	15	0	0	0
TOTAL ATLANTA			42	0	0	76	7	7	10	0	0	15	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	66	13	19	2	0	0	15	56	18	62
TOTAL NEW YORK (NEWARK)			62	0	0	66	13	19	2	0	0	15	56	18	62
TOTAL USA			104	1	0	70	11	14	5	0	0	15	56	19	63
TOTAL EDINBURGH			7851	54	184	70	13	9	8	1	0	19	75	14	7911

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			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	36	0	0	50	14	19	17	0	0	36	0	0	0
TOTAL TIRANA			36	0	0	50	14	19	17	0	0	36	0	0	0
TOTAL ALBANIA			36	0	0	50	14	19	17	0	0	36	0	0	0
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	50	0	0	42	18	16	22	2	0	41	47	20	32
TOTAL ALGIERS			50	0	0	42	18	16	22	2	0	41	47	20	32
HASSI MESSAOUD	AIR ALGERIE	C	18	0	0	22	33	6	28	0	11	86	28	37	18
	ASTRAEUS LTD	S	21	0	1	57	24	5	10	0	5	45	0	0	0
	BRITISH AIRWAYS PLC	S	16	0	0	56	13	19	13	0	0	24	89	5	18
TOTAL HASSI MESSAOUD			55	0	1	45	24	9	16	0	5	52	55	24	60
TOTAL ALGERIA			105	0	1	44	21	12	19	1	3	47	52	23	92
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	11	0	0	27	18	18	27	9	0	61	30	44	10
	VIRGIN ATLANTIC AIRWAYS LTD	S	28	0	0	43	21	21	11	4	0	37	50	29	28
	XL AIRWAYS UK LTD	C	2	0	0	0	0	100	0	0	0	41	0	0	0
TOTAL ANTIGUA			41	0	0	37	20	24	15	5	0	43	45	33	38
TOTAL ANTIGUA AND BARBUDA			41	0	0	37	20	24	15	5	0	43	45	33	38
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	12	0	0	25	25	25	25	0	0	45	90	6	10
	GB AIRWAYS LTD	S	44	0	0	43	23	25	9	0	0	26	0	0	0
	MONARCH AIRLINES	C	24	0	0	42	25	8	17	0	8	114	53	63	15
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	0	13	63	13	0	92	100	12	3
TOTAL INNSBRUCK			88	0	0	38	22	19	18	1	2	58	62	31	89
SALZBURG	BRITISH AIRWAYS PLC	C	3	0	0	0	0	100	0	0	0	53	0	42	3
	BRITISH AIRWAYS PLC	S	50	0	0	66	10	14	10	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	26	80	11	5
	MONARCH AIRLINES	C	4	0	0	0	0	0	100	0	0	104	0	97	4
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	6	67	32	3
	THOMAS COOK AIRLINES LTD	C	4	1	0	0	0	0	50	0	50	262	100	3	3
	THOMSONFLY LTD	C	10	0	0	20	20	50	10	0	0	33	60	13	10
	THOMSONFLY LTD	S	54	0	0	74	4	7	15	0	0	22	0	0	0
TOTAL SALZBURG			132	1	0	61	7	16	15	0	2	32	55	27	31
TOTAL AUSTRIA			220	1	0	51	13	17	16	0	2	42	61	29	122
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES ( AZAL )	S	16	0	0	75	0	19	6	0	0	15	19	42	26
TOTAL BAKU (HEYDER ALIYEV INT'L)			16	0	0	75	0	19	6	0	0	15	19	42	27
TOTAL AZERBAIJAN			16	0	0	75	0	19	6	0	0	15	19	42	27
<b>BAHAMAS</b>															
NASSAU	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	88	13	0	0	0	0	6	100	6	7



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				Actual (7)	Plan (8)										
TOTAL NASSAU			8	0	0	88	13	0	0	0	0	6	100	6	7
TOTAL BAHAMAS			8	0	0	88	13	0	0	0	0	6	100	6	7
BARBADOS															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	81	0	1	60	16	10	14	0	0	20	65	17	81
	MONARCH AIRLINES	C	10	0	0	10	10	20	50	10	0	90	0	93	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	50	15	15	15	5	0	44	22	55	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	52	10	19	19	0	0	34	42	27	62
	XL AIRWAYS UK LTD	C	10	0	0	20	40	30	0	0	10	192	20	59	10
TOTAL BRIDGETOWN			183	0	1	51	15	15	17	1	1	40	47	30	185
TOTAL BARBADOS			183	0	1	51	15	15	17	1	1	40	47	30	185
BELARUS															
MINSK	BELAVIA (BELARUSSIAN AIRLINES)	S	16	0	0	31	25	19	13	13	0	54	93	5	14
TOTAL MINSK			16	0	0	31	25	19	13	13	0	54	93	5	14
TOTAL BELARUS			16	0	0	31	25	19	13	13	0	54	93	5	14
BELGIUM															
BRUSSELS	SN BRUSSELS AIRLINES	S	94	0	0	63	15	14	9	0	0	18	74	15	88
TOTAL BRUSSELS			94	0	0	63	15	14	9	0	0	18	74	15	88
TOTAL BELGIUM			94	0	0	63	15	14	9	0	0	18	74	15	88
BERMUDA															
BERMUDA	BRITISH AIRWAYS PLC	S	44	0	0	75	11	9	5	0	0	12	83	17	35
TOTAL BERMUDA			44	0	0	75	11	9	5	0	0	12	83	17	35
TOTAL BERMUDA			44	0	0	75	11	9	5	0	0	12	83	17	35
BRAZIL															
NATAL	THOMSONFLY LTD	C	8	0	0	0	50	13	38	0	0	46	38	25	8
TOTAL NATAL			8	0	0	0	50	13	38	0	0	46	38	25	8
SALVADOR	MY TRAVEL AIRWAYS UK	C	10	0	0	0	10	30	30	0	30	292	0	0	0
TOTAL SALVADOR			10	0	0	0	10	30	30	0	30	292	0	0	0
TOTAL BRAZIL			18	0	0	0	28	22	33	0	17	183	40	22	10
BULGARIA															
PLOVDIV	BH AIR	C	3	0	0	0	0	33	67	0	0	130	33	61	6
	MONARCH AIRLINES	C	3	0	0	0	0	0	67	33	0	152	0	0	0
	THOMSONFLY LTD	C	3	0	0	0	0	0	100	0	0	82	100	6	3
TOTAL PLOVDIV			9	0	0	0	0	11	78	11	0	121	67	32	12
SOFIA	BMI BRITISH MIDLAND	C	4	0	0	25	0	50	25	0	0	64	0	0	0
	BULGARIA AIR	S	60	0	3	35	17	13	12	12	12	106	54	55	68
	MONARCH AIRLINES	C	3	0	0	0	0	33	67	0	0	90	0	76	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	0	0	67	0	33	0	114	100	1	3
	THOMSONFLY LTD	C	5	0	0	0	20	40	40	0	0	71	33	34	3
TOTAL SOFIA			75	6	3	29	15	20	16	11	9	101	53	52	81

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

## Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)										
VARNA	BRITISH AIRWAYS PLC	S	18	0	0	72	17	0	11	0	0	16	0	0	0
	BULGARIA AIR	S	24	0	0	83	0	4	4	8	0	26	50	62	22
<b>TOTAL VARNA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>2</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>62</b>	<b>22</b>
<b>TOTAL BULGARIA</b>			<b>126</b>	<b>6</b>	<b>3</b>	<b>44</b>	<b>11</b>	<b>13</b>	<b>17</b>	<b>9</b>	<b>6</b>	<b>76</b>	<b>54</b>	<b>52</b>	<b>115</b>
<b>CANADA</b>															
CALGARY	MONARCH AIRLINES	C	10	0	0	20	0	50	20	0	10	89	14	43	7
	ZOOM AIRLINES	S	11	0	0	36	0	45	18	0	0	39	33	69	6
<b>TOTAL CALGARY</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>48</b>	<b>19</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>23</b>	<b>55</b>	<b>13</b>
DEER LAKE (NEWFOUNDLAND)	MONARCH AIRLINES	C	4	1	0	25	0	0	75	0	0	74	0	0	0
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>47</b>	<b>5</b>
TORONTO	AIR TRANSAT	S	18	0	0	67	11	22	0	0	0	14	55	21	20
	ZOOM AIRLINES	S	21	0	0	52	19	19	10	0	0	21	47	96	19
<b>TOTAL TORONTO</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>55</b>	<b>43</b>
VANCOUVER	ZOOM AIRLINES	S	14	0	0	0	21	57	21	0	0	50	12	229	17
<b>TOTAL VANCOUVER</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>202</b>	<b>20</b>
<b>TOTAL CANADA</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>12</b>	<b>33</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>33</b>	<b>91</b>	<b>81</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	ASTRAEUS LTD	S	8	0	0	13	13	38	38	0	0	49	0	0	0
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	BRITISH AIRWAYS PLC	S	26	0	0	50	19	19	12	0	0	27	75	9	24
<b>TOTAL DUBROVNIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>9</b>	<b>24</b>
SPLIT	BRITISH AIRWAYS PLC	S	26	0	0	69	8	12	12	0	0	19	0	0	0
<b>TOTAL SPLIT</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>75</b>	<b>9</b>	<b>24</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	38	0	25	38	0	0	50	40	90	10
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>40</b>	<b>90</b>	<b>10</b>
HAVANA	CUBANA	S	18	0	0	28	33	22	17	0	0	34	11	45	18
	THOMSONFLY LTD	C	2	0	0	0	50	50	0	0	0	30	0	0	0
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	28	22	22	28	0	0	41	56	19	18
<b>TOTAL HAVANA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>29</b>	<b>24</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>33</b>	<b>32</b>	<b>36</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	7	80	7	5
	THOMAS COOK AIRLINES LTD	C	9	0	0	0	22	22	56	0	0	64	30	81	10
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>21</b>	<b>14</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>47</b>	<b>56</b>	<b>15</b>
VARADERO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	25	75	5	4
<b>TOTAL VARADERO</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>25</b>	<b>65</b>	<b>20</b>	<b>23</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 CUBA</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>23</b>	<b>20</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>45</b>	<b>40</b>	<b>84</b>
<b>CYPRUS</b>															
LARNACA	XL AIRWAYS UK LTD	C	2	0	0	0	0	0	0	100	0	203	0	0	0
<b>TOTAL LARNACA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>203</b>	<b>30</b>	<b>108</b>	<b>10</b>
<b>PAPHOS</b>															
	EUROCYPRIA AIRLINES LTD	C	4	0	0	25	25	25	25	0	0	40	0	108	4
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	100	0	2
	GB AIRWAYS LTD	S	52	0	0	52	19	13	13	2	0	29	50	28	34
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	30	0	10	0	0	27	89	3	9
	THOMSONFLY LTD	C	18	0	0	50	11	17	11	11	0	46	59	12	17
	XL AIRWAYS UK LTD	C	14	0	0	50	7	0	14	29	0	88	0	0	0
<b>TOTAL PAPHOS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>38</b>	<b>62</b>	<b>21</b>	<b>85</b>
<b>TOTAL CYPRUS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>10</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>41</b>	<b>59</b>	<b>30</b>	<b>95</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	60	0	0	60	18	10	12	0	0	23	55	45	58
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	39	22	18	19	3	0	38	53	22	113
<b>TOTAL PRAGUE</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>54</b>	<b>30</b>	<b>171</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>181</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>54</b>	<b>30</b>	<b>171</b>
<b>DENMARK</b>															
AALBORG	STERLING AIRLINES	S	46	0	0	43	39	9	9	0	0	23	0	0	0
<b>TOTAL AALBORG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>39</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
BILLUND	STERLING AIRLINES	S	90	0	0	63	12	11	13	0	0	27	66	19	156
<b>TOTAL BILLUND</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>66</b>	<b>19</b>	<b>156</b>
COPENHAGEN	STERLING AIRLINES	S	176	0	0	55	21	12	12	1	0	26	72	18	168
<b>TOTAL COPENHAGEN</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>18</b>	<b>168</b>
<b>TOTAL DENMARK</b>			<b>312</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>11</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>19</b>	<b>324</b>
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	8	1	0	13	38	25	25	0	0	55	22	47	9
<b>TOTAL DJIBOUTI</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>47</b>	<b>9</b>
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>47</b>	<b>9</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	13	1	0	46	15	8	23	8	0	50	88	4	8
	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	28	0	30	1
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	13	88	14	8
	THOMSONFLY LTD	C	8	0	0	63	13	0	0	13	13	96	75	9	8
<b>TOTAL PUERTO PLATA</b>			<b>31</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>10</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>51</b>	<b>82</b>	<b>9</b>	<b>34</b>
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	7	83	9	6
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	25	13	0	0	0	12	0	0	0
	THOMSONFLY LTD	C	9	0	0	44	33	0	22	0	0	38	40	19	10
<b>TOTAL PUNTA CANA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>56</b>	<b>15</b>	<b>16</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 DOMINICAN REPUBLIC			52	1	0	58	17	10	10	4	2	39	78	10	58
EGYPT															
ASWAN	BRITISH AIRWAYS PLC	C	4	0	0	50	0	0	50	0	0	48	0	0	0
TOTAL ASWAN			4	0	0	50	0	0	50	0	0	48	75	11	8
HURGHADA	GB AIRWAYS LTD	S	18	0	0	44	33	0	17	6	0	37	80	7	20
	MY TRAVEL AIRWAYS UK	C	10	0	0	40	20	20	0	20	0	76	40	24	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	30	20	10	0	0	24	45	47	11
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	11	38	20	8
	XL AIRWAYS UK LTD	C	10	0	0	40	20	20	0	20	0	69	10	37	10
TOTAL HURGHADA			56	0	0	45	27	13	7	9	0	44	42	28	69
LUXOR	BRITISH AIRWAYS PLC	C	8	0	0	63	13	13	13	0	0	20	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	13	88	11	8
	MONARCH AIRLINES	C	18	0	0	50	17	17	6	11	0	47	40	20	10
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	13	0	0	0	0	3	75	32	8
	THOMSONFLY LTD	C	8	0	0	50	0	38	13	0	0	28	88	5	8
	XL AIRWAYS UK LTD	C	8	0	0	50	0	25	0	25	0	81	88	12	8
TOTAL LUXOR			58	0	0	59	14	16	5	7	0	34	70	15	50
MARSA ALAM	THOMSONFLY LTD	C	8	0	0	50	0	38	13	0	0	32	10	46	10
TOTAL MARSA ALAM			8	0	0	50	0	38	13	0	0	32	10	46	10
SHARM EL SHEIKH (OPHIRA)	FIRST CHOICE AIRWAYS LTD	C	14	1	0	64	21	14	0	0	0	13	80	8	10
	GB AIRWAYS LTD	S	44	0	0	39	25	14	23	0	0	33	96	2	26
	MONARCH AIRLINES	C	19	0	0	68	16	11	5	0	0	12	65	26	20
	THOMAS COOK AIRLINES LTD	C	15	0	0	33	27	13	27	0	0	35	65	17	20
	THOMSONFLY LTD	C	26	0	0	54	23	15	8	0	0	23	73	16	26
	XL AIRWAYS UK LTD	C	33	0	0	30	18	30	15	6	0	46	60	23	20
TOTAL SHARM EL SHEIKH (OPHIRA)			151	4	0	45	22	17	15	1	0	30	68	20	145
TABA	ASTRAEUS LTD	C	13	0	0	38	0	38	23	0	0	39	52	27	23
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	41	50	12	8
	MONARCH AIRLINES	C	9	0	0	89	11	0	0	0	0	6	64	8	11
	THOMSONFLY LTD	C	10	0	0	60	0	40	0	0	0	22	20	41	10
	XL AIRWAYS UK LTD	C	6	0	0	17	0	17	33	17	17	154	83	15	6
TOTAL TABA			46	0	0	57	2	22	15	2	2	44	52	23	58
TOTAL EGYPT			323	4	0	49	18	17	12	4	0	35	59	22	340
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	S	8	0	0	25	13	38	13	0	13	93	89	9	9
TOTAL MALABO			8	0	0	25	13	38	13	0	13	93	89	9	9
TOTAL EQUATORIAL GUINEA			8	0	0	25	13	38	13	0	13	93	89	9	9
ESTONIA															
TALLIN	ESTONIAN AIR	S	58	0	0	43	29	12	10	5	0	40	83	10	72
TOTAL TALLIN			58	0	0	43	29	12	10	5	0	40	83	10	72
TOTAL ESTONIA			58	0	0	43	29	12	10	5	0	40	83	10	72

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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>FED REP YUGO SERBIA M'ENEGRO</b>															
NIS	THOMSONFLY LTD	C	3	0	0	0	67	33	0	0	0	27	33	69	3
<b>TOTAL NIS</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>0</b>	<b>27</b>	<b>33</b>	<b>69</b>	<b>3</b>
PRISTINA	BRITISH AIRWAYS PLC	S	31	0	2	58	13	16	13	0	0	22	50	32	26
<b>TOTAL PRISTINA</b>			<b>32</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>13</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>32</b>	<b>26</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>35</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>17</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>36</b>	<b>29</b>
<b>FINLAND</b>															
ENONTEKIO	ASTRAEUS LTD	C	2	0	0	0	50	50	0	0	0	37	0	61	2
	THOMAS COOK AIRLINES LTD	C	6	0	0	50	0	17	33	0	0	40	100	1	4
	THOMSONFLY LTD	C	6	0	0	100	0	0	0	0	0	5	100	3	4
	XL AIRWAYS UK LTD	C	6	0	0	83	0	0	17	0	0	21	71	8	7
<b>TOTAL ENONTEKIO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>5</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>80</b>	<b>11</b>	<b>20</b>
IVALO	ASTRAEUS LTD	C	2	0	0	0	50	50	0	0	0	27	0	0	0
	MONARCH AIRLINES	C	51	0	0	59	14	12	12	0	4	45	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	0	33	33	0	0	33	212	0	41	2
<b>TOTAL IVALO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>64</b>	<b>31</b>	<b>36</b>
KITTILA	BRITISH AIRWAYS PLC	C	6	0	0	0	50	50	0	0	0	28	0	0	0
	EUROPEAN AIR CHARTER	C	5	0	0	20	40	40	0	0	0	25	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	35	30	22	9	4	0	36	54	35	26
	MONARCH AIRLINES	C	30	0	0	50	10	10	27	3	0	46	66	22	35
	THOMAS COOK AIRLINES LTD	C	14	0	0	7	29	29	21	7	7	84	0	0	0
	THOMSONFLY LTD	C	11	0	0	36	0	36	27	0	0	58	29	45	7
	XL AIRWAYS UK LTD	C	7	0	0	14	29	14	14	29	0	113	75	32	4
<b>TOTAL KITTILA</b>			<b>97</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>23</b>	<b>23</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>53</b>	<b>54</b>	<b>32</b>	<b>83</b>
KUUSAMO	ASTRAEUS LTD	C	12	0	0	67	8	8	17	0	0	38	0	0	0
	BRITISH AIRWAYS PLC	C	8	0	0	50	25	25	0	0	0	18	57	24	7
<b>TOTAL KUUSAMO</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>25</b>	<b>14</b>
ROVANIEMI	ASTRAEUS LTD	C	4	0	0	25	0	50	25	0	0	48	75	16	8
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	43	33	13	10	0	0	26	56	21	25
	THOMAS COOK AIRLINES LTD	C	21	1	0	43	24	19	5	5	5	54	86	9	14
	THOMSONFLY LTD	C	29	0	0	24	17	28	24	7	0	67	52	33	25
	XL AIRWAYS UK LTD	C	6	0	0	33	33	33	0	0	0	26	0	0	0
<b>TOTAL ROVANIEMI</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>47</b>	<b>62</b>	<b>22</b>	<b>74</b>
<b>TOTAL FINLAND</b>			<b>290</b>	<b>1</b>	<b>0</b>	<b>42</b>	<b>20</b>	<b>19</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>48</b>	<b>61</b>	<b>26</b>	<b>227</b>
<b>FRANCE</b>															
BORDEAUX	BRITISH AIRWAYS PLC	S	116	0	0	75	8	8	9	0	0	17	64	16	108
<b>TOTAL BORDEAUX</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>16</b>	<b>108</b>
CHAMBERY	ASTRAEUS LTD	C	47	1	0	32	9	11	21	13	15	151	33	71	45
	XL AIRWAYS UK LTD	C	10	0	0	20	10	10	30	10	20	164	75	8	4
<b>TOTAL CHAMBERY</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>9</b>	<b>10</b>	<b>22</b>	<b>12</b>	<b>16</b>	<b>151</b>	<b>37</b>	<b>66</b>	<b>49</b>
GRENOBLE	ASTRAEUS LTD	C	7	0	0	29	43	0	29	0	0	36	0	165	2
	BRITISH AIRWAYS PLC	S	24	0	0	38	29	17	17	0	0	34	62	23	26

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	36	0	0	25	25	19	25	0	6	63	53	26	30
	FIRST CHOICE AIRWAYS LTD	C	23	0	0	22	26	26	22	4	0	48	44	25	18
	MONARCH AIRLINES	C	6	0	0	33	67	0	0	0	0	18	100	0	2
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	33	0	0	0	18	67	7	3
	THOMSONFLY LTD	C	11	0	0	18	18	45	18	0	0	35	0	0	0
<b>TOTAL GRENOBLE</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>28</b>	<b>21</b>	<b>20</b>	<b>1</b>	<b>2</b>	<b>45</b>	<b>55</b>	<b>26</b>	<b>94</b>
LYON	BMI BRITISH MIDLAND	C	4	0	0	0	25	25	25	25	0	90	0	0	0
	BRITISH AIRWAYS PLC	C	4	0	0	25	25	25	25	0	0	38	50	52	10
	MONARCH AIRLINES	C	10	0	0	10	10	60	20	0	0	49	33	52	12
	THOMAS COOK AIRLINES LTD	C	16	0	0	31	19	19	25	0	6	65	60	24	15
	THOMSONFLY LTD	C	9	0	0	44	11	44	0	0	0	22	67	12	15
<b>TOTAL LYON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>16</b>	<b>35</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>52</b>	<b>55</b>	<b>30</b>	<b>58</b>
MARSEILLE	BRITISH AIRWAYS PLC	S	158	0	0	68	12	11	7	2	1	26	78	12	173
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	48	13	12	23	3	0	42	67	18	60
<b>TOTAL MARSEILLE</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>12</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>75</b>	<b>14</b>	<b>233</b>
NICE	BRITISH AIRWAYS PLC	S	60	0	0	72	10	10	8	0	0	17	77	16	71
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	47	20	15	18	1	0	30	54	21	59
<b>TOTAL NICE</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>13</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>18</b>	<b>130</b>
STRASBOURG	BRIT AIR	S	87	0	0	70	10	8	11	0	0	23	82	11	114
<b>TOTAL STRASBOURG</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>11</b>	<b>114</b>
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	157	0	0	62	10	11	16	1	0	28	68	16	159
	EASYJET AIRLINE COMPANY LTD	S	122	0	0	48	21	11	20	1	0	33	72	15	116
	MONARCH AIRLINES	C	3	0	0	33	33	0	33	0	0	33	100	2	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	0	67	0	0	84	67	8	3
	THOMSONFLY LTD	C	7	0	0	43	14	14	29	0	0	36	80	6	5
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>292</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>11</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>70</b>	<b>15</b>	<b>289</b>
<b>TOTAL FRANCE</b>			<b>1105</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>13</b>	<b>15</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>70</b>	<b>17</b>	<b>1256</b>
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	S	5	0	0	20	0	60	0	0	20	138	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	33	17	33	17	0	0	38	90	9	10
	MONARCH AIRLINES	C	18	0	0	17	28	33	11	11	0	55	11	40	19
	THOMAS COOK AIRLINES LTD	C	11	0	0	18	55	18	0	9	0	42	27	78	11
	XL AIRWAYS UK LTD	C	10	0	0	30	10	30	30	0	0	37	0	0	0
<b>TOTAL BANJUL</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>32</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>55</b>	<b>35</b>	<b>43</b>	<b>40</b>
<b>TOTAL GAMBIA</b>			<b>50</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>26</b>	<b>32</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>55</b>	<b>35</b>	<b>43</b>	<b>40</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	98	0	0	51	26	17	6	0	0	21	57	21	104
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>26</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>21</b>	<b>104</b>
COLOGNE (BONN)	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	103	1	1	33	30	17	17	3	0	40	64	19	58
<b>TOTAL COLOGNE (BONN)</b>			<b>105</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>30</b>	<b>17</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>64</b>	<b>19</b>	<b>58</b>
FRIEDRICHSHAFEN	ASTRAEUS LTD	C	6	0	0	17	33	0	17	0	33	214	80	9	5

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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 FRIEDRICHSHAFEN</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>33</b>	<b>214</b>	<b>80</b>	<b>9</b>	<b>5</b>
HAMBURG	EUROWINGS LUFTVERKEHRS	S	94	0	0	81	10	9	1	0	0	9	54	25	122
<b>TOTAL HAMBURG</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>25</b>	<b>122</b>
<b>TOTAL GERMANY</b>			<b>304</b>	<b>2</b>	<b>1</b>	<b>54</b>	<b>22</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>63</b>	<b>21</b>	<b>591</b>
<b>GHANA</b>															
ACCRA	ASTRAEUS LTD	S	15	0	1	7	13	47	7	13	13	138	12	83	25
	GHANA INTERNATIONAL AIRLINES	S	55	1	0	16	11	16	45	9	2	89	35	35	60
<b>TOTAL ACCRA</b>			<b>70</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>23</b>	<b>37</b>	<b>10</b>	<b>4</b>	<b>100</b>	<b>28</b>	<b>49</b>	<b>85</b>
<b>TOTAL GHANA</b>			<b>70</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>11</b>	<b>23</b>	<b>37</b>	<b>10</b>	<b>4</b>	<b>100</b>	<b>28</b>	<b>49</b>	<b>85</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	91	0	0	53	20	21	7	0	0	21	72	21	60
<b>TOTAL GIBRALTAR</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>21</b>	<b>60</b>
<b>TOTAL GIBRALTAR</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>21</b>	<b>60</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	76	0	0	50	30	17	3	0	0	18	72	11	60
	OLYMPIC AIRLINES	S	34	0	0	47	15	18	12	9	0	48	44	33	32
<b>TOTAL ATHENS</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>25</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>18</b>	<b>92</b>
CORFU	XL AIRWAYS UK LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CORFU</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>31</b>	<b>5</b>
SALONIKA	BRITISH AIRWAYS PLC	S	42	0	0	43	24	7	21	5	0	46	69	24	39
	OLYMPIC AIRLINES	S	42	0	0	71	12	5	12	0	0	18	73	20	40
	XL AIRWAYS UK LTD	C	4	0	0	0	0	50	50	0	0	77	0	0	0
<b>TOTAL SALONIKA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>22</b>	<b>79</b>
<b>TOTAL GREECE</b>			<b>202</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>66</b>	<b>20</b>	<b>176</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	67	6	6	22	0	0	29	39	53	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	33	22	33	11	0	0	31	20	77	10
	XL AIRWAYS UK LTD	C	10	0	0	50	20	0	20	10	0	45	80	7	5
<b>TOTAL GRENADA</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>39</b>	<b>53</b>	<b>33</b>
<b>TOTAL GRENADA</b>			<b>37</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>39</b>	<b>53</b>	<b>33</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	OASIS HONG KONG AIRLINES LTD	S	51	0	1	55	24	18	0	2	2	33	0	0	0
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HONG KONG</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>24</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	60	0	0	43	18	15	23	0	0	39	63	20	60
	MALEV (HUNGARIAN AIRLINES)	S	109	0	12	40	28	19	10	3	0	32	0	0	0
<b>TOTAL BUDAPEST</b>			<b>169</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>24</b>	<b>18</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>64</b>	<b>18</b>	<b>96</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 HUNGARY			169	0	12	41	24	18	15	2	0	34	64	18	96
ICELAND															
KEFLAVIK	BRITISH AIRWAYS PLC	S	33	1	2	30	30	24	15	0	0	32	0	0	0
TOTAL KEFLAVIK			33	1	2	30	30	24	15	0	0	32	0	0	0
TOTAL ICELAND			33	1	2	30	30	24	15	0	0	32	0	0	0
INDIA															
GOA	FIRST CHOICE AIRWAYS LTD	C	15	0	0	60	20	13	7	0	0	21	53	31	15
	MONARCH AIRLINES	C	33	0	0	30	21	21	9	18	0	68	49	22	45
	MY TRAVEL AIRWAYS UK	C	10	0	0	30	20	0	10	0	40	488	84	9	19
	THOMSONFLY LTD	C	8	0	0	63	13	25	0	0	0	13	50	17	10
TOTAL GOA			66	0	0	41	20	17	8	9	6	114	57	20	89
TRIVANDRUM	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	0	0	100	0	0	87	0	57	4
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	13	38	13	0	0	35	0	0	0
TOTAL TRIVANDRUM			12	0	0	25	8	25	42	0	0	52	0	57	4
TOTAL INDIA			78	0	0	38	18	18	13	8	5	105	58	20	101
IRISH REPUBLIC															
CORK	RYANAIR	S	60	0	0	65	10	15	7	3	0	25	93	4	114
TOTAL CORK			60	0	0	65	10	15	7	3	0	25	83	11	269
DUBLIN	BRITISH AIRWAYS PLC	S	212	0	0	61	13	11	12	3	0	30	76	12	225
	RYANAIR	S	323	2	33	61	12	13	10	4	0	30	73	17	285
TOTAL DUBLIN			535	3	33	61	12	12	11	4	0	30	74	15	512
SHANNON	RYANAIR	S	60	0	0	50	33	12	5	0	0	18	86	5	59
TOTAL SHANNON			60	0	0	50	33	12	5	0	0	18	80	9	119
TOTAL IRISH REPUBLIC			655	3	33	60	14	13	10	3	0	29	77	13	1014
ISRAEL															
OVDA	ASTRAEUS LTD	C	2	0	0	0	0	50	50	0	0	100	0	0	0
TOTAL OVDA			2	0	0	0	0	50	50	0	0	100	0	25	1
TOTAL ISRAEL			3	0	0	0	0	33	33	33	0	134	0	79	3
ITALY															
BERGAMO	THOMAS COOK AIRLINES LTD	C	4	0	0	25	50	0	0	25	0	68	0	0	0
TOTAL BERGAMO			4	0	0	25	50	0	0	25	0	68	67	20	6
BOLOGNA	BRITISH AIRWAYS PLC	S	166	0	0	62	11	18	7	2	0	25	71	15	153
TOTAL BOLOGNA			166	0	0	62	11	18	7	2	0	25	71	15	153
BOLZANO	AUSTRIAN ARROWS	C	3	0	0	33	0	0	67	0	0	48	0	0	0
TOTAL BOLZANO			3	0	0	33	0	0	67	0	0	48	0	0	0
CATANIA (FONTANAROSSA)	BRITISH AIRWAYS PLC	S	26	0	0	15	38	27	19	0	0	40	74	10	27
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	0	50	0	0	64	0	0	0
TOTAL CATANIA (FONTANAROSSA)			28	0	0	14	39	25	21	0	0	42	71	11	28



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
FLORENCE	MERIDIANA AIR	S	124	0	6	58	20	10	10	1	0	23	48	35	122
<b>TOTAL FLORENCE</b>			<b>124</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>35</b>	<b>122</b>
GENOA	EUROPE AIRPOST	C	4	0	0	25	0	25	50	0	0	44	0	0	0
<b>TOTAL GENOA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>50</b>	<b>15</b>	<b>4</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	25	25	22	28	0	0	49	62	27	60
<b>TOTAL MILAN (LINATE)</b>			<b>60</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>22</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>62</b>	<b>27</b>	<b>60</b>
MILAN (MALPENSA)	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	24	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	200	0	3	41	19	17	18	7	0	48	52	26	100
<b>TOTAL MILAN (MALPENSA)</b>			<b>202</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>18</b>	<b>17</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>48</b>	<b>52</b>	<b>26</b>	<b>100</b>
NAPLES	BRITISH AIRWAYS PLC	S	120	0	1	56	18	13	13	1	0	24	66	17	118
<b>TOTAL NAPLES</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>17</b>	<b>118</b>
PISA	BRITISH AIRWAYS PLC	S	120	0	0	58	18	11	11	3	0	27	79	15	120
<b>TOTAL PISA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>15</b>	<b>120</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	113	0	3	54	24	12	10	0	0	22	63	22	116
<b>TOTAL ROME (CIAMPINO)</b>			<b>113</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>24</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>22</b>	<b>116</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	60	0	0	48	20	13	18	0	0	33	62	18	60
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>13</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>62</b>	<b>18</b>	<b>60</b>
TURIN	BMI BRITISH MIDLAND	C	3	0	0	33	0	67	0	0	0	29	0	0	0
	BRITISH AIRWAYS PLC	S	58	0	0	60	16	14	9	2	0	23	65	19	57
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	29	29	0	0	0	21	29	68	7
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	0	67	0	0	55	67	13	3
	THOMSONFLY LTD	C	6	0	0	50	50	0	0	0	0	16	38	70	8
<b>TOTAL TURIN</b>			<b>77</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>29</b>	<b>82</b>
VENICE	BRITISH AIRWAYS PLC	S	120	0	0	65	13	13	8	2	1	25	86	9	118
	EASYJET AIRLINE COMPANY LTD	S	115	0	1	63	14	9	13	1	0	21	72	15	116
<b>TOTAL VENICE</b>			<b>235</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>12</b>	<b>234</b>
VERONA VILLAFRANCA	ASTRAEUS LTD	C	6	0	0	0	0	33	33	33	0	129	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	50	17	18	15	0	0	28	72	14	60
	THOMAS COOK AIRLINES LTD	C	4	0	0	0	0	75	25	0	0	55	100	2	3
<b>TOTAL VERONA VILLAFRANCA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>23</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>69</b>	<b>14</b>	<b>71</b>
<b>TOTAL ITALY</b>			<b>1387</b>	<b>4</b>	<b>14</b>	<b>53</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>19</b>	<b>1307</b>
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	26	0	0	38	23	19	15	4	0	39	41	73	27
<b>TOTAL KINGSTON</b>			<b>26</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>41</b>	<b>73</b>	<b>27</b>
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	21	25	23	4
	MY TRAVEL AIRWAYS UK	C	7	5	0	29	14	29	29	0	0	43	55	23	11
	THOMSONFLY LTD	C	7	1	0	29	29	0	14	29	0	99	38	20	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	31	25	13	25	6	0	44	0	0	0
<b>TOTAL MONTEGO BAY</b>			<b>34</b>	<b>6</b>	<b>0</b>	<b>32</b>	<b>24</b>	<b>15</b>	<b>21</b>	<b>9</b>	<b>0</b>	<b>52</b>	<b>43</b>	<b>22</b>	<b>23</b>
<b>TOTAL JAMAICA</b>			<b>60</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>23</b>	<b>17</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>47</b>	<b>42</b>	<b>49</b>	<b>50</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>JORDAN</b>															
AQABA	BRITISH AIRWAYS PLC	C	8	0	0	50	25	0	25	0	0	25	0	0	0
TOTAL AQABA			8	0	0	50	25	0	25	0	0	25	63	14	8
TOTAL JORDAN			8	0	0	50	25	0	25	0	0	25	63	14	8
<b>KAZAKHSTAN</b>															
URALSK	ASTRAEUS LTD	S	7	0	1	43	0	0	43	14	0	77	0	0	0
TOTAL URALSK			7	0	1	43	0	0	43	14	0	77	0	0	0
TOTAL KAZAKHSTAN			7	0	1	43	0	0	43	14	0	77	0	0	0
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	11	0	0	36	9	27	27	0	0	41	75	11	12
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	22	60	25	10
	MONARCH AIRLINES	C	8	1	0	88	13	0	0	0	0	5	63	16	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	2	50	19	8
TOTAL MOMBASA			46	1	0	74	9	9	9	0	0	16	63	17	38
TOTAL KENYA			46	1	0	74	9	9	9	0	0	16	63	17	38
<b>LATVIA</b>															
RIGA	AIR BALTIC CORPORATION SIA	S	64	0	0	72	9	3	13	3	0	24	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	53	17	13	17	0	0	26	0	0	0
TOTAL RIGA			124	0	0	63	13	8	15	2	0	25	0	0	0
TOTAL LATVIA			124	0	0	63	13	8	15	2	0	25	0	0	0
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	53	1	1	8	17	15	53	8	0	82	7	106	44
TOTAL TRIPOLI			53	1	1	8	17	15	53	8	0	82	7	106	44
TOTAL LIBYA			53	1	1	8	17	15	53	8	0	82	7	106	44
<b>LITHUANIA</b>															
VILNIUS	AIR BALTIC CORPORATION SIA	S	62	0	0	66	16	5	6	3	3	34	78	14	60
	LITHUANIAN AIRLINES	S	60	0	0	52	25	12	8	3	0	28	92	7	72
TOTAL VILNIUS			122	0	0	59	20	8	7	3	2	31	80	15	174
TOTAL LITHUANIA			122	0	0	59	20	8	7	3	2	31	81	14	188
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	78	0	0	71	10	10	6	3	0	23	85	10	84
TOTAL LUXEMBOURG			78	0	0	71	10	10	6	3	0	23	85	10	84
TOTAL LUXEMBOURG			78	0	0	71	10	10	6	3	0	23	85	10	84
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	33	11	0	0	0	13	71	15	7
	MONARCH AIRLINES	C	9	0	0	33	0	11	56	0	0	71	50	21	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	63	13	13	0	0	13	63	50	63	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 MALE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>52</b>	<b>31</b>	<b>31</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>15</b>	<b>12</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>48</b>	<b>52</b>	<b>31</b>	<b>31</b>
<b>MALTA</b>															
<b>MALTA</b>	AIR MALTA	S	84	0	0	58	18	10	14	0	0	27	70	24	74
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	22	83	7	6
	GB AIRWAYS LTD	S	60	0	0	42	17	22	20	0	0	32	75	15	60
	HELLO	C	26	0	0	62	4	15	19	0	0	31	45	54	40
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	17	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	8	0	0	75	0	13	13	0	0	21	63	13	8
<b>TOTAL MALTA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>26</b>	<b>188</b>
<b>TOTAL MALTA</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>14</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>26</b>	<b>188</b>
<b>MEXICO</b>															
<b>TOTAL ACAPULCO</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>50</b>	<b>37</b>	<b>2</b>
<b>CANCUN</b>	FIRST CHOICE AIRWAYS LTD	C	16	0	0	38	13	19	13	19	0	70	67	13	6
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	0	22	22	0	0	38	0	0	0
	THOMSONFLY LTD	C	9	0	0	56	0	22	11	0	11	171	50	20	8
<b>TOTAL CANCUN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>21</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>89</b>	<b>53</b>	<b>26</b>	<b>17</b>
<b>TOTAL MEXICO</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>19</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>88</b>	<b>53</b>	<b>27</b>	<b>19</b>
<b>MOROCCO</b>															
<b>AGADIR</b>	GB AIRWAYS LTD	S	18	0	0	50	28	17	6	0	0	21	61	32	23
	MY TRAVEL AIRWAYS UK	C	7	0	0	57	43	0	0	0	0	9	100	4	5
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	30	30	0	0	20	125	60	20	10
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	50	17	8
<b>TOTAL AGADIR</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>40</b>	<b>63</b>	<b>24</b>	<b>46</b>
<b>MARRAKESH</b>	ATLAS BLUE	S	64	0	0	61	9	9	19	2	0	31	66	18	44
	EASYJET AIRLINE COMPANY LTD	S	76	0	0	45	22	29	4	0	0	23	0	0	0
	GB AIRWAYS LTD	S	61	0	0	49	23	21	7	0	0	23	72	13	39
<b>TOTAL MARRAKESH</b>			<b>201</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>18</b>	<b>20</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>16</b>	<b>83</b>
<b>TOTAL MOROCCO</b>			<b>244</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>67</b>	<b>18</b>	<b>141</b>
<b>NAMIBIA</b>															
<b>WINDHOEK</b>	AIR NAMIBIA	S	28	0	0	89	4	7	0	0	0	5	73	11	26
<b>TOTAL WINDHOEK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>26</b>
<b>TOTAL NAMIBIA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>26</b>
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	BRITISH AIRWAYS PLC	S	310	0	0	68	10	9	10	2	1	24	82	10	314
	EASYJET AIRLINE COMPANY LTD	S	256	0	6	59	17	9	14	0	0	27	70	18	220
<b>TOTAL AMSTERDAM</b>			<b>566</b>	<b>2</b>	<b>6</b>	<b>64</b>	<b>13</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>13</b>	<b>534</b>
<b>TOTAL NETHERLANDS</b>			<b>566</b>	<b>2</b>	<b>6</b>	<b>64</b>	<b>13</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>77</b>	<b>13</b>	<b>536</b>

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>NIGERIA</b>															
LAGOS	VIRGIN NIGERIA AIRWAYS	S	68	0	4	37	12	18	26	7	0	55	41	53	27
<b>TOTAL LAGOS</b>			<b>68</b>	<b>0</b>	<b>4</b>	<b>37</b>	<b>12</b>	<b>18</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>55</b>	<b>41</b>	<b>53</b>	<b>27</b>
<b>TOTAL NIGERIA</b>			<b>68</b>	<b>0</b>	<b>4</b>	<b>37</b>	<b>12</b>	<b>18</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>55</b>	<b>45</b>	<b>41</b>	<b>44</b>
<b>NORWAY</b>															
BERGEN	BRAATHENS ASA	S	38	0	0	61	21	13	5	0	0	17	71	15	56
<b>TOTAL BERGEN</b>			<b>38</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>17</b>	<b>71</b>	<b>15</b>	<b>56</b>
FAGERNES/LEIRIN	ASTRAEUS LTD	C	3	0	0	67	0	0	0	0	33	172	71	12	7
<b>TOTAL FAGERNES/LEIRIN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>172</b>	<b>71</b>	<b>12</b>	<b>7</b>
<b>TOTAL NORWAY</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>71</b>	<b>15</b>	<b>63</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS PLC	S	50	0	0	50	20	6	22	2	0	34	52	30	42
	LOT-POLISH AIRLINES	S	42	0	0	57	10	14	14	5	0	38	61	27	62
<b>TOTAL KRAKOW</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>10</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>28</b>	<b>104</b>
WARSAW	LOT-POLISH AIRLINES	S	53	0	0	72	13	4	9	2	0	20	70	20	107
<b>TOTAL WARSAW</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>20</b>	<b>107</b>
WROCLAW	LOT-POLISH AIRLINES	S	42	0	2	67	5	7	17	5	0	33	0	0	0
<b>TOTAL WROCLAW</b>			<b>42</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>187</b>	<b>0</b>	<b>2</b>	<b>61</b>	<b>12</b>	<b>7</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>64</b>	<b>24</b>	<b>211</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	AIR PORTUGAL	S	50	0	1	74	10	2	14	0	0	21	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	13	17	13	0	0	24	86	10	56
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	0	25	0	0	23	50	19	4
	GB AIRWAYS LTD	S	64	0	0	63	13	14	11	0	0	24	68	18	60
	MONARCH AIRLINES	S	40	0	0	70	18	13	0	0	0	13	79	16	48
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	12	100	1	2
<b>TOTAL FARO</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>14</b>	<b>175</b>
LISBON	AIR PORTUGAL	S	118	0	0	42	19	18	20	2	0	39	53	23	132
	MONARCH AIRLINES	S	60	0	0	60	13	12	13	2	0	25	76	14	58
<b>TOTAL LISBON</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>16</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>60</b>	<b>20</b>	<b>190</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	39	1	2	62	15	8	10	5	0	30	34	30	32
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>39</b>	<b>1</b>	<b>2</b>	<b>62</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>34</b>	<b>30</b>	<b>32</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>444</b>	<b>1</b>	<b>3</b>	<b>58</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>65</b>	<b>19</b>	<b>397</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	44	0	0	55	14	25	5	2	0	25	52	27	44
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	13	13	13	0	49	50	12	2
	GB AIRWAYS LTD	S	54	0	0	63	22	7	7	0	0	18	80	10	56
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	2	88	2	8
	THOMSONFLY LTD	C	8	0	0	50	25	0	25	0	0	29	88	8	8
	XL AIRWAYS UK LTD	C	8	0	0	63	0	0	13	25	0	73	63	33	8

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Reporting Airport: GATWICK (Full Analysis)

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				Actual (7)	Plan (8)										
TOTAL FUNCHAL			124	1	0	60	16	13	8	3	0	26	70	17	126
TOTAL PORTUGAL(MADEIRA)			124	1	0	60	16	13	8	3	0	26	70	17	126
PUERTO RICO															
SAN JUAN (PUERTO RICO)	THOMSONFLY LTD	C	8	0	0	25	0	25	38	13	0	70	0	0	0
TOTAL SAN JUAN (PUERTO RICO)			8	0	0	25	0	25	38	13	0	70	0	0	0
TOTAL PUERTO RICO			8	0	0	25	0	25	38	13	0	70	0	0	0
QATAR															
DOHA	QATAR AIRWAYS	S	62	0	0	53	23	15	6	3	0	25	77	9	62
TOTAL DOHA			62	0	0	53	23	15	6	3	0	25	77	9	62
TOTAL QATAR			62	0	0	53	23	15	6	3	0	25	77	9	62
REPUBLIC OF SOUTH AFRICA															
JOHANNESBURG	NATIONWIDE AIR	S	28	0	2	68	14	14	4	0	0	14	53	30	30
TOTAL JOHANNESBURG			28	0	2	68	14	14	4	0	0	14	53	30	30
TOTAL REPUBLIC OF SOUTH AFRICA			28	1	2	68	14	14	4	0	0	14	53	30	30
RUMANIA															
BUCHAREST (BANEASA)	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	19	0	0	0
TOTAL BUCHAREST (BANEASA)			2	0	0	50	0	50	0	0	0	19	0	0	0
TOTAL RUMANIA			2	0	0	50	0	50	0	0	0	19	0	0	0
RUSSIA															
ST PETERSBURG	PULKOVO AVIATION ENTERPRISE	S	10	0	0	60	10	10	20	0	0	26	100	4	4
TOTAL ST PETERSBURG			10	0	0	60	10	10	20	0	0	26	100	4	4
TOTAL RUSSIA			10	1	0	60	10	10	20	0	0	26	62	28	60
SAINT KITTS AND NEVIS															
ST KITTS	XL AIRWAYS UK LTD	C	4	0	0	25	50	0	0	25	0	67	20	64	5
TOTAL ST KITTS			4	0	0	25	50	0	0	25	0	67	33	53	6
TOTAL SAINT KITTS AND NEVIS			4	0	0	25	50	0	0	25	0	67	33	53	6
SAUDI ARABIA															
MEDINA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL MEDINA			2	0	0	100	0	0	0	0	0	3	100	7	1
TOTAL SAUDI ARABIA			2	1	0	100	0	0	0	0	0	3	100	7	1
SIERRA LEONE															
FREETOWN	ASTRAEUS LTD	S	34	0	2	24	26	24	21	6	0	57	44	45	34
TOTAL FREETOWN			34	1	2	24	26	24	21	6	0	57	44	45	34
TOTAL SIERRA LEONE			34	1	2	24	26	24	21	6	0	57	44	45	34
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	52	0	0	62	21	13	4	0	0	16	64	19	50

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
LJUBLJANA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	12	0	0	0
<b>TOTAL LJUBLJANA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>19</b>	<b>50</b>
<b>TOTAL SLOVENIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>19</b>	<b>50</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	116	1	0	70	9	12	9	0	0	17	78	17	116
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	100	2	8
	GB AIRWAYS LTD	S	56	0	0	50	23	14	9	4	0	31	69	16	49
	MONARCH AIRLINES	S	74	0	0	55	12	11	16	5	0	39	80	11	90
	THOMSONFLY LTD	C	27	0	0	70	7	15	0	7	0	27	78	10	18
<b>TOTAL ALICANTE</b>			<b>281</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>13</b>	<b>12</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>78</b>	<b>14</b>	<b>282</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	13	5	2	0	0	10	62	13	42
<b>TOTAL ALMERIA</b>			<b>60</b>	<b>0</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>62</b>	<b>13</b>	<b>42</b>
ASTURIAS	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	12	0	0	0
<b>TOTAL ASTURIAS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	BMI BRITISH MIDLAND	C	3	0	0	0	0	67	33	0	0	55	0	0	0
	BRITISH AIRWAYS PLC	S	114	0	0	57	18	10	13	2	0	28	69	21	152
	EASYJET AIRLINE COMPANY LTD	S	172	0	2	53	18	16	10	2	0	28	74	14	176
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	7	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	44	67	12	3
<b>TOTAL BARCELONA</b>			<b>294</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>18</b>	<b>14</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>17</b>	<b>331</b>
BILBAO	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	5	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	24	67	61	3
<b>TOTAL BILBAO</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>14</b>	<b>75</b>	<b>46</b>	<b>4</b>
GERONA	MONARCH AIRLINES	C	3	0	0	67	0	33	0	0	0	15	25	106	4
<b>TOTAL GERONA</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>15</b>	<b>40</b>	<b>84</b>	<b>5</b>
GRANADA	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	S	32	0	0	56	3	16	22	3	0	37	85	11	48
<b>TOTAL GRANADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>6</b>	<b>15</b>	<b>21</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>85</b>	<b>11</b>	<b>48</b>
MADRID	AEROLINEAS ARGENTINAS	S	62	0	0	61	6	18	13	0	2	31	53	23	62
	AIR MADRID	S	26	0	4	62	0	15	23	0	0	35	0	0	0
	BRITISH AIRWAYS PLC	S	174	0	0	56	14	14	11	3	1	36	60	19	178
	EASYJET AIRLINE COMPANY LTD	S	216	0	1	51	17	12	19	1	0	33	74	14	160
	MONARCH AIRLINES	C	2	0	0	50	0	0	50	0	0	46	0	0	0
	THOMSONFLY LTD	C	2	0	0	50	0	0	50	0	0	44	0	0	0
	XL AIRWAYS UK LTD	C	2	0	0	0	50	0	0	0	50	238	0	0	0
<b>TOTAL MADRID</b>			<b>484</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>14</b>	<b>13</b>	<b>16</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>64</b>	<b>18</b>	<b>404</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	61	18	8	11	2	0	27	73	14	116
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	11	75	9	4
	GB AIRWAYS LTD	S	60	0	0	57	25	13	5	0	0	18	63	14	60
	MONARCH AIRLINES	S	83	0	1	53	16	18	11	2	0	33	67	22	90
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	1	100	4	8
	THOMSONFLY LTD	C	38	0	0	76	11	8	5	0	0	11	72	20	18
<b>TOTAL MALAGA</b>			<b>315</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>16</b>	<b>296</b>

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				Actual (7)	Plan (8)										
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	60	0	0	63	8	13	15	0	0	24	83	8	60
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>83</b>	<b>8</b>	<b>60</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	50	17	17	17	0	0	31	58	17	60
	THOMSONFLY LTD	C	12	0	0	83	8	8	0	0	0	6	50	26	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>57</b>	<b>18</b>	<b>70</b>
SANTIAGO DE COMPOSTELA (SPAIN)	MONARCH AIRLINES	C	2	0	0	50	0	0	0	50	0	139	0	0	0
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>139</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEVILLE	XL AIRWAYS UK LTD	C	2	0	0	0	50	50	0	0	0	29	0	0	0
<b>TOTAL SEVILLE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>21</b>	<b>30</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	53	17	10	20	0	0	30	68	22	44
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>10</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>74</b>	<b>16</b>	<b>73</b>
<b>TOTAL SPAIN</b>			<b>1677</b>	<b>1</b>	<b>8</b>	<b>58</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>70</b>	<b>16</b>	<b>1675</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	4	0	0	50	0	0	50	0	0	41	78	12	9
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	0	100	0	0	86	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	55	18	14	14	0	0	24	79	9	24
	GB AIRWAYS LTD	S	58	0	0	53	16	14	17	0	0	28	72	14	61
	MONARCH AIRLINES	S	14	0	0	71	0	0	29	0	0	37	0	0	0
	MONARCH AIRLINES	C	6	0	0	17	17	17	33	17	0	90	71	22	14
	MY TRAVEL AIRWAYS UK	C	8	0	0	13	13	13	63	0	0	62	82	18	11
	THOMAS COOK AIRLINES LTD	C	27	0	0	52	11	11	19	0	7	55	52	20	23
	THOMSONFLY LTD	C	26	0	0	69	19	8	4	0	0	12	81	35	26
	XL AIRWAYS UK LTD	C	12	0	0	67	8	8	17	0	0	18	43	29	21
	<b>TOTAL ARRECIFE</b>			<b>179</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>11</b>	<b>20</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>69</b>	<b>19</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	22	0	0	64	9	27	0	0	0	14	96	3	26
	THOMAS COOK AIRLINES LTD	C	25	0	0	40	8	8	40	4	0	46	74	17	19
	THOMSONFLY LTD	C	18	0	0	44	28	22	0	6	0	29	61	27	18
	XL AIRWAYS UK LTD	C	5	0	0	20	0	0	80	0	0	57	33	21	9
<b>TOTAL FUERTEVENTURA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>13</b>	<b>17</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>74</b>	<b>15</b>	<b>76</b>
LAS PALMAS	AIR EUROPA	C	3	0	0	33	0	33	33	0	0	47	67	34	6
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	0	20	0	0	19	85	4	13
	GB AIRWAYS LTD	S	56	0	0	46	13	16	25	0	0	36	62	16	63
	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	12	88	6	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	5	89	21	9
	SILVERJET	C	4	0	0	0	25	25	50	0	0	59	0	0	0
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	22	0	0	22	0	54	95	3	19
	THOMSONFLY LTD	C	28	0	0	68	7	18	7	0	0	18	80	9	30
	XL AIRWAYS UK LTD	C	3	0	0	33	0	0	0	0	67	303	57	24	7
<b>TOTAL LAS PALMAS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>13</b>	<b>15</b>	<b>3</b>	<b>1</b>	<b>36</b>	<b>74</b>	<b>13</b>	<b>155</b>
TENERIFE (NORTE LOS RODEOS)	GB AIRWAYS LTD	S	18	0	0	39	22	17	11	11	0	44	67	16	18
	THOMSONFLY LTD	C	5	0	0	80	20	0	0	0	0	7	20	46	10
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>36</b>	<b>50</b>	<b>27</b>	<b>28</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)										
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	5	0	0	40	0	20	40	0	0	77	100	3	5
	ASTRAEUS LTD	C	4	0	0	100	0	0	0	0	0	0	25	31	4
	BRITISH AIRWAYS PLC	C	4	0	0	50	0	0	50	0	0	76	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	50	18	29	0	4	0	25	59	21	37
	GB AIRWAYS LTD	S	124	0	2	43	19	22	16	1	0	33	59	16	120
	MONARCH AIRLINES	C	13	0	0	46	15	15	23	0	0	43	39	69	28
	MONARCH AIRLINES	S	27	0	1	44	15	26	15	0	0	30	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	0	0	25	0	0	21	89	5	18
	THOMAS COOK AIRLINES LTD	C	30	0	0	30	27	30	10	3	0	38	73	23	30
	THOMSONFLY LTD	C	47	0	0	51	15	23	11	0	0	24	61	21	36
	XL AIRWAYS UK LTD	C	18	0	0	22	22	39	17	0	0	38	13	35	24
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>308</b>	<b>0</b>	<b>3</b>	<b>44</b>	<b>17</b>	<b>23</b>	<b>14</b>	<b>1</b>	<b>32</b>	<b>56</b>	<b>24</b>	<b>311</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>721</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>15</b>	<b>17</b>	<b>16</b>	<b>2</b>	<b>34</b>	<b>64</b>	<b>20</b>	<b>760</b>	
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	BRITISH AIRWAYS PLC	S	17	0	0	65	12	6	18	0	0	26	71	12	17
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	1	44	26	19	11	0	0	25	46	31	26
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>20</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>24</b>	<b>43</b>	
<b>TOTAL ST LUCIA</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>20</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>24</b>	<b>43</b>	
<b>SWITZERLAND</b>															
BERNE	FLYBE LTD	C	3	0	0	33	33	0	0	33	0	73	33	62	3
<b>TOTAL BERNE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>73</b>	<b>33</b>	<b>62</b>	<b>3</b>
GENEVA	BRITISH AIRWAYS PLC	S	191	0	0	59	17	12	12	1	0	24	82	11	182
	BRITISH AIRWAYS PLC	C	15	0	0	0	20	33	47	0	0	55	72	15	36
	EASYJET AIRLINE COMPANY LTD	S	70	1	2	33	19	17	31	0	0	43	52	21	48
	EASYJET SWITZERLAND	S	228	0	4	51	19	12	15	2	0	33	63	21	210
	FIRST CHOICE AIRWAYS LTD	C	6	0	0	33	17	33	17	0	0	37	50	29	6
	MONARCH AIRLINES	C	13	0	0	15	15	23	31	0	15	118	50	24	8
	THOMAS COOK AIRLINES LTD	C	4	0	0	0	25	0	50	0	25	140	25	31	4
	THOMSONFLY LTD	C	15	0	0	13	33	47	7	0	0	33	56	27	18
	XL AIRWAYS UK LTD	C	24	0	0	21	8	17	29	17	8	188	32	31	22
	<b>TOTAL GENEVA</b>			<b>566</b>	<b>1</b>	<b>6</b>	<b>46</b>	<b>18</b>	<b>15</b>	<b>18</b>	<b>2</b>	<b>41</b>	<b>67</b>	<b>19</b>	<b>538</b>
SION	FLYBE LTD	C	4	0	0	25	25	0	25	25	0	97	67	39	3
<b>TOTAL SION</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>97</b>	<b>67</b>	<b>39</b>	<b>3</b>
ZURICH	BRITISH AIRWAYS PLC	S	120	0	0	55	16	10	17	3	0	32	73	15	120
<b>TOTAL ZURICH</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>10</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>73</b>	<b>15</b>	<b>120</b>
<b>TOTAL SWITZERLAND</b>			<b>693</b>	<b>1</b>	<b>6</b>	<b>48</b>	<b>18</b>	<b>14</b>	<b>18</b>	<b>2</b>	<b>40</b>	<b>68</b>	<b>19</b>	<b>664</b>	
<b>THAILAND</b>															
BANGKOK SUVARNABHUMI AIRPORT	XL AIRWAYS UK LTD	C	2	0	0	0	0	0	100	0	0	128	0	0	0
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>128</b>	<b>0</b>	<b>0</b>	<b>0</b>
PHUKET	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	18	0	0	0
<b>TOTAL PHUKET</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GATWICK (Full Analysis)															
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>TRINIDAD AND TOBAGO</b>															
<b>TOBAGO</b>	BRITISH AIRWAYS PLC	S	27	0	0	56	30	0	15	0	0	21	56	27	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	13	50	0	38	0	0	45	0	0	0
	XL AIRWAYS UK LTD	C	12	0	0	42	25	0	17	8	8	146	67	13	12
<b>TOTAL TOBAGO</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>59</b>	<b>22</b>	<b>39</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>47</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>59</b>	<b>22</b>	<b>39</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	6	100	5	4
	MY TRAVEL AIRWAYS UK	C	14	0	0	100	0	0	0	0	0	3	89	6	9
	THOMAS COOK AIRLINES LTD	C	17	0	0	59	24	0	12	6	0	36	75	16	12
	THOMSONFLY LTD	C	18	0	0	72	17	11	0	0	0	8	75	21	16
<b>TOTAL MONASTIR</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>15</b>	<b>41</b>
<b>TUNIS</b>	GB AIRWAYS LTD	S	42	0	0	48	14	19	19	0	0	33	67	16	43
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>14</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>16</b>	<b>43</b>
<b>TOTAL TUNISIA</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>15</b>	<b>84</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	0	25	0	0	31	86	6	14
<b>TOTAL ANTALYA</b>			<b>8</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>86</b>	<b>6</b>	<b>14</b>
<b>BODRUM (MILAS)</b>	ONUR AIR	C	6	0	0	83	17	0	0	0	0	5	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>DALAMAN</b>	ONUR AIR	C	9	0	0	67	0	22	0	11	0	39	17	66	6
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	10	0	0	0
<b>TOTAL DALAMAN</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>17</b>	<b>66</b>	<b>6</b>
<b>IZMIR (ADNAM MENDERES)</b>	BRITISH AIRWAYS PLC	S	34	0	0	12	32	35	18	3	0	46	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>32</b>	<b>35</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>61</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>25</b>	<b>23</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>65</b>	<b>24</b>	<b>20</b>
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	60	20	10	10	0	0	20	72	17	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>17</b>	<b>60</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>17</b>	<b>60</b>
<b>UNITED ARAB EMIRATES</b>															
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	62	0	0	63	19	18	0	0	0	14	71	16	51
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>16</b>	<b>51</b>
<b>DUBAI</b>	EMIRATES	S	186	0	0	51	24	19	6	0	0	21	70	15	186
<b>TOTAL DUBAI</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>15</b>	<b>186</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>15</b>	<b>237</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BRITISH AIRWAYS PLC	S	201	0	0	47	18	16	17	2	0	37	59	22	212

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 ABERDEEN</b>			<b>201</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>16</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>59</b>	<b>22</b>	212
BELFAST CITY	FLYBE LTD	S	196	0	16	70	13	5	10	1	1	22	78	15	212
	FLYBE LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>198</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>13</b>	<b>5</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>78</b>	<b>15</b>	212
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	258	2	4	48	20	21	10	2	0	29	63	18	226
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>258</b>	<b>2</b>	<b>4</b>	<b>48</b>	<b>20</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>18</b>	226
<b>TOTAL BIRMINGHAM</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>100</b>	<b>6</b>	2
EDINBURGH	BRITISH AIRWAYS PLC	S	277	1	2	57	18	13	10	1	0	27	70	16	289
	EASYJET AIRLINE COMPANY LTD	S	218	0	2	60	17	10	12	1	0	28	70	17	217
<b>TOTAL EDINBURGH</b>			<b>495</b>	<b>2</b>	<b>4</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>16</b>	506
GLASGOW	BRITISH AIRWAYS PLC	S	291	0	2	57	18	13	10	2	0	27	64	20	310
	EASYJET AIRLINE COMPANY LTD	S	158	0	6	61	15	11	13	1	0	24	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	7	100	11	1
<b>TOTAL GLASGOW</b>			<b>451</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>17</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>64</b>	<b>20</b>	311
GUERNSEY	AURIGNY AIR SERVICES	S	230	0	4	62	10	10	15	3	0	32	76	20	232
	FLYBE LTD	S	214	0	4	79	7	7	5	1	0	14	85	11	260
<b>TOTAL GUERNSEY</b>			<b>444</b>	<b>0</b>	<b>8</b>	<b>70</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>16</b>	492
INVERNESS	BA CONNECT LTD	S	152	0	4	71	12	7	9	2	0	21	71	14	157
	EASYJET AIRLINE COMPANY LTD	S	59	0	1	66	10	12	12	0	0	21	67	13	60
<b>TOTAL INVERNESS</b>			<b>211</b>	<b>0</b>	<b>5</b>	<b>70</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>14</b>	217
ISLE OF MAN	BA CONNECT LTD	S	192	0	18	72	13	10	4	1	0	16	73	11	154
<b>TOTAL ISLE OF MAN</b>			<b>192</b>	<b>1</b>	<b>18</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>11</b>	154
JERSEY	BRITISH AIRWAYS PLC	S	288	1	0	55	20	15	9	2	0	26	75	14	296
	FLYBE LTD	S	216	0	8	69	9	9	11	3	0	26	79	13	228
<b>TOTAL JERSEY</b>			<b>504</b>	<b>1</b>	<b>8</b>	<b>61</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>76</b>	<b>13</b>	524
MANCHESTER	BRITISH AIRWAYS PLC	S	352	0	0	55	14	17	13	3	0	30	69	15	362
	FIRST CHOICE AIRWAYS LTD	C	9	1	0	67	11	0	22	0	0	31	63	9	8
	JET2.COM LTD	S	78	0	0	62	15	9	12	3	0	31	82	7	134
	MONARCH AIRLINES	C	2	0	0	50	0	0	0	50	0	102	100	1	1
	THOMSONFLY LTD	C	2	0	0	50	0	0	50	0	0	47	73	11	11
	XL AIRWAYS UK LTD	C	2	0	0	50	0	0	50	0	0	37	0	0	0
<b>TOTAL MANCHESTER</b>			<b>445</b>	<b>36</b>	<b>1</b>	<b>56</b>	<b>14</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>73</b>	<b>13</b>	523
NEWCASTLE	BRITISH AIRWAYS PLC	S	167	1	0	66	18	4	11	1	0	23	68	16	213
<b>TOTAL NEWCASTLE</b>			<b>168</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>4</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>16</b>	214
NEWQUAY	AIR SOUTHWEST	S	112	0	6	62	18	9	11	1	0	24	78	13	78
<b>TOTAL NEWQUAY</b>			<b>112</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>18</b>	<b>9</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>13</b>	78
PLYMOUTH	AIR SOUTHWEST	S	138	0	4	64	13	13	9	1	0	22	72	12	142
<b>TOTAL PLYMOUTH</b>			<b>138</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>13</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>12</b>	142
<b>TOTAL UNITED KINGDOM</b>			<b>3820</b>	<b>46</b>	<b>82</b>	<b>61</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>15</b>	3863

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)												
USA																
ATLANTA	BRITISH AIRWAYS PLC	S	58	0	0	64	19	12	5	0	0	15	52	25	58	
	DELTA AIRLINES	S	124	0	0	75	12	8	4	1	0	14	65	14	150	
<b>TOTAL ATLANTA</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>17</b>	<b>208</b>	
CHARLOTTE	US AIRWAYS	S	60	0	0	67	15	13	5	0	0	16	75	19	60	
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>19</b>	<b>60</b>	
CINCINNATI	DELTA AIRLINES	S	56	0	0	91	2	4	4	0	0	6	77	21	60	
<b>TOTAL CINCINNATI</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>21</b>	<b>60</b>	
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	120	0	2	72	12	8	8	1	0	18	69	17	126	
	BRITISH AIRWAYS PLC	S	60	0	0	57	10	18	13	2	0	25	63	19	60	
<b>TOTAL DALLAS/FORT WORTH</b>			<b>180</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>186</b>	
DENVER INTERNATIONAL	THOMSONFLY LTD	C	7	0	0	14	14	57	14	0	0	39	60	13	5	
<b>TOTAL DENVER INTERNATIONAL</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>60</b>	<b>13</b>	<b>5</b>	
DETROIT	NORTHWEST AIRLINES	S	62	0	0	82	3	15	0	0	0	9	79	10	62	
<b>TOTAL DETROIT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>10</b>	<b>62</b>	
FORT LAUDERDALE	THOMAS COOK AIRLINES LTD	C	4	0	0	0	25	75	0	0	0	47	0	0	0	
<b>TOTAL FORT LAUDERDALE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HOUSTON	BRITISH AIRWAYS PLC	S	101	0	0	65	14	15	5	1	0	19	67	16	93	
	CONTINENTAL AIRLINES	S	118	0	0	65	19	13	2	2	0	17	67	19	113	
<b>TOTAL HOUSTON</b>			<b>219</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>67</b>	<b>18</b>	<b>206</b>	
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	42	15	21	23	0	0	39	53	35	53	
<b>TOTAL LAS VEGAS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>15</b>	<b>21</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>53</b>	<b>35</b>	<b>53</b>	
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	73	15	8	5	0	0	14	0	0	0	
<b>TOTAL MINNEAPOLIS-ST PAUL</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>0</b>	<b>0</b>	<b>0</b>	
NEW ORLEANS	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	28	0	0	0	
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	104	0	0	0	
<b>TOTAL NEW ORLEANS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	62	0	0	76	10	11	3	0	0	11	0	0	0	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>62</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	148	0	0	58	16	14	11	0	0	21	62	24	132	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>24</b>	<b>132</b>	
ORLANDO	BRITISH AIRWAYS PLC	S	62	0	0	61	18	10	11	0	0	22	67	18	60	
	VIRGIN ATLANTIC AIRWAYS LTD	S	122	0	1	27	11	19	39	3	0	61	38	43	121	
<b>TOTAL ORLANDO</b>			<b>184</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>14</b>	<b>16</b>	<b>30</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>48</b>	<b>34</b>	<b>181</b>	
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	58	0	0	62	16	19	3	0	0	16	65	18	62	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>18</b>	<b>62</b>	
RALEIGH	AMERICAN AIRLINES	S	60	0	0	80	8	7	5	0	0	13	81	9	58	
<b>TOTAL RALEIGH</b>			<b>60</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>13</b>	<b>81</b>	<b>9</b>	<b>58</b>	
SANFORD	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	10	20	0	0	34	78	7	9	

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				Actual (7)	Plan (8)										
SANFORD	THOMSONFLY LTD	C	10	0	0	80	10	10	0	0	0	9	100	2	9
	XL AIRWAYS UK LTD	C	28	1	0	71	7	18	4	0	0	14	35	35	17
<b>TOTAL SANFORD</b>			<b>48</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>31</b>	<b>47</b>
TAMPA	BRITISH AIRWAYS PLC	S	44	0	0	59	11	9	18	2	0	32	65	17	43
<b>TOTAL TAMPA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>9</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>17</b>	<b>43</b>
<b>TOTAL USA</b>			<b>1502</b>	<b>4</b>	<b>3</b>	<b>64</b>	<b>13</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>21</b>	<b>1371</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	26	25	18	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>26</b>	<b>25</b>	<b>18</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>26</b>	<b>25</b>	<b>18</b>	<b>4</b>
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	28	0	20	29	11	25	21	14	0	74	11	104	28
<b>TOTAL HARARE</b>			<b>28</b>	<b>0</b>	<b>20</b>	<b>29</b>	<b>11</b>	<b>25</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>104</b>	<b>28</b>
<b>TOTAL ZIMBABWE</b>			<b>28</b>	<b>0</b>	<b>20</b>	<b>29</b>	<b>11</b>	<b>25</b>	<b>21</b>	<b>14</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>104</b>	<b>28</b>
<b>TOTAL GATWICK</b>			<b>18389</b>	<b>104</b>	<b>215</b>	<b>56</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>20</b>	<b>18360</b>

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ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2005		
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			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSONFLY LTD	C	3	0	0	33	0	0	67	0	0	111	67	8	3
<b>TOTAL SALZBURG</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>111</b>	<b>67</b>	<b>8</b>	<b>3</b>
<b>TOTAL AUSTRIA</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>84</b>	<b>71</b>	<b>7</b>	<b>7</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	4	0	0	25	50	0	25	0	0	46	50	21	2
<b>TOTAL BRIDGETOWN</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>21</b>	<b>2</b>
<b>TOTAL BARBADOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>50</b>	<b>21</b>	<b>2</b>
<b>CANADA</b>															
CALGARY	ZOOM AIRLINES	S	9	0	0	33	0	67	0	0	0	28	0	0	0
<b>TOTAL CALGARY</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR TRANSAT	S	7	0	1	86	0	14	0	0	0	9	40	21	10
	ZOOM AIRLINES	S	25	0	0	64	20	4	8	4	0	26	75	23	12
<b>TOTAL TORONTO</b>			<b>32</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>59</b>	<b>22</b>	<b>22</b>
VANCOUVER	ZOOM AIRLINES	S	11	1	0	55	0	27	18	0	0	43	56	17	9
<b>TOTAL VANCOUVER</b>			<b>11</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>56</b>	<b>17</b>	<b>9</b>
<b>TOTAL CANADA</b>			<b>52</b>	<b>2</b>	<b>1</b>	<b>60</b>	<b>10</b>	<b>21</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>21</b>	<b>31</b>
<b>CYPRUS</b>															
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	12	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	75	9	8
<b>TOTAL PAPHOS</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>8</b>	<b>77</b>	<b>21</b>	<b>13</b>
<b>TOTAL CYPRUS</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>8</b>	<b>77</b>	<b>21</b>	<b>13</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	FLYGLOBESPAN	S	38	0	0	63	21	3	13	0	0	22	80	16	60
<b>TOTAL PRAGUE</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>16</b>	<b>60</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>3</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>80</b>	<b>16</b>	<b>60</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	50	0	0	98	2	0	0	0	0	2	95	6	56
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	38	13	25	0	0	29	0	0	0
	FLYGLOBESPAN	C	2	0	0	100	0	0	0	0	0	11	0	0	0
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	0	74	0	0	0
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	18	0	0	0
	XL AIRWAYS UK LTD	C	2	0	0	0	50	0	50	0	0	49	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>6</b>	<b>56</b>
<b>TOTAL DENMARK</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>6</b>	<b>56</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	18	0	0	72	28	0	0	0	0	7	93	13	15
	THOMSONFLY LTD	C	8	0	0	25	75	0	0	0	0	19	30	46	10

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 SHARM EL SHEIKH (OPHIRA)			26	0	0	58	42	0	0	0	0	11	68	26	25
TOTAL EGYPT			26	0	0	58	42	0	0	0	0	11	68	26	25
FED REP YUGO SERBIA M'ENEGRO															
BELGRADE	JATAIRWAYS	C	2	0	0	0	50	0	0	0	50	279	0	0	0
TOTAL BELGRADE			2	0	0	0	50	0	0	0	50	279	0	0	0
TOTAL FED REP YUGO SERBIA M'ENEGRO			2	0	0	0	50	0	0	0	50	279	0	0	0
FINLAND															
IVALO	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	50	0	0	0	27	100	6	2
TOTAL IVALO			2	0	0	50	0	50	0	0	0	27	63	13	8
KITTLA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	MY TRAVEL AIRWAYS UK	C	6	0	0	67	33	0	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL KITTLA			10	0	0	70	20	10	0	0	0	12	0	0	0
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	19	25	30	4
	THOMAS COOK AIRLINES LTD	C	6	0	0	67	33	0	0	0	0	15	75	11	4
TOTAL ROVANIEMI			8	0	0	63	38	0	0	0	0	16	50	20	8
TOTAL FINLAND			20	0	0	65	25	10	0	0	0	15	56	17	16
FRANCE															
LYON	THOMAS COOK AIRLINES LTD	C	3	0	0	33	33	0	33	0	0	44	0	43	3
TOTAL LYON			4	0	0	25	50	0	25	0	0	37	25	34	4
PARIS (CHARLES DE GAULLE)	BA CONNECT LTD	S	59	0	0	90	3	3	3	0	0	9	91	9	22
TOTAL PARIS (CHARLES DE GAULLE)			59	0	0	90	3	3	3	0	0	9	91	9	22
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	1	100	2	1
TOTAL TOULOUSE (BLAGNAC)			3	0	0	100	0	0	0	0	0	1	100	2	1
TOTAL FRANCE			66	1	0	86	6	3	5	0	0	10	81	12	27
GERMANY															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	68	23	8	0	0	0	12	0	0	0
TOTAL BERLIN (SCHONEFELD)			60	0	0	68	23	8	0	0	0	12	0	0	0
FRANKFURT MAIN	BA CONNECT LTD	S	46	0	0	70	13	13	4	0	0	14	76	7	17
TOTAL FRANKFURT MAIN			46	0	0	70	13	13	4	0	0	14	76	7	17
MUNICH	BA CONNECT LTD	S	32	0	0	72	16	9	3	0	0	11	87	6	38
TOTAL MUNICH			32	0	0	72	16	9	3	0	0	11	87	6	38
TOTAL GERMANY			138	0	0	70	18	10	2	0	0	12	84	6	57
ICELAND															
KEFLAVIK	ICELANDAIR	S	32	0	2	53	31	9	0	0	6	41	59	21	34
TOTAL KEFLAVIK			32	2	2	53	31	9	0	0	6	41	59	21	34
TOTAL ICELAND			32	2	2	53	31	9	0	0	6	41	59	21	34

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	150	0	2	69	13	14	3	1	0	17	70	12	138
<b>TOTAL DUBLIN</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>15</b>	<b>195</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>16</b>	<b>236</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	24	0	0	67	13	13	8	0	0	22	79	8	14
	HELLO	C	2	0	0	50	50	0	0	0	0	14	0	25	2
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	33	0	0	0	14	0	0	0
<b>TOTAL MALTA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>10</b>	<b>16</b>
<b>TOTAL MALTA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>10</b>	<b>16</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	107	0	0	93	6	1	0	0	0	4	0	0	0
	KLM CITYHOPPER	S	172	0	0	90	4	3	2	0	0	7	72	16	209
<b>TOTAL AMSTERDAM</b>			<b>279</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>209</b>
<b>TOTAL NETHERLANDS</b>			<b>279</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>16</b>	<b>209</b>
<b>PAKISTAN</b>															
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	39	11	28	22	0	0	34	0	181	6
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>181</b>	<b>6</b>
<b>TOTAL PAKISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>33</b>	<b>97</b>	<b>15</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FLYGLOBESPAN	S	17	0	1	76	12	0	6	0	6	52	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	3	100	1	2
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	100	8	2
<b>TOTAL FARO</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>100</b>	<b>4</b>	<b>4</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>9</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>100</b>	<b>4</b>	<b>4</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	13	38	45	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>45</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>45</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	79	0	3	18	0	0	23	0	0	0
	FLYGLOBESPAN	S	60	0	0	78	8	10	3	0	0	14	88	7	60
	MY TRAVEL AIRWAYS UK	C	4	0	0	75	0	0	25	0	0	21	100	0	2
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	0	17	70	15	10
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	3	100	2	10
<b>TOTAL ALICANTE</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>4</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>88</b>	<b>7</b>	<b>82</b>
BARCELONA	FLYGLOBESPAN	S	60	0	0	80	8	3	5	2	2	23	92	7	59
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>92</b>	<b>7</b>	<b>59</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	0	6	17	0	0	22	0	0	0

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
MALAGA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	100	1	4
	FLYGLOBESPAN	S	60	0	0	83	10	5	2	0	0	8	89	6	56
	THOMSONFLY LTD	C	9	0	0	78	0	0	11	0	11	62	38	20	8
<b>TOTAL MALAGA</b>			<b>109</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>84</b>	<b>7</b>	<b>75</b>
PALMA DE MALLORCA	FLYGLOBESPAN	S	18	0	0	94	0	6	0	0	0	3	100	2	6
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	100	3	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>22</b>
<b>TOTAL SPAIN</b>			<b>314</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>5</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>89</b>	<b>7</b>	<b>238</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	70	27	10
	FLYGLOBESPAN	S	15	0	3	53	20	13	13	0	0	34	41	35	17
	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	13	0	0	0	7	100	5	7
	THOMAS COOK AIRLINES LTD	C	14	0	0	50	21	21	0	7	0	27	95	6	19
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	1	88	4	8
<b>TOTAL ARRECIFE</b>			<b>55</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>17</b>	<b>61</b>
FUERTEVENTURA	FLYGLOBESPAN	S	4	0	0	25	25	0	0	0	50	500	0	0	0
	MY TRAVEL AIRWAYS UK	C	8	0	0	38	25	25	13	0	0	26	88	10	8
	THOMAS COOK AIRLINES LTD	C	12	0	0	67	33	0	0	0	0	12	50	37	8
<b>TOTAL FUERTEVENTURA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>29</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>98</b>	<b>69</b>	<b>23</b>	<b>16</b>
LAS PALMAS	FLYGLOBESPAN	S	10	0	0	30	10	20	40	0	0	47	50	21	18
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	0	100	1	6
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	11	100	2	10
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	9	100	3	8
<b>TOTAL LAS PALMAS</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>79</b>	<b>10</b>	<b>42</b>
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	16	0	0	100	0	0	0	0	0	2	94	5	16
	FLYGLOBESPAN	S	59	0	1	59	17	15	8	0	0	18	88	7	60
	MY TRAVEL AIRWAYS UK	C	18	0	0	100	0	0	0	0	0	2	78	29	18
	THOMAS COOK AIRLINES LTD	C	28	0	0	82	7	7	4	0	0	11	70	11	27
	THOMSONFLY LTD	C	18	0	0	89	6	6	0	0	0	4	89	10	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>140</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>11</b>	<b>157</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>256</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>80</b>	<b>13</b>	<b>276</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	20	0	0	50	20	25	5	0	0	20	63	17	8
	THOMSONFLY LTD	C	3	0	0	33	33	33	0	0	0	27	33	16	3
<b>TOTAL GENEVA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>28</b>	<b>19</b>
<b>TOTAL SWITZERLAND</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>58</b>	<b>28</b>	<b>19</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	9	100	0	2
<b>TOTAL MONASTIR</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>8</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>TOTAL TUNISIA</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>8</b>	<b>100</b>	<b>0</b>	<b>2</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	62	0	0	10	29	42	19	0	0	45	40	23	62
TOTAL DUBAI			<b>62</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>29</b>	<b>42</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>40</b>	<b>23</b>	<b>62</b>
TOTAL UNITED ARAB EMIRATES			<b>62</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>29</b>	<b>42</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>40</b>	<b>23</b>	<b>62</b>
<b>UNITED KINGDOM</b>															
BARRA	LOGANAIR	S	63	3	0	75	8	5	6	6	0	24	86	13	56
TOTAL BARRA			<b>63</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>86</b>	<b>13</b>	<b>56</b>
BELFAST CITY	FLYBE LTD	S	188	0	16	79	8	3	9	1	1	16	80	12	206
TOTAL BELFAST CITY			<b>188</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>8</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>80</b>	<b>12</b>	<b>206</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	218	0	2	69	16	11	3	1	0	17	87	10	214
TOTAL BELFAST INTERNATIONAL			<b>218</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>10</b>	<b>214</b>
BENBECULA	LOGANAIR	S	94	0	0	91	9	0	0	0	0	5	78	18	94
TOTAL BENBECULA			<b>94</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>78</b>	<b>18</b>	<b>94</b>
BIRMINGHAM	BA CONNECT LTD	S	170	0	0	75	8	11	6	1	0	16	84	11	250
	FLYBE LTD	S	218	0	26	78	10	6	4	2	0	15	79	13	257
	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL BIRMINGHAM			<b>390</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>12</b>	<b>511</b>
BRISTOL	BA CONNECT LTD	S	146	1	0	82	7	8	3	0	0	9	91	5	162
	EASYJET AIRLINE COMPANY LTD	S	154	0	6	75	11	8	4	2	0	16	73	15	160
TOTAL BRISTOL			<b>300</b>	<b>1</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>10</b>	<b>322</b>
CAMPBELTOWN	LOGANAIR	S	59	0	0	93	3	2	2	0	0	6	88	10	82
TOTAL CAMPBELTOWN			<b>59</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>10</b>	<b>82</b>
CARDIFF WALES	BMIBABY LTD	S	86	0	12	85	5	7	1	2	0	12	0	0	0
TOTAL CARDIFF WALES			<b>86</b>	<b>0</b>	<b>12</b>	<b>85</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
CITY OF DERRY (EGLINTON)	LOGANAIR	S	54	0	0	80	11	6	4	0	0	11	70	13	61
TOTAL CITY OF DERRY (EGLINTON)			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>13</b>	<b>61</b>
EDINBURGH	FLYGLOBESPAN	S	2	100	0	100	0	0	0	0	0	0	0	0	0
TOTAL EDINBURGH			<b>2</b>	<b>100</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>
EXETER	FLYBE LTD	S	93	0	7	67	6	8	17	2	0	27	86	7	58
TOTAL EXETER			<b>93</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>6</b>	<b>8</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>86</b>	<b>7</b>	<b>58</b>
FARNBOROUGH	EASTERN AIRWAYS	C	2	0	0	0	100	0	0	0	0	20	0	0	0
TOTAL FARNBOROUGH			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
GATWICK	BRITISH AIRWAYS PLC	S	289	1	2	65	16	8	10	1	0	23	64	19	310
	EASYJET AIRLINE COMPANY LTD	S	158	0	6	62	14	11	12	1	0	24	0	0	0
	ZOOM AIRLINES	S	3	2	0	33	0	67	0	0	0	24	0	0	0
TOTAL GATWICK			<b>450</b>	<b>3</b>	<b>8</b>	<b>64</b>	<b>15</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>19</b>	<b>310</b>
HEATHROW	BMI BRITISH MIDLAND	S	382	0	16	70	10	9	9	1	0	20	81	10	415
	BRITISH AIRWAYS PLC	S	411	1	5	56	16	13	14	1	0	29	63	19	603
TOTAL HEATHROW			<b>793</b>	<b>1</b>	<b>21</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>16</b>	<b>1018</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)										
ISLAY	LOGANAIR	S	97	7	0	85	4	5	6	0	0	11	74	17	94
<b>TOTAL ISLAY</b>			<b>97</b>	<b>7</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>17</b>	<b>94</b>
ISLE OF MAN	LOGANAIR	S	74	1	0	91	4	3	3	0	0	6	68	14	66
<b>TOTAL ISLE OF MAN</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>68</b>	<b>14</b>	<b>66</b>
KIRKWALL	LOGANAIR	S	54	1	0	81	13	4	2	0	0	8	0	0	0
<b>TOTAL KIRKWALL</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	BMI REGIONAL	S	90	0	0	83	9	3	3	1	0	10	96	3	98
<b>TOTAL LEEDS BRADFORD</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>96</b>	<b>3</b>	<b>98</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	296	0	0	73	11	9	5	1	0	17	85	10	318
<b>TOTAL LUTON</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>10</b>	<b>318</b>
MANCHESTER	BA CONNECT LTD	S	230	0	0	62	15	13	7	2	0	22	73	13	255
	BMI REGIONAL	S	136	0	0	79	10	5	5	1	0	13	89	9	143
<b>TOTAL MANCHESTER</b>			<b>366</b>	<b>19</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>398</b>
NORWICH	FLYBE LTD	S	54	0	6	83	7	0	7	2	0	19	77	18	57
<b>TOTAL NORWICH</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>18</b>	<b>57</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	173	0	9	74	8	13	5	0	0	13	82	11	147
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>173</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>8</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>11</b>	<b>147</b>
SOUTHAMPTON	FLYBE LTD	S	246	0	22	73	9	9	8	1	0	19	79	10	239
<b>TOTAL SOUTHAMPTON</b>			<b>246</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>9</b>	<b>409</b>
STANSTED	AIR BERLIN	S	96	0	0	67	21	7	5	0	0	16	26	42	46
	EASYJET AIRLINE COMPANY LTD	S	260	0	0	72	12	10	5	0	0	16	87	8	272
<b>TOTAL STANSTED</b>			<b>356</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>12</b>	<b>421</b>
STORNOWAY	LOGANAIR	S	176	2	0	81	13	6	1	0	0	9	71	16	175
<b>TOTAL STORNOWAY</b>			<b>176</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>16</b>	<b>175</b>
SUMBURGH	LOGANAIR	S	54	0	0	83	13	4	0	0	0	8	63	21	102
<b>TOTAL SUMBURGH</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>21</b>	<b>102</b>
TIREE	LOGANAIR	S	46	0	0	67	20	11	2	0	0	15	83	12	52
<b>TOTAL TIREE</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>12</b>	<b>52</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4875</b>	<b>141</b>	<b>135</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>13</b>	<b>5269</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	58	15	21	2	0	5	66	61	23	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>61</b>	<b>23</b>	<b>62</b>
SANFORD	FLYGLOBESPAN	S	21	0	0	43	14	29	5	10	0	44	0	0	0
<b>TOTAL SANFORD</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>29</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL USA</b>			<b>84</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>15</b>	<b>23</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>60</b>	<b>58</b>	<b>24</b>	<b>65</b>
<b>TOTAL GLASGOW</b>			<b>6593</b>	<b>150</b>	<b>145</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>13</b>	<b>6820</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

		Reporting Airport: HEATHROW (Full Analysis)											DEC 2005			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>ALGERIA</b>																
ALGIERS	AIR ALGERIE	S	38	0	0	53	18	16	11	3	0	32	25	46	36	
TOTAL ALGIERS			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>46</b>	<b>36</b>	
TOTAL ALGERIA			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>25</b>	<b>46</b>	<b>36</b>	
<b>ANGOLA</b>																
LUANDA	BRITISH AIRWAYS PLC	S	10	0	0	20	20	20	30	10	0	56	44	14	9	
TOTAL LUANDA			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>14</b>	<b>9</b>	
TOTAL ANGOLA			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>14</b>	<b>9</b>	
<b>ARGENTINA</b>																
BUENOS AIRES	BRITISH AIRWAYS PLC	S	35	0	0	43	6	26	23	3	0	45	71	14	35	
TOTAL BUENOS AIRES			<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>26</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>71</b>	<b>14</b>	<b>35</b>	
TOTAL ARGENTINA			<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>26</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>71</b>	<b>14</b>	<b>35</b>	
<b>AUSTRALIA</b>																
MELBOURNE	QANTAS	S	124	0	0	28	25	26	20	1	0	41	70	15	61	
TOTAL MELBOURNE			<b>124</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>26</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>67</b>	<b>31</b>	<b>123</b>	
SYDNEY	BRITISH AIRWAYS PLC	S	124	0	0	41	15	27	15	2	0	37	66	16	124	
	QANTAS	S	124	0	0	30	20	21	22	7	0	52	59	20	158	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	18	19	40	21	2	0	44	56	15	62	
TOTAL SYDNEY			<b>310</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>27</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>61</b>	<b>17</b>	<b>344</b>	
TOTAL AUSTRALIA			<b>434</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>20</b>	<b>27</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>43</b>	<b>63</b>	<b>21</b>	<b>495</b>	
<b>AUSTRIA</b>																
VIENNA	AUSTRIAN AIRLINES	S	302	0	0	56	22	13	9	1	0	24	65	17	310	
	BRITISH AIRWAYS PLC	S	224	0	0	52	17	14	15	2	0	31	64	17	232	
TOTAL VIENNA			<b>526</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>17</b>	<b>542</b>	
TOTAL AUSTRIA			<b>526</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>14</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>17</b>	<b>542</b>	
<b>AZERBAIJAN</b>																
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES ( AZAL )	S	6	0	0	33	33	33	0	0	0	26	0	0	0	
	BMED	S	57	0	0	37	21	21	19	0	2	47	55	21	58	
TOTAL BAKU (HEYDER ALIYEV INT'L)			<b>63</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>55</b>	<b>21</b>	<b>58</b>	
TOTAL AZERBAIJAN			<b>63</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>22</b>	<b>22</b>	<b>17</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>55</b>	<b>21</b>	<b>58</b>	
<b>BAHRAIN</b>																
BAHRAIN	GULF AIR	S	123	0	2	56	20	15	10	0	0	23	61	23	124	
TOTAL BAHRAIN			<b>123</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>23</b>	<b>126</b>	
TOTAL BAHRAIN			<b>123</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>23</b>	<b>126</b>	
<b>BANGLADESH</b>																
DACCA	BIMAN BANGLADESH AIRLINES	S	40	0	0	13	28	35	23	3	0	49	29	79	45	
	BRITISH AIRWAYS PLC	S	26	0	2	27	8	19	35	8	4	108	37	41	27	

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 DACCA			66	0	2	18	20	29	27	5	2	72	32	65	72
TOTAL BANGLADESH			66	0	2	18	20	29	27	5	2	72	32	65	72
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	277	0	9	51	16	20	11	2	0	29	80	12	305
	BRITISH AIRWAYS PLC	S	365	0	1	47	16	18	17	1	0	31	77	15	411
	SN BRUSSELS AIRLINES	S	10	0	0	70	20	10	0	0	0	15	83	9	6
TOTAL BRUSSELS			652	0	10	49	16	19	14	1	0	30	78	14	722
TOTAL BELGIUM			652	0	10	49	16	19	14	1	0	30	78	14	722
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	27	0	0	26	19	26	30	0	0	43	73	18	26
TOTAL RIO DE JANEIRO (GALEAO)			27	0	0	26	19	26	30	0	0	43	73	18	26
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	25	0	0	8	12	44	24	8	4	87	0	0	0
TOTAL SAO PAULO (GUARULHOS)			25	0	0	8	12	44	24	8	4	87	38	38	60
TOTAL BRAZIL			52	0	0	17	15	35	27	4	2	64	49	31	86
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	62	0	0	45	27	13	8	6	0	42	58	45	62
TOTAL BANDAR SERI BEGAWAN			62	0	0	45	27	13	8	6	0	42	58	45	62
TOTAL BRUNEI			62	0	0	45	27	13	8	6	0	42	58	45	62
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	56	0	1	63	16	11	5	5	0	31	43	29	60
	HEMUS AIR	S	32	0	6	19	19	25	16	16	6	95	0	0	0
TOTAL SOFIA			88	0	7	47	17	16	9	9	2	54	43	29	60
TOTAL BULGARIA			88	0	7	47	17	16	9	9	2	54	43	29	60
<b>CANADA</b>															
CALGARY	AIR CANADA	S	62	0	0	48	29	11	11	0	0	22	58	25	62
	BRITISH AIRWAYS PLC	S	44	0	0	39	11	41	9	0	0	31	0	0	0
TOTAL CALGARY			106	0	0	44	22	24	10	0	0	25	58	25	62
EDMONTON	AIR CANADA	S	27	0	0	41	30	22	7	0	0	23	0	0	0
TOTAL EDMONTON			27	0	0	41	30	22	7	0	0	23	0	0	0
HALIFAX INT	AIR CANADA	S	56	0	0	45	25	18	9	2	2	46	63	19	51
TOTAL HALIFAX INT			56	0	0	45	25	18	9	2	2	46	63	19	51
MONTREAL (DORVAL)	AIR CANADA	S	62	0	0	60	15	18	6	2	0	26	50	29	62
	BRITISH AIRWAYS PLC	S	62	0	0	23	15	15	39	10	0	73	58	18	62
TOTAL MONTREAL (DORVAL)			124	0	0	41	15	16	23	6	0	49	54	24	124
OTTAWA INTERNATIONAL	AIR CANADA	S	55	0	0	75	9	9	4	4	0	22	71	14	51
TOTAL OTTAWA INTERNATIONAL			55	0	0	75	9	9	4	4	0	22	71	14	51
TORONTO	AIR CANADA	S	248	0	0	64	15	12	8	0	0	20	67	19	247
	BRITISH AIRWAYS PLC	S	122	0	0	51	15	16	19	0	0	32	66	15	122

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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 TORONTO</b>			<b>370</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>18</b>	<b>369</b>
VANCOUVER	AIR CANADA	S	97	0	0	63	18	7	10	1	1	27	65	16	62
	BRITISH AIRWAYS PLC	S	62	0	0	13	6	34	42	5	0	67	45	21	62
<b>TOTAL VANCOUVER</b>			<b>159</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>13</b>	<b>18</b>	<b>23</b>	<b>3</b>	<b>1</b>	<b>43</b>	<b>55</b>	<b>19</b>	<b>124</b>
<b>TOTAL CANADA</b>			<b>897</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>16</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>19</b>	<b>781</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	36	0	1	61	22	11	3	3	0	21	50	29	36
<b>TOTAL GRAND CAYMAN</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>29</b>	<b>36</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>36</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>29</b>	<b>36</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	54	0	0	39	9	13	24	15	0	64	59	27	44
	BRITISH AIRWAYS PLC	S	52	0	0	21	17	21	40	0	0	52	64	14	44
<b>TOTAL BEIJING</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>13</b>	<b>17</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>58</b>	<b>61</b>	<b>21</b>	<b>88</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	45	0	0	24	13	33	27	2	0	46	48	23	44
	CHINA EASTERN AIRLINES	S	36	0	0	17	11	22	50	0	0	60	43	24	35
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	1	40	22	22	13	3	0	37	61	19	61
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>141</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>16</b>	<b>26</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>52</b>	<b>22</b>	<b>140</b>
<b>TOTAL CHINA</b>			<b>247</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>15</b>	<b>22</b>	<b>29</b>	<b>4</b>	<b>0</b>	<b>51</b>	<b>56</b>	<b>21</b>	<b>228</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	66	0	0	53	17	14	14	3	0	36	55	22	65
<b>TOTAL ZAGREB</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>22</b>	<b>65</b>
<b>TOTAL CROATIA</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>22</b>	<b>67</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	58	0	0	41	17	31	7	3	0	34	45	29	62
	CYPRUS AIRWAYS	S	122	0	1	35	20	25	15	4	1	46	49	31	122
<b>TOTAL LARNACA</b>			<b>180</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>19</b>	<b>27</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>48</b>	<b>31</b>	<b>200</b>
<b>TOTAL CYPRUS</b>			<b>180</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>19</b>	<b>27</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>48</b>	<b>31</b>	<b>200</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	172	0	0	52	16	16	14	1	1	30	41	35	178
	CSA CZECH AIRLINES	S	153	0	4	61	15	14	10	0	0	22	54	32	149
<b>TOTAL PRAGUE</b>			<b>325</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>34</b>	<b>327</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>325</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>16</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>34</b>	<b>327</b>
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	308	0	1	48	13	20	17	1	0	36	62	20	328
	SAS	S	291	0	3	42	23	17	14	5	0	39	56	24	275
<b>TOTAL COPENHAGEN</b>			<b>599</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>18</b>	<b>19</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>59</b>	<b>23</b>	<b>629</b>
<b>TOTAL DENMARK</b>			<b>599</b>	<b>0</b>	<b>4</b>	<b>45</b>	<b>18</b>	<b>19</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>59</b>	<b>23</b>	<b>629</b>

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			Actual (7)	Plan (8)											
<b>EGYPT</b>															
CAIRO	BRITISH AIRWAYS PLC	S	62	0	0	35	19	16	26	3	0	47	76	13	62
	EGYPT AIR	S	64	2	6	23	20	33	14	3	6	110	61	20	62
<b>TOTAL CAIRO</b>			<b>126</b>	<b>2</b>	<b>6</b>	<b>29</b>	<b>20</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>79</b>	<b>69</b>	<b>16</b>	<b>124</b>
LUXOR	EGYPT AIR	S	8	0	0	88	0	13	0	0	0	9	100	4	8
<b>TOTAL LUXOR</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>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>134</b>	<b>2</b>	<b>6</b>	<b>33</b>	<b>19</b>	<b>24</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>74</b>	<b>70</b>	<b>16</b>	<b>132</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMED	S	44	1	0	32	9	23	34	2	0	53	52	29	44
	ETHIOPIAN AIRLINES	S	42	0	4	24	26	29	19	2	0	44	61	21	28
<b>TOTAL ADDIS ABABA</b>			<b>86</b>	<b>1</b>	<b>4</b>	<b>28</b>	<b>17</b>	<b>26</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>56</b>	<b>26</b>	<b>72</b>
<b>TOTAL ETHIOPIA</b>			<b>86</b>	<b>1</b>	<b>4</b>	<b>28</b>	<b>17</b>	<b>26</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>56</b>	<b>26</b>	<b>72</b>
<b>FED REP YUGO SERBIA M'ENEGRO</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	39	0	1	74	10	5	8	3	0	21	76	12	34
	JATAIRWAYS	S	59	1	2	46	15	10	14	14	2	70	66	23	62
<b>TOTAL BELGRADE</b>			<b>98</b>	<b>1</b>	<b>3</b>	<b>57</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>50</b>	<b>70</b>	<b>19</b>	<b>96</b>
<b>TOTAL FED REP YUGO SERBIA M'ENEGRO</b>			<b>98</b>	<b>1</b>	<b>3</b>	<b>57</b>	<b>13</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>50</b>	<b>70</b>	<b>19</b>	<b>96</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	114	0	0	40	26	15	18	1	0	32	58	25	118
	FINNAIR	S	213	0	0	43	22	18	12	4	0	38	66	18	215
<b>TOTAL HELSINKI</b>			<b>327</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>63</b>	<b>20</b>	<b>333</b>
KITTLA	BMI BRITISH MIDLAND	C	2	0	0	50	0	50	0	0	0	30	0	0	0
<b>TOTAL KITTLA</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>329</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>17</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>63</b>	<b>20</b>	<b>333</b>
<b>FRANCE</b>															
LYON	BMI BRITISH MIDLAND	S	32	0	0	66	16	13	6	0	0	18	60	23	43
	BRITISH AIRWAYS PLC	S	162	0	1	49	19	15	16	1	0	31	66	18	177
<b>TOTAL LYON</b>			<b>194</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>19</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>17</b>	<b>278</b>
NICE	BRITISH AIRWAYS PLC	S	280	0	2	59	15	13	13	2	0	28	65	17	228
<b>TOTAL NICE</b>			<b>280</b>	<b>0</b>	<b>2</b>	<b>59</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>16</b>	<b>288</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	625	0	15	43	17	22	17	1	0	35	67	18	661
	BMI BRITISH MIDLAND	S	232	0	2	56	18	14	7	5	0	31	75	15	253
	BRITISH AIRWAYS PLC	S	496	1	0	46	19	20	14	1	0	31	67	18	544
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1353</b>	<b>1</b>	<b>17</b>	<b>46</b>	<b>18</b>	<b>20</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>68</b>	<b>18</b>	<b>1458</b>
<b>TOTAL FRANCE</b>			<b>1827</b>	<b>1</b>	<b>20</b>	<b>49</b>	<b>17</b>	<b>18</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>68</b>	<b>17</b>	<b>2024</b>
<b>GEORGIA</b>															
TBILISI	BMED	S	26	0	0	42	8	19	23	4	4	61	58	28	24
<b>TOTAL TBILISI</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>19</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>61</b>	<b>58</b>	<b>28</b>	<b>24</b>

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GEORGIA			26	0	0	42	8	19	23	4	4	61	58	28	24
GERMANY															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	272	0	1	56	17	12	12	3	0	28	62	28	279
TOTAL BERLIN (TEGEL)			272	0	1	56	17	12	12	3	0	28	62	28	279
COLOGNE (BONN)	LUFTHANSA	S	142	0	6	60	20	11	6	4	0	25	0	0	0
TOTAL COLOGNE (BONN)			142	0	6	60	20	11	6	4	0	25	65	22	310
DUSSELDORF	BRITISH AIRWAYS PLC	S	303	2	0	56	16	14	12	1	0	26	68	19	314
	LUFTHANSA	S	234	0	8	69	13	9	8	1	0	19	81	13	248
TOTAL DUSSELDORF			537	2	8	62	15	12	10	1	0	23	74	16	562
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	367	0	1	46	19	20	13	1	0	32	57	22	410
	LUFTHANSA	S	569	0	6	57	20	13	8	2	0	25	71	17	581
TOTAL FRANKFURT MAIN			936	0	7	53	20	16	10	2	0	28	65	19	991
HAMBURG	BRITISH AIRWAYS PLC	S	219	0	3	54	14	16	12	4	0	33	66	16	234
	LUFTHANSA	S	164	0	6	68	10	11	10	1	0	22	87	8	174
TOTAL HAMBURG			383	0	9	60	12	14	11	3	0	28	75	12	408
HANOVER	BMI BRITISH MIDLAND	S	110	0	4	59	14	12	15	1	0	25	90	7	128
TOTAL HANOVER			110	0	4	59	14	12	15	1	0	25	90	7	128
MUNICH	BRITISH AIRWAYS PLC	S	349	0	2	53	21	16	7	2	1	28	55	24	281
	LUFTHANSA	S	396	1	9	66	14	10	8	1	0	21	67	18	394
TOTAL MUNICH			745	1	11	60	18	13	8	1	0	24	62	21	675
STUTTGART	BRITISH AIRWAYS PLC	S	161	0	0	57	18	14	7	4	0	28	66	19	175
	LUFTHANSA CITY LINE	S	110	0	0	68	13	12	6	1	0	16	70	13	110
TOTAL STUTTGART			271	0	0	62	16	13	7	3	0	23	67	17	285
TOTAL GERMANY			3396	3	46	58	17	13	10	2	0	26	68	18	3638
GHANA															
ACCRA	BRITISH AIRWAYS PLC	S	62	0	0	45	11	19	21	3	0	38	48	31	62
TOTAL ACCRA			62	0	0	45	11	19	21	3	0	38	48	31	62
TOTAL GHANA			62	0	0	45	11	19	21	3	0	38	48	31	62
GREECE															
ATHENS	BRITISH AIRWAYS PLC	S	181	0	1	52	17	12	15	3	0	36	60	25	177
	OLYMPIC AIRLINES	S	140	0	6	56	15	16	9	4	0	30	54	30	138
TOTAL ATHENS			321	0	7	54	16	14	13	3	0	33	57	28	315
TOTAL GREECE			321	0	7	54	16	14	13	3	0	33	57	28	315
HONG KONG															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	186	0	0	47	23	20	10	1	0	27	75	12	186
	CATHAY PACIFIC AIRWAYS	S	247	0	2	50	17	20	9	2	1	33	74	11	248
TOTAL HONG KONG (CHEP LAP KOK)			433	0	2	48	20	20	9	1	1	31	75	12	434
TOTAL HONG KONG			433	0	2	48	20	20	9	1	1	31	75	12	434

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			Actual (7)	Plan (8)												
<b>HUNGARY</b>																
BUDAPEST	BRITISH AIRWAYS PLC	S	172	1	0	51	11	21	15	1	1	34	52	24	174	
TOTAL BUDAPEST			172	1	0	51	11	21	15	1	1	34	63	20	295	
TOTAL HUNGARY			172	1	0	51	11	21	15	1	1	34	63	20	295	
<b>ICELAND</b>																
KEFLAVIK	ICELANDAIR	S	112	0	0	37	17	23	16	6	1	49	63	22	112	
TOTAL KEFLAVIK			112	0	0	37	17	23	16	6	1	49	63	22	112	
TOTAL ICELAND			112	0	0	37	17	23	16	6	1	49	63	22	112	
<b>INDIA</b>																
AHMEDABAD	AIR INDIA	S	8	0	0	13	25	13	50	0	0	61	20	54	5	
TOTAL AHMEDABAD			8	0	0	13	25	13	50	0	0	61	20	54	5	
AMRITSAR	JET AIRWAYS	S	30	0	0	27	23	20	27	3	0	52	0	0	0	
TOTAL AMRITSAR			30	0	0	27	23	20	27	3	0	52	0	0	0	
BANGALORE	BRITISH AIRWAYS PLC	S	62	0	0	39	15	31	13	3	0	36	58	15	43	
TOTAL BANGALORE			62	0	0	39	15	31	13	3	0	36	58	15	43	
CALCUTTA	AIR INDIA	S	22	0	0	5	5	23	32	36	0	139	11	201	27	
	BRITISH AIRWAYS PLC	S	27	0	0	30	15	30	15	7	4	63	48	20	27	
TOTAL CALCUTTA			49	0	0	18	10	27	22	20	2	97	30	111	54	
DELHI	BRITISH AIRWAYS PLC	S	124	0	1	27	19	20	31	3	0	54	47	21	62	
	JET AIRWAYS	S	62	0	0	26	21	23	26	5	0	55	68	18	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	13	15	29	39	5	0	63	45	27	62	
TOTAL DELHI			248	0	1	23	18	23	32	4	0	56	53	22	186	
MADRAS/CHENNAI	AIR INDIA	S	5	0	0	0	20	0	40	20	20	175	0	0	0	
	BRITISH AIRWAYS PLC	S	45	0	0	62	9	13	13	2	0	28	65	17	52	
TOTAL MADRAS/CHENNAI			50	0	0	56	10	12	16	4	2	42	65	17	52	
MUMBAI	AIR INDIA	S	145	0	0	18	14	23	34	7	3	81	32	61	127	
	BRITISH AIRWAYS PLC	S	124	0	0	31	22	25	22	0	0	40	60	21	124	
	JET AIRWAYS	S	124	0	0	52	21	16	9	2	0	24	68	12	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	1	5	15	18	27	33	7	0	63	68	12	62	
TOTAL MUMBAI			453	1	5	31	19	22	24	4	1	52	53	31	409	
TOTAL INDIA			900	1	6	30	18	23	25	5	1	54	52	33	749	
<b>IRAN</b>																
TEHRAN	BMED	S	45	0	0	27	27	27	20	0	0	40	68	14	62	
	IRAN AIR	S	26	0	3	4	27	35	31	4	0	60	35	27	26	
TOTAL TEHRAN			71	0	3	18	27	30	24	1	0	47	58	18	88	
TOTAL IRAN			71	0	3	18	27	30	24	1	0	47	58	18	88	
<b>IRISH REPUBLIC</b>																
CORK	AER LINGUS	S	228	2	10	50	20	15	9	4	2	43	75	13	236	
TOTAL CORK			228	2	10	50	20	15	9	4	2	43	75	13	236	



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			Actual (7)	Plan (8)											
DUBLIN	AER LINGUS	S	701	0	22	63	12	10	10	4	0	30	82	13	746
	BMI BRITISH MIDLAND	S	376	0	8	60	16	11	7	5	0	32	68	16	357
<b>TOTAL DUBLIN</b>			<b>1077</b>	<b>0</b>	<b>30</b>	<b>62</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>30</b>	<b>77</b>	<b>14</b>	1103
SHANNON	AER LINGUS	S	180	0	1	72	6	4	11	6	1	35	88	10	180
<b>TOTAL SHANNON</b>			<b>180</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>6</b>	<b>4</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>35</b>	<b>88</b>	<b>10</b>	180
<b>TOTAL IRISH REPUBLIC</b>			<b>1485</b>	<b>2</b>	<b>41</b>	<b>62</b>	<b>14</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>78</b>	<b>13</b>	1519
ISRAEL															
OVDA	EL AL	S	8	0	0	100	0	0	0	0	0	2	63	133	8
<b>TOTAL OVDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>133</b>	8
TEL AVIV	BRITISH AIRWAYS PLC	S	124	0	0	48	20	18	8	6	0	34	73	15	124
	EL AL	S	103	0	0	58	20	9	13	0	0	25	68	14	100
<b>TOTAL TEL AVIV</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>71</b>	<b>15</b>	224
<b>TOTAL ISRAEL</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>19</b>	232
ITALY															
MILAN (LINATE)	ALITALIA	S	227	0	4	60	17	12	9	2	0	24	68	17	237
	BRITISH AIRWAYS PLC	S	223	0	2	53	20	13	10	3	0	33	51	30	240
<b>TOTAL MILAN (LINATE)</b>			<b>450</b>	<b>0</b>	<b>6</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>23</b>	536
MILAN (MALPENSA)	ALITALIA	S	165	0	2	32	21	26	20	1	0	39	45	29	181
	BRITISH AIRWAYS PLC	S	273	0	4	53	16	14	11	5	0	33	68	18	238
<b>TOTAL MILAN (MALPENSA)</b>			<b>438</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>23</b>	419
ROME (FIUMICINO)	ALITALIA	S	281	0	0	51	17	13	16	2	0	32	59	23	298
	BRITISH AIRWAYS PLC	S	286	0	0	58	16	12	11	3	0	33	63	20	295
<b>TOTAL ROME (FIUMICINO)</b>			<b>567</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>16</b>	<b>13</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>61</b>	<b>21</b>	593
VENICE	BMI BRITISH MIDLAND	S	56	0	0	66	11	9	9	5	0	30	78	11	60
<b>TOTAL VENICE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>78</b>	<b>11</b>	60
<b>TOTAL ITALY</b>			<b>1511</b>	<b>1</b>	<b>12</b>	<b>53</b>	<b>17</b>	<b>14</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>61</b>	<b>22</b>	1608
JAMAICA															
KINGSTON	AIR JAMAICA	S	60	0	2	28	8	35	23	3	2	59	24	56	62
<b>TOTAL KINGSTON</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>8</b>	<b>35</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>59</b>	<b>24</b>	<b>56</b>	62
<b>TOTAL JAMAICA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>8</b>	<b>35</b>	<b>23</b>	<b>3</b>	<b>2</b>	<b>59</b>	<b>24</b>	<b>56</b>	62
JAPAN															
OSAKA (KANSAI)	JAPAN AIRLINES	S	62	0	0	31	39	23	8	0	0	26	77	8	62
<b>TOTAL OSAKA (KANSAI)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>39</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>8</b>	62
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	61	1	1	59	23	13	3	2	0	21	87	7	62
	BRITISH AIRWAYS PLC	S	69	0	0	52	22	23	3	0	0	21	73	13	124
	JAPAN AIRLINES	S	62	0	0	63	21	15	2	0	0	16	71	21	112
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	1	1	60	22	12	7	0	0	17	67	11	60
<b>TOTAL TOKYO (NARITA)</b>			<b>252</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>22</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>14</b>	358
<b>TOTAL JAPAN</b>			<b>314</b>	<b>2</b>	<b>2</b>	<b>53</b>	<b>25</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>13</b>	420

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			Actual (7)	Plan (8)											
<b>JORDAN</b>															
AMMAN	BMED	S	27	0	0	37	22	22	15	4	0	38	67	14	18
	ROYAL JORDANIAN	S	66	0	0	53	21	20	6	0	0	20	55	26	62
<b>TOTAL AMMAN</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>23</b>	<b>80</b>
<b>TOTAL JORDAN</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>22</b>	<b>20</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>23</b>	<b>80</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	22	17	33	28	0	0	36	75	15	16
	BMED	S	25	0	0	28	20	12	36	4	0	57	67	14	27
<b>TOTAL ALMATY</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>19</b>	<b>21</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>70</b>	<b>14</b>	<b>43</b>
<b>TOTAL KAZAKHSTAN</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>19</b>	<b>21</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>70</b>	<b>14</b>	<b>43</b>
<b>KENYA</b>															
NAIROBI	BRITISH AIRWAYS PLC	S	87	0	1	21	24	33	18	1	2	58	43	24	89
	KENYA AIRWAYS	S	69	2	1	43	13	28	10	0	6	56	68	13	76
<b>TOTAL NAIROBI</b>			<b>156</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>19</b>	<b>31</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>57</b>	<b>55</b>	<b>19</b>	<b>165</b>
<b>TOTAL KENYA</b>			<b>156</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>19</b>	<b>31</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>57</b>	<b>55</b>	<b>19</b>	<b>165</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	62	0	0	50	10	24	15	2	0	34	63	18	59
	KUWAIT AIRWAYS	S	62	0	0	40	19	24	13	3	0	34	47	26	62
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>24</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>55</b>	<b>22</b>	<b>121</b>
<b>TOTAL KUWAIT</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>24</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>55</b>	<b>22</b>	<b>121</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMED	S	34	2	0	32	18	18	29	0	3	59	48	59	21
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>48</b>	<b>59</b>	<b>21</b>
<b>TOTAL KYRGYZSTAN</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>48</b>	<b>59</b>	<b>21</b>
<b>LEBANON</b>															
BEIRUT	MEA	S	44	0	0	32	18	27	14	9	0	52	55	24	44
<b>TOTAL BEIRUT</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>27</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>52</b>	<b>55</b>	<b>26</b>	<b>53</b>
<b>TOTAL LEBANON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>27</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>52</b>	<b>55</b>	<b>26</b>	<b>53</b>
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	56	0	0	70	11	14	5	0	0	15	61	20	56
	LIBYAN ARAB AIRLINES	S	18	0	0	56	17	17	6	6	0	32	11	81	18
<b>TOTAL TRIPOLI</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>35</b>	<b>74</b>
<b>TOTAL LIBYA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>49</b>	<b>35</b>	<b>74</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	120	1	2	63	20	3	12	3	0	26	74	14	124
<b>TOTAL LUXEMBOURG</b>			<b>120</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>14</b>	<b>124</b>
<b>TOTAL LUXEMBOURG</b>			<b>120</b>	<b>1</b>	<b>2</b>	<b>63</b>	<b>20</b>	<b>3</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>14</b>	<b>124</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

		Reporting Airport: HEATHROW (Full Analysis)											DEC 2005			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>MALAYSIA</b>																
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	160	0	0	45	24	23	8	1	0	24	81	12	158	
TOTAL KUALA LUMPUR (SEPANG)			160	0	0	45	24	23	8	1	0	24	81	12	158	
TOTAL MALAYSIA			160	0	0	45	24	23	8	1	0	24	81	12	158	
<b>MALTA</b>																
MALTA	AIR MALTA	S	120	0	0	63	14	7	11	6	0	34	79	11	122	
TOTAL MALTA			120	0	0	63	14	7	11	6	0	34	79	11	122	
TOTAL MALTA			120	0	0	63	14	7	11	6	0	34	79	11	122	
<b>MAURITIUS</b>																
MAURITIUS	AIR MAURITIUS LTD	S	53	0	0	23	11	38	28	0	0	49	35	77	46	
	BRITISH AIRWAYS PLC	S	27	0	0	4	22	41	30	4	0	69	56	27	27	
TOTAL MAURITIUS			80	0	0	16	15	39	29	1	0	56	42	58	73	
TOTAL MAURITIUS			80	0	0	16	15	39	29	1	0	56	42	58	73	
<b>MEXICO</b>																
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	0	0	23	15	27	27	8	0	66	56	18	27	
TOTAL MEXICO CITY			26	0	0	23	15	27	27	8	0	66	56	18	27	
TOTAL MEXICO			26	0	0	23	15	27	27	8	0	66	56	18	27	
<b>MOROCCO</b>																
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	32	0	0	47	13	25	9	6	0	43	47	32	34	
TOTAL CASABLANCA MOHAMED V			32	0	0	47	13	25	9	6	0	43	47	32	34	
MARRAKESH	GB AIRWAYS LTD	S	118	0	0	59	14	12	13	1	1	31	75	16	60	
	ROYAL AIR MAROC	S	30	0	0	40	23	17	10	10	0	49	58	21	26	
TOTAL MARRAKESH			148	0	0	55	16	13	12	3	1	35	70	18	86	
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	44	6	28	22	0	0	31	69	11	16	
TOTAL TANGIERS (IBN BATUTA)			18	0	0	44	6	28	22	0	0	31	69	11	16	
TOTAL MOROCCO			198	0	0	53	15	16	13	3	1	36	64	20	136	
<b>NATIONALIST CHINA (TAIWAN)</b>																
TAIPEI	EVA AIR	S	54	0	0	44	11	19	26	0	0	37	38	23	53	
TOTAL TAIPEI			54	0	0	44	11	19	26	0	0	37	38	23	53	
TOTAL NATIONALIST CHINA (TAIWAN)			54	0	0	44	11	19	26	0	0	37	38	23	53	
<b>NETHERLANDS</b>																
AMSTERDAM	BMI BRITISH MIDLAND	S	380	0	0	56	14	16	12	2	0	29	72	17	423	
	BRITISH AIRWAYS PLC	S	354	0	0	53	17	15	13	2	0	30	76	15	378	
	KLM	S	527	0	3	65	14	11	6	3	0	25	71	20	510	
TOTAL AMSTERDAM			1261	0	3	59	15	13	10	3	0	27	73	17	1311	
EINDHOVEN	KLM CITYHOPPER	S	51	0	0	49	18	14	16	4	0	36	76	14	68	
TOTAL EINDHOVEN			51	0	0	49	18	14	16	4	0	36	76	14	68	

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)										
ROTTERDAM	KLM CITYHOPPER	S	100	0	0	57	14	17	12	0	0	24	85	7	134
<b>TOTAL ROTTERDAM</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>85</b>	<b>7</b>	<b>134</b>
<b>TOTAL NETHERLANDS</b>			<b>1412</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>15</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>74</b>	<b>16</b>	<b>1513</b>
<b>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	124	0	1	53	19	17	10	0	0	24	74	13	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>62</b>
<b>TOTAL NEW ZEALAND</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>62</b>
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	57	0	0	42	11	21	23	4	0	41	53	49	55
<b>TOTAL ABUJA</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>11</b>	<b>21</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>53</b>	<b>49</b>	<b>55</b>
LAGOS	BELLVIEW AIRLINES (SIERRA LEO)	S	6	0	0	17	0	17	67	0	0	83	0	0	0
	BRITISH AIRWAYS PLC	S	62	0	0	42	13	29	16	0	0	32	24	37	82
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	48	6	26	19	0	0	31	43	24	60
<b>TOTAL LAGOS</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>9</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>32</b>	<b>32</b>	<b>142</b>
<b>TOTAL NIGERIA</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>10</b>	<b>25</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>38</b>	<b>36</b>	<b>197</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	220	0	0	43	15	18	22	2	0	39	61	21	230
	SAS	S	259	0	2	57	16	12	8	6	0	38	62	21	279
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>479</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>61</b>	<b>21</b>	<b>509</b>
STAVANGER	SAS	S	91	0	1	54	7	19	15	5	0	44	72	17	100
<b>TOTAL STAVANGER</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>7</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>44</b>	<b>72</b>	<b>17</b>	<b>100</b>
<b>TOTAL NORWAY</b>			<b>570</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>14</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>39</b>	<b>63</b>	<b>21</b>	<b>609</b>
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	62	0	0	69	13	10	8	0	0	18	65	14	62
	GULF AIR	S	92	0	1	55	18	14	11	1	0	25	61	18	80
<b>TOTAL MUSCAT</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>16</b>	<b>142</b>
<b>TOTAL OMAN</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>16</b>	<b>142</b>
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	27	0	0	11	15	26	48	0	0	58	35	36	26
	PAKISTAN INTL AIRLINES	S	45	0	0	18	27	27	27	2	0	48	32	25	34
<b>TOTAL ISLAMABAD</b>			<b>72</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>22</b>	<b>26</b>	<b>35</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>30</b>	<b>60</b>
KARACHI	PAKISTAN INTL AIRLINES	S	19	0	0	5	26	32	32	5	0	69	35	39	26
<b>TOTAL KARACHI</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>26</b>	<b>32</b>	<b>32</b>	<b>5</b>	<b>0</b>	<b>69</b>	<b>35</b>	<b>39</b>	<b>26</b>
LAHORE	PAKISTAN INTL AIRLINES	S	24	0	2	17	29	33	17	4	0	45	25	66	28
<b>TOTAL LAHORE</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>29</b>	<b>33</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>66</b>	<b>28</b>
<b>TOTAL PAKISTAN</b>			<b>115</b>	<b>0</b>	<b>2</b>	<b>14</b>	<b>24</b>	<b>29</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>32</b>	<b>41</b>	<b>114</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	167	1	0	57	16	16	10	1	1	32	60	21	178

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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)										
WARSAW	LOT-POLISH AIRLINES	S	171	0	0	51	22	17	9	2	0	28	61	23	177
<b>TOTAL WARSAW</b>			<b>338</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>22</b>	<b>355</b>
<b>TOTAL POLAND</b>			<b>338</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>61</b>	<b>22</b>	<b>355</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	247	0	0	43	15	19	18	5	1	47	59	18	197
	BRITISH AIRWAYS PLC	S	220	0	2	55	17	14	12	2	0	29	60	20	230
<b>TOTAL LISBON</b>			<b>467</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>16</b>	<b>16</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>38</b>	<b>60</b>	<b>19</b>	<b>427</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	119	0	0	49	15	18	13	6	0	42	52	29	79
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>119</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>15</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>52</b>	<b>29</b>	<b>79</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>586</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>16</b>	<b>17</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>57</b>	<b>21</b>	<b>544</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	39	17	22	11	11	0	60	22	40	18
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>40</b>	<b>20</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>17</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>40</b>	<b>20</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	62	0	0	56	21	16	6	0	0	18	75	11	60
	QATAR AIRWAYS	S	186	0	0	33	24	26	15	2	0	34	53	19	124
<b>TOTAL DOHA</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>16</b>	<b>184</b>
<b>TOTAL QATAR</b>			<b>248</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>23</b>	<b>24</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>16</b>	<b>184</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	32	0	0	38	9	25	25	3	0	45	82	9	28
	KOREAN AIR	S	62	0	0	39	15	39	8	0	0	29	69	11	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>34</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>73</b>	<b>11</b>	<b>90</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>34</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>73</b>	<b>11</b>	<b>90</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	124	0	1	35	8	22	31	1	2	66	66	22	108
	SOUTH AFRICAN AIRWAYS	S	66	0	0	71	14	8	8	0	0	16	81	15	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	41	0	0	54	12	22	10	0	2	36	35	32	26
<b>TOTAL CAPE TOWN</b>			<b>231</b>	<b>0</b>	<b>1</b>	<b>49</b>	<b>10</b>	<b>18</b>	<b>21</b>	<b>0</b>	<b>2</b>	<b>47</b>	<b>66</b>	<b>21</b>	<b>196</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	124	0	0	60	14	12	12	2	1	37	71	15	124
	SOUTH AFRICAN AIRWAYS	S	125	0	1	54	18	18	8	2	1	31	60	17	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	40	18	29	10	2	2	44	36	32	61
<b>TOTAL JOHANNESBURG</b>			<b>311</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>16</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>60</b>	<b>19</b>	<b>308</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>542</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>14</b>	<b>18</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>62</b>	<b>20</b>	<b>504</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	18	0	4	22	28	39	11	0	0	34	42	23	19
<b>TOTAL SANAA</b>			<b>18</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>28</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>42</b>	<b>23</b>	<b>19</b>
<b>TOTAL REPUBLIC OF YEMEN</b>			<b>18</b>	<b>0</b>	<b>4</b>	<b>22</b>	<b>28</b>	<b>39</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>42</b>	<b>23</b>	<b>19</b>

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			Actual (7)	Plan (8)											
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	113	0	0	43	25	18	12	2	0	32	57	17	60
	TAROM	S	58	0	0	50	21	9	10	10	0	49	57	33	60
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>57</b>	<b>25</b>	<b>120</b>
<b>TOTAL RUMANIA</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>38</b>	<b>57</b>	<b>25</b>	<b>120</b>
<b>RUSSIA</b>															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	60	0	0	57	13	22	8	0	0	24	0	0	0
	BRITISH AIRWAYS PLC	S	178	0	2	61	19	16	4	0	1	21	71	16	119
	TRANSAERO AIRLINES	S	60	0	1	30	25	23	18	0	3	49	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>			<b>298</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>19</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>71</b>	<b>16</b>	<b>119</b>
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	152	0	0	47	20	26	6	0	0	22	66	14	152
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>14</b>	<b>152</b>
ST PETERSBURG	BRITISH AIRWAYS PLC	S	58	0	0	47	22	17	14	0	0	24	43	28	60
	PULKOVO AVIATION ENTERPRISE	S	9	0	1	22	22	33	22	0	0	49	75	11	8
<b>TOTAL ST PETERSBURG</b>			<b>67</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>22</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>26</b>	<b>68</b>
<b>TOTAL RUSSIA</b>			<b>517</b>	<b>1</b>	<b>4</b>	<b>50</b>	<b>20</b>	<b>21</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>64</b>	<b>17</b>	<b>339</b>
<b>SAUDI ARABIA</b>															
DAMMAM	SAUDI ARABIAN AIRLINES	S	8	0	0	50	25	0	0	13	13	132	75	18	8
<b>TOTAL DAMMAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>132</b>	<b>75</b>	<b>18</b>	<b>8</b>
JEDDAH	BMI BRITISH MIDLAND	S	33	1	5	39	21	18	15	3	3	45	0	0	0
	SAUDI ARABIAN AIRLINES	S	58	0	0	40	26	22	5	0	7	66	78	9	60
<b>TOTAL JEDDAH</b>			<b>91</b>	<b>1</b>	<b>5</b>	<b>40</b>	<b>24</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>59</b>	<b>79</b>	<b>9</b>	<b>61</b>
RIYADH	BMI BRITISH MIDLAND	S	24	0	0	54	29	13	4	0	0	21	90	6	20
	SAUDI ARABIAN AIRLINES	S	20	0	0	50	25	15	0	0	10	76	65	11	20
<b>TOTAL RIYADH</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>78</b>	<b>8</b>	<b>40</b>
<b>TOTAL SAUDI ARABIA</b>			<b>143</b>	<b>1</b>	<b>5</b>	<b>44</b>	<b>25</b>	<b>17</b>	<b>6</b>	<b>1</b>	<b>6</b>	<b>59</b>	<b>76</b>	<b>10</b>	<b>112</b>
<b>SEYCHELLES</b>															
SEYCHELLES	AIR SEYCHELLES	S	17	0	2	35	12	18	29	6	0	55	33	28	18
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>12</b>	<b>18</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>33</b>	<b>28</b>	<b>18</b>
<b>TOTAL SEYCHELLES</b>			<b>17</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>12</b>	<b>18</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>33</b>	<b>28</b>	<b>18</b>
<b>SIERRA LEONE</b>															
FREETOWN	BELLVIEW AIRLINES (SIERRA LEO)	S	27	0	1	19	7	26	30	19	0	92	19	166	21
	BMED	S	26	0	0	42	8	31	19	0	0	40	0	0	0
<b>TOTAL FREETOWN</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>8</b>	<b>28</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>166</b>	<b>21</b>
<b>TOTAL SIERRA LEONE</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>8</b>	<b>28</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>67</b>	<b>19</b>	<b>166</b>	<b>21</b>
<b>SINGAPORE</b>															
SINGAPORE	BRITISH AIRWAYS PLC	S	62	0	0	45	13	21	16	5	0	38	0	0	0
	SINGAPORE AIRLINES	S	186	0	0	66	13	15	6	0	0	17	80	8	186

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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 SINGAPORE			248	0	0	60	13	17	8	1	0	22	80	8	186
TOTAL SINGAPORE			248	0	0	60	13	17	8	1	0	22	80	8	186
<b>SPAIN</b>															
BARCELONA	BRITISH AIRWAYS PLC	S	225	1	0	64	13	12	10	0	1	26	53	23	236
	IBERIA	S	224	0	11	53	21	15	7	5	0	33	65	20	233
TOTAL BARCELONA			449	1	11	58	17	13	8	3	0	29	59	22	469
BILBAO	IBERIA	S	59	0	2	64	14	14	3	5	0	29	72	17	60
TOTAL BILBAO			59	0	2	64	14	14	3	5	0	29	72	17	60
LA CORUNA	IBERIA	S	59	0	2	76	7	7	7	3	0	24	0	0	0
TOTAL LA CORUNA			59	0	2	76	7	7	7	3	0	24	0	0	0
MADRID	BRITISH AIRWAYS PLC	S	275	0	1	58	15	9	13	3	1	34	60	19	296
	IBERIA	S	404	0	13	53	20	12	10	5	1	37	53	28	357
TOTAL MADRID			679	0	14	55	18	11	11	4	1	36	55	24	713
MALAGA	GB AIRWAYS LTD	S	118	0	0	53	15	17	8	7	0	36	75	14	118
TOTAL MALAGA			118	0	0	53	15	17	8	7	0	36	66	22	180
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	30	0	0	60	10	20	3	7	0	30	93	6	40
TOTAL PALMA DE MALLORCA			30	0	0	60	10	20	3	7	0	30	93	6	40
SEVILLE	IBERIA	S	61	0	0	69	8	10	5	8	0	33	65	21	60
TOTAL SEVILLE			61	0	0	69	8	10	5	8	0	33	65	21	60
VALENCIA	IBERIA	S	56	0	2	52	21	20	4	4	0	29	60	27	60
TOTAL VALENCIA			56	0	2	52	21	20	4	4	0	29	60	27	60
TOTAL SPAIN			1511	1	31	58	16	13	9	4	0	32	60	22	1700
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	105	0	2	41	24	18	16	1	0	32	54	24	106
TOTAL COLOMBO			105	0	2	41	24	18	16	1	0	32	54	24	106
TOTAL SRI LANKA			105	0	2	41	24	18	16	1	0	32	54	24	106
<b>SUDAN</b>															
KHARTOUM	BMED	S	44	0	0	36	14	18	30	2	0	51	46	35	35
	SUDAN AIRWAYS	S	16	0	2	25	6	31	31	6	0	61	0	0	0
TOTAL KHARTOUM			60	0	2	33	12	22	30	3	0	53	46	35	35
TOTAL SUDAN			60	0	2	33	12	22	30	3	0	53	46	35	35
<b>SWEDEN</b>															
GOTEBORG	SAS	S	93	0	3	49	19	14	15	2	0	34	73	14	112
TOTAL GOTEBORG			93	0	3	49	19	14	15	2	0	34	73	14	112
OSTERSUND / FROSON	BMI BRITISH MIDLAND	C	4	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL OSTERSUND / FROSON			4	0	0	75	25	0	0	0	0	6	0	0	0
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	326	0	0	59	12	13	14	2	0	31	62	19	338
	SAS	S	289	0	4	29	22	25	16	7	0	55	68	15	305

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				Actual (7)	Plan (8)										
TOTAL STOCKHOLM (ARLANDA)			615	0	4	45	17	19	15	4	0	42	65	17	643
TOTAL SWEDEN			712	0	7	45	17	18	15	4	0	41	66	17	755
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	168	0	0	50	14	18	17	1	0	31	79	12	152
TOTAL BASLE MULHOUSE			168	0	0	50	14	18	17	1	0	31	79	12	152
GENEVA	BMI BRITISH MIDLAND	C	10	0	0	10	30	50	10	0	0	44	17	29	6
	BRITISH AIRWAYS PLC	S	453	1	2	49	19	14	16	2	0	33	71	18	470
	SWISS AIRLINES	C	9	0	0	22	11	56	11	0	0	36	0	0	0
TOTAL GENEVA			472	1	3	48	19	15	16	2	0	34	69	19	484
ZURICH	BRITISH AIRWAYS PLC	S	338	0	0	50	16	17	14	2	0	31	69	16	331
	SWISS AIRLINES	S	355	0	3	56	19	12	10	2	0	26	74	14	364
TOTAL ZURICH			693	0	3	53	18	15	12	2	0	29	72	15	695
TOTAL SWITZERLAND			1333	2	6	51	18	15	14	2	0	31	72	16	1331
SYRIA															
DAMASCUS	BMED	S	36	0	0	58	14	19	8	0	0	20	72	26	54
	SYRIANAIR	C	2	0	0	0	0	50	50	0	0	62	0	0	0
	SYRIANAIR	S	24	0	2	33	17	17	33	0	0	46	32	38	25
TOTAL DAMASCUS			62	0	2	47	15	19	19	0	0	31	59	29	79
TOTAL SYRIA			62	0	2	47	15	19	19	0	0	31	59	29	79
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	27	0	0	41	22	19	19	0	0	29	56	22	27
TOTAL DAR-ES-SALAAM			27	0	0	41	22	19	19	0	0	29	56	22	27
TOTAL TANZANIA			27	0	0	41	22	19	19	0	0	29	56	22	27
THAILAND															
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	124	0	0	41	27	25	7	0	0	24	0	0	0
TOTAL BANGKOK SUVARNABHUMI AIRPORT			124	0	0	41	27	25	7	0	0	24	0	0	0
TOTAL THAILAND			124	0	0	41	27	25	7	0	0	24	69	19	124
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BWIA	S	62	0	0	23	15	29	34	0	0	50	10	60	62
TOTAL PORT OF SPAIN			62	0	0	23	15	29	34	0	0	50	10	60	62
TOTAL TRINIDAD AND TOBAGO			62	0	0	23	15	29	34	0	0	50	10	60	62
TUNISIA															
TUNIS	TUNISAIR	S	34	0	0	29	32	21	6	12	0	50	39	29	36
TOTAL TUNIS			34	0	0	29	32	21	6	12	0	50	39	29	36
TOTAL TUNISIA			34	0	0	29	32	21	6	12	0	50	41	28	37
TURKEY															
ANKARA (ESENBOGA)	BMED	S	18	0	0	39	22	28	6	6	0	38	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 ANKARA (ESENBOGA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	0
<b>ISTANBUL</b>	BRITISH AIRWAYS PLC	S	119	0	3	46	20	19	8	5	1	43	52	22	122
	THY TURK HAVA YOLLARI TURKIS	S	183	0	1	43	23	17	10	4	1	41	45	28	185
<b>TOTAL ISTANBUL</b>			<b>302</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>22</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>41</b>	<b>48</b>	<b>25</b>	307
<b>IZMIR (ADNAM MENDERES)</b>	KIBRIS TURKISH AIRLINES - KTHY	S	17	0	1	76	6	0	12	6	0	42	28	44	18
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>6</b>	<b>0</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>28</b>	<b>44</b>	18
<b>TOTAL TURKEY</b>			<b>337</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>21</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>41</b>	<b>47</b>	<b>26</b>	325
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	18	0	0	33	11	11	22	0	22	124	33	40	18
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>124</b>	<b>33</b>	<b>40</b>	18
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>124</b>	<b>33</b>	<b>40</b>	18
<b>TURKS AND CAICOS ISLANDS</b>															
<b>PROVIDENCIALES</b>	BRITISH AIRWAYS PLC	S	9	0	0	67	22	11	0	0	0	12	50	28	8
<b>TOTAL PROVIDENCIALES</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>12</b>	<b>50</b>	<b>28</b>	8
<b>TOTAL TURKS AND CAICOS ISLANDS</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>12</b>	<b>50</b>	<b>28</b>	8
<b>UGANDA</b>															
<b>ENTEBBE</b>	BRITISH AIRWAYS PLC	S	26	0	0	35	15	31	15	4	0	41	54	26	26
<b>TOTAL ENTEBBE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>31</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>54</b>	<b>26</b>	26
<b>TOTAL UGANDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>31</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>54</b>	<b>26</b>	26
<b>UKRAINE</b>															
<b>KIEV (BORISPOL)</b>	BRITISH AIRWAYS PLC	S	60	0	1	55	28	2	12	2	2	46	83	13	60
	UKRAINE INTERNATIONAL AIRLIN	S	10	0	0	30	20	20	30	0	0	39	0	0	0
<b>TOTAL KIEV (BORISPOL)</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>27</b>	<b>4</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>83</b>	<b>13</b>	60
<b>TOTAL UKRAINE</b>			<b>70</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>27</b>	<b>4</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>83</b>	<b>13</b>	60
<b>UNITED ARAB EMIRATES</b>															
<b>ABU DHABI INTERNATIONAL</b>	ETIHAD AIRWAYS	S	106	0	2	62	22	12	4	0	0	15	74	12	90
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>106</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>22</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	160
<b>DUBAI</b>	BRITISH AIRWAYS PLC	S	152	0	0	34	22	23	20	2	0	43	56	23	124
	EMIRATES	S	307	0	3	32	25	31	12	0	0	31	50	21	309
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	11	10	37	40	2	0	61	0	0	0
<b>TOTAL DUBAI</b>			<b>521</b>	<b>0</b>	<b>3</b>	<b>30</b>	<b>22</b>	<b>29</b>	<b>18</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>52</b>	<b>22</b>	433
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>627</b>	<b>0</b>	<b>5</b>	<b>36</b>	<b>22</b>	<b>26</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>57</b>	<b>20</b>	593
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMI BRITISH MIDLAND	S	214	0	3	62	14	9	14	2	0	29	82	12	230
	BRITISH AIRWAYS PLC	S	299	0	0	56	17	14	12	1	0	29	71	15	347
<b>TOTAL ABERDEEN</b>			<b>513</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>16</b>	<b>12</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>75</b>	<b>14</b>	577
<b>BELFAST CITY</b>	BMI BRITISH MIDLAND	S	448	0	11	61	17	11	9	2	0	23	79	11	459

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 2005		
			MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)											
<b>TOTAL BELFAST CITY</b>			<b>448</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>79</b>	<b>11</b>	459
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	178	0	4	78	7	8	6	0	1	15	74	14	156
<b>TOTAL DURHAM TEES VALLEY</b>			<b>178</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>74</b>	<b>14</b>	156
EDINBURGH	BMI BRITISH MIDLAND	S	426	0	2	69	9	10	10	2	0	24	85	9	441
	BRITISH AIRWAYS PLC	S	531	2	6	55	17	15	12	1	0	27	60	22	686
<b>TOTAL EDINBURGH</b>			<b>957</b>	<b>2</b>	<b>8</b>	<b>61</b>	<b>13</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>17</b>	1127
GLASGOW	BMI BRITISH MIDLAND	S	382	0	9	65	12	12	10	2	0	22	81	10	415
	BRITISH AIRWAYS PLC	S	411	1	4	53	16	14	15	1	0	30	64	19	603
<b>TOTAL GLASGOW</b>			<b>793</b>	<b>1</b>	<b>13</b>	<b>59</b>	<b>14</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>15</b>	1018
INVERNESS	BMI BRITISH MIDLAND	S	51	0	1	67	10	6	16	2	0	21	82	13	60
<b>TOTAL INVERNESS</b>			<b>51</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>10</b>	<b>6</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>13</b>	60
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	203	0	8	69	16	8	6	0	0	15	85	9	196
<b>TOTAL LEEDS BRADFORD</b>			<b>203</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>16</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>9</b>	196
MANCHESTER	BMI BRITISH MIDLAND	S	355	0	5	69	11	10	7	3	0	24	81	11	370
	BRITISH AIRWAYS PLC	S	393	0	3	48	22	14	14	2	0	31	66	18	614
<b>TOTAL MANCHESTER</b>			<b>748</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>17</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>15</b>	984
NEWCASTLE	BRITISH AIRWAYS PLC	S	301	0	0	58	17	12	12	1	0	24	73	17	386
<b>TOTAL NEWCASTLE</b>			<b>301</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>17</b>	386
<b>TOTAL UNITED KINGDOM</b>			<b>4192</b>	<b>3</b>	<b>56</b>	<b>61</b>	<b>15</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>73</b>	<b>15</b>	4963
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	62	0	1	53	26	15	6	0	0	19	62	13	60
<b>TOTAL BALTIMORE</b>			<b>62</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>13</b>	60
BOSTON	AMERICAN AIRLINES	S	114	0	0	78	17	4	1	0	0	9	77	13	111
	BRITISH AIRWAYS PLC	S	175	0	0	47	16	21	15	1	0	31	66	14	175
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	50	17	13	20	0	0	31	73	18	60
<b>TOTAL BOSTON</b>			<b>349</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>15</b>	346
CHICAGO (O'HARE)	AIR INDIA	S	27	0	0	44	4	26	11	15	0	60	42	41	26
	AMERICAN AIRLINES	S	244	0	0	63	16	14	7	0	0	20	64	18	195
	BRITISH AIRWAYS PLC	S	183	0	0	34	25	27	13	1	0	33	50	32	121
	UNITED AIRLINES	S	183	1	1	74	14	6	5	0	0	13	68	22	187
<b>TOTAL CHICAGO (O'HARE)</b>			<b>637</b>	<b>2</b>	<b>1</b>	<b>57</b>	<b>17</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>24</b>	529
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	55	0	2	33	25	24	11	7	0	46	73	10	60
<b>TOTAL DENVER INTERNATIONAL</b>			<b>55</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>25</b>	<b>24</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>73</b>	<b>10</b>	60
HOUSTON	BRITISH AIRWAYS PLC	S	59	0	1	58	22	12	8	0	0	19	60	20	62
<b>TOTAL HOUSTON</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>22</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>20</b>	62
LOS ANGELES INTERNATIONAL	AIR INDIA	S	2	0	0	0	0	0	50	50	0	182	0	0	0
	AMERICAN AIRLINES	S	62	0	0	63	16	16	3	0	2	34	68	13	60
	BRITISH AIRWAYS PLC	S	122	0	0	37	23	26	14	0	0	31	57	18	122
	UNITED AIRLINES	S	62	0	0	68	15	15	2	2	0	16	81	8	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	32	23	33	8	3	0	37	59	18	116

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 LOS ANGELES INTERNATIONAL</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>25</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>16</b>	<b>360</b>
<b>MIAMI INTERNATIONAL</b>	AMERICAN AIRLINES	S	90	0	0	81	9	6	4	0	0	10	74	12	89
	BRITISH AIRWAYS PLC	S	121	0	1	43	21	18	17	2	0	35	50	24	147
	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	47	21	21	6	5	0	33	24	30	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>273</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>52</b>	<b>22</b>	<b>298</b>
<b>NEW ORLEANS</b>	VIRGIN ATLANTIC AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	44	0	0	0
<b>TOTAL NEW ORLEANS</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>44</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NEW YORK (JF KENNEDY)</b>	AIR INDIA	S	61	0	0	10	13	31	30	11	5	99	15	69	62
	AMERICAN AIRLINES	S	344	0	0	60	19	15	5	1	0	20	58	23	344
	BRITISH AIRWAYS PLC	S	473	0	1	33	19	27	20	1	0	40	52	31	417
	KUWAIT AIRWAYS	S	27	0	0	26	15	19	37	4	0	61	33	36	27
	VIRGIN ATLANTIC AIRWAYS LTD	S	239	0	1	37	21	25	15	0	0	39	53	20	177
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1144</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>19</b>	<b>23</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>53</b>	<b>28</b>	<b>1089</b>
<b>NEW YORK (NEWARK)</b>	BRITISH AIRWAYS PLC	S	168	0	0	63	14	15	9	0	0	21	60	20	172
	VIRGIN ATLANTIC AIRWAYS LTD	S	117	0	0	35	19	24	21	1	0	38	59	22	117
<b>TOTAL NEW YORK (NEWARK)</b>			<b>285</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>16</b>	<b>19</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>21</b>	<b>289</b>
<b>PHILADELPHIA INTERNATIONAL</b>	BRITISH AIRWAYS PLC	S	124	0	2	55	17	22	3	1	2	42	62	30	119
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>124</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>17</b>	<b>22</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>62</b>	<b>30</b>	<b>119</b>
<b>PHOENIX</b>	BRITISH AIRWAYS PLC	S	52	0	0	42	13	31	13	0	0	29	63	14	51
<b>TOTAL PHOENIX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>13</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>14</b>	<b>51</b>
<b>SAN FRANCISCO</b>	BRITISH AIRWAYS PLC	S	119	0	0	57	21	16	6	0	0	20	71	14	115
	UNITED AIRLINES	S	124	0	0	73	11	10	5	1	0	15	81	9	124
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	53	35	12	0	0	0	15	48	25	60
<b>TOTAL SAN FRANCISCO</b>			<b>303</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>14</b>	<b>299</b>
<b>SEATTLE (TACOMA)</b>	BRITISH AIRWAYS PLC	S	87	0	1	38	16	23	22	1	0	38	60	17	62
<b>TOTAL SEATTLE (TACOMA)</b>			<b>87</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>16</b>	<b>23</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>60</b>	<b>17</b>	<b>62</b>
<b>WASHINGTON (DULLES)</b>	BRITISH AIRWAYS PLC	S	118	0	0	41	18	25	17	0	0	34	67	16	122
	UNITED AIRLINES	S	184	1	0	72	15	9	4	1	0	15	79	10	183
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	43	28	23	5	0	0	22	38	28	60
<b>TOTAL WASHINGTON (DULLES)</b>			<b>362</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>15</b>	<b>365</b>
<b>TOTAL USA</b>			<b>4162</b>	<b>4</b>	<b>11</b>	<b>50</b>	<b>18</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>21</b>	<b>4049</b>
<b>UZBEKISTAN</b>															
<b>TASHKENT</b>	UZBEKISTAN AIRLINES	S	23	0	5	30	0	17	35	9	9	111	37	57	30
<b>TOTAL TASHKENT</b>			<b>23</b>	<b>0</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>17</b>	<b>35</b>	<b>9</b>	<b>9</b>	<b>111</b>	<b>31</b>	<b>64</b>	<b>55</b>
<b>TOTAL UZBEKISTAN</b>			<b>23</b>	<b>0</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>17</b>	<b>35</b>	<b>9</b>	<b>9</b>	<b>111</b>	<b>31</b>	<b>64</b>	<b>55</b>
<b>ZAMBIA</b>															
<b>LUSAKA</b>	BRITISH AIRWAYS PLC	S	26	0	0	38	35	4	19	4	0	41	52	24	27
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>52</b>	<b>24</b>	<b>27</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>52</b>	<b>24</b>	<b>27</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

		Reporting Airport: HEATHROW (Full Analysis)													
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
ZIMBABWE															
HARARE	BRITISH AIRWAYS PLC	S	27	0	0	26	11	26	37	0	0	50	67	18	27
TOTAL HARARE			27	0	0	26	11	26	37	0	0	50	67	18	27
TOTAL ZIMBABWE			27	0	0	26	11	26	37	0	0	50	67	18	27
TOTAL HEATHROW			36500	33	353	51	17	17	13	2	0	32	65	20	37768

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	202	0	16	87	8	3	1	0	0	9	85	8	213
<b>TOTAL ANTWERP</b>			<b>202</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>213</b>
BRUSSELS	VLM (BELGIUM)	S	148	0	20	70	9	11	10	0	0	18	83	7	174
<b>TOTAL BRUSSELS</b>			<b>148</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>9</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>7</b>	<b>174</b>
<b>TOTAL BELGIUM</b>			<b>350</b>	<b>0</b>	<b>36</b>	<b>80</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>8</b>	<b>387</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	61	0	1	30	25	31	15	0	0	32	70	13	88
<b>TOTAL COPENHAGEN</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>25</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>70</b>	<b>13</b>	<b>88</b>
<b>TOTAL DENMARK</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>25</b>	<b>31</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>70</b>	<b>13</b>	<b>88</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	CITY JET	S	38	0	0	53	29	8	11	0	0	23	67	15	36
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>29</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>15</b>	<b>36</b>
PARIS (ORLY)	CITY JET	S	171	0	0	62	19	9	9	1	0	22	76	13	148
<b>TOTAL PARIS (ORLY)</b>			<b>171</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>13</b>	<b>148</b>
<b>TOTAL FRANCE</b>			<b>209</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>13</b>	<b>184</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	78	0	0	73	13	12	3	0	0	11	71	15	62
<b>TOTAL DUSSELDORF</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>62</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	93	0	0	47	23	18	11	1	0	27	66	16	98
	BA CONNECT LTD	S	83	0	0	53	27	13	7	0	0	20	67	22	103
<b>TOTAL FRANKFURT MAIN</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>67</b>	<b>19</b>	<b>201</b>
HAMBURG	CIRRUS LUFTFAHRT	S	56	0	0	29	38	30	4	0	0	25	0	0	0
<b>TOTAL HAMBURG</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>38</b>	<b>30</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	LUFTHANSA CITY LINE	S	61	0	0	46	23	16	15	0	0	25	0	0	0
<b>TOTAL MUNICH</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>16</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>45</b>	<b>22</b>	<b>60</b>
NUREMBERG	CONTACTAIR FLUGDIENST	S	26	0	0	88	8	4	0	0	0	5	0	0	0
<b>TOTAL NUREMBERG</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
STUTTGART	CONTACTAIR FLUGDIENST	S	34	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL STUTTGART</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>431</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>61</b>	<b>19</b>	<b>403</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	185	0	0	55	21	16	8	1	0	23	72	18	204
<b>TOTAL DUBLIN</b>			<b>185</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>18</b>	<b>204</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>185</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>18</b>	<b>204</b>
<b>ITALY</b>															
MILAN (LINATE)	AIR ONE	S	86	0	12	69	12	12	7	1	0	20	0	0	0

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 MILAN (LINATE)			86	1	12	69	12	12	7	1	0	20	0	0	0
MILAN (MALPENSA)	BA CONNECT LTD	S	28	0	0	46	39	11	4	0	0	19	0	0	0
TOTAL MILAN (MALPENSA)			28	0	0	46	39	11	4	0	0	19	0	0	0
TOTAL ITALY			114	1	12	63	18	11	6	1	0	19	0	0	0
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	143	0	19	71	13	8	8	0	0	16	89	7	192
	VLM (BELGIUM)	S	130	0	14	71	15	10	5	0	0	15	77	13	124
TOTAL LUXEMBOURG			273	0	33	71	14	9	7	0	0	16	84	9	316
TOTAL LUXEMBOURG			273	0	33	71	14	9	7	0	0	16	84	9	316
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	253	0	0	58	23	13	6	0	0	18	73	11	279
	VLM (BELGIUM)	S	333	0	37	72	15	11	2	0	0	12	85	10	111
TOTAL AMSTERDAM			587	0	37	66	18	11	4	0	0	15	76	11	390
GRONINGEN	VLM (BELGIUM)	S	40	0	5	68	18	13	3	0	0	13	0	0	0
TOTAL GRONINGEN			40	0	5	68	18	13	3	0	0	13	0	0	0
ROTTERDAM	VLM (BELGIUM)	S	316	0	26	72	15	11	1	0	0	13	88	8	244
TOTAL ROTTERDAM			316	0	26	72	15	11	1	0	0	13	88	8	244
TOTAL NETHERLANDS			943	0	68	69	17	11	3	0	0	14	81	10	634
SPAIN															
MADRID	BA CONNECT LTD	S	58	0	0	59	22	12	7	0	0	20	0	0	0
TOTAL MADRID			58	0	0	59	22	12	7	0	0	20	0	0	0
TOTAL SPAIN			58	0	0	59	22	12	7	0	0	20	0	0	0
SWEDEN															
STOCKHOLM (ARLANDA)	SAS	S	59	0	7	24	20	46	7	3	0	37	0	0	0
TOTAL STOCKHOLM (ARLANDA)			59	0	7	24	20	46	7	3	0	37	0	0	0
TOTAL SWEDEN			59	0	7	24	20	46	7	3	0	37	0	0	0
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	123	0	2	77	14	8	1	0	0	9	87	8	141
TOTAL BASLE MULHOUSE			123	0	2	77	14	8	1	0	0	9	87	8	141
BERNE	DARWIN AIRLINE	S	79	0	0	67	18	9	4	3	0	20	91	7	43
TOTAL BERNE			79	0	0	67	18	9	4	3	0	20	91	7	43
GENEVA	SWISS AIRLINES	S	209	0	5	64	17	13	6	1	0	18	64	17	198
TOTAL GENEVA			209	0	5	64	17	13	6	1	0	18	66	16	310
ZURICH	SWISS AIRLINES	S	258	0	6	69	17	9	4	0	0	17	70	13	282
TOTAL ZURICH			258	0	6	69	17	9	4	0	0	17	70	13	282
TOTAL SWITZERLAND			669	1	13	69	16	10	4	1	0	16	74	13	826

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Reporting Airport: LONDON CITY (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
<b>UNITED KINGDOM</b>															
DUNDEE	SCOT AIRWAYS	S	152	0	18	51	24	19	4	1	0	24	66	19	163
<b>TOTAL DUNDEE</b>			<b>152</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>19</b>	<b>163</b>
EDINBURGH	BA CONNECT LTD	S	228	0	0	70	17	6	7	0	0	17	70	13	189
	SCOT AIRWAYS	S	233	1	19	60	21	14	6	0	0	19	80	11	281
<b>TOTAL EDINBURGH</b>			<b>461</b>	<b>1</b>	<b>19</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>470</b>
<b>ISLE OF MAN</b>															
	EUROMANX GMBH	S	129	0	15	65	17	9	9	0	0	20	82	10	146
	VLM (BELGIUM)	S	24	0	8	75	8	4	8	4	0	24	78	11	32
<b>TOTAL ISLE OF MAN</b>			<b>153</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>81</b>	<b>10</b>	<b>178</b>
<b>JERSEY</b>															
	VLM (BELGIUM)	S	28	0	4	39	25	32	0	4	0	31	72	18	43
<b>TOTAL JERSEY</b>			<b>28</b>	<b>0</b>	<b>4</b>	<b>39</b>	<b>25</b>	<b>32</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>72</b>	<b>18</b>	<b>43</b>
<b>LIVERPOOL</b>															
	VLM (BELGIUM)	S	75	0	18	81	15	1	3	0	0	12	83	8	200
<b>TOTAL LIVERPOOL</b>			<b>75</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>8</b>	<b>200</b>
<b>MANCHESTER</b>															
	VLM (BELGIUM)	S	241	1	36	61	19	11	8	1	1	24	77	13	263
<b>TOTAL MANCHESTER</b>			<b>242</b>	<b>1</b>	<b>36</b>	<b>61</b>	<b>19</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>77</b>	<b>13</b>	<b>263</b>
<b>NEWCASTLE</b>															
	EASTERN AIRWAYS	S	80	0	14	68	21	9	3	0	0	12	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>80</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>21</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1191</b>	<b>2</b>	<b>132</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>12</b>	<b>1317</b>
<b>TOTAL LONDON CITY</b>			<b>4543</b>	<b>8</b>	<b>302</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>4359</b>

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSONFLY LTD	C	3	0	0	0	33	33	33	0	0	48	67	16	3
TOTAL SALZBURG			3	0	0	0	33	33	33	0	0	48	67	16	3
TOTAL AUSTRIA			3	2	0	0	33	33	33	0	0	48	65	13	20
<b>BULGARIA</b>															
SOFIA	WIZZ AIR	S	31	0	0	55	6	10	10	10	10	127	0	0	0
TOTAL SOFIA			31	0	0	55	6	10	10	10	127	0	0	0	0
TOTAL BULGARIA			31	0	0	55	6	10	10	10	127	0	0	0	0
<b>CROATIA</b>															
ZAGREB	WIZZ AIR	S	32	0	0	50	25	13	13	0	0	28	0	0	0
TOTAL ZAGREB			32	0	0	50	25	13	13	0	0	28	0	0	0
TOTAL CROATIA			32	0	0	50	25	13	13	0	0	28	0	0	0
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	4	0	0	50	0	0	0	0	50	422	25	24	4
	XL AIRWAYS UK LTD	C	7	0	0	0	0	29	14	57	0	159	0	0	0
TOTAL LARNACA			11	0	0	18	0	18	9	36	18	255	53	24	45
PAPHOS	THOMSONFLY LTD	C	10	0	0	50	30	10	10	0	0	22	70	13	10
TOTAL PAPHOS			10	0	0	50	30	10	10	0	0	22	70	13	10
TOTAL CYPRUS			21	0	0	33	14	14	10	19	10	144	56	22	55
<b>CZECH REPUBLIC</b>															
PRAGUE	THOMSONFLY LTD	S	42	1	0	60	17	14	7	2	0	23	0	0	0
TOTAL PRAGUE			42	1	0	60	17	14	7	2	0	23	0	0	0
TOTAL CZECH REPUBLIC			42	1	0	60	17	14	7	2	0	23	0	0	0
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	8	0	0	63	13	25	0	0	0	13	75	7	8
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	63	13	25	0	0	0	13	75	7	8
TOTAL EGYPT			8	2	0	63	13	25	0	0	0	13	75	7	8
<b>FINLAND</b>															
ENONTEKIO	THOMSONFLY LTD	C	2	0	0	0	50	50	0	0	0	41	100	2	2
TOTAL ENONTEKIO			2	0	0	0	50	50	0	0	0	41	75	6	4
KITTILA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	27	100	0	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	50	0	0	0	0	21	0	0	0
TOTAL KITTILA			5	0	0	20	40	20	20	0	0	33	100	0	2
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	17	50	52	2
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	37	0	0	0
TOTAL ROVANIEMI			4	0	0	50	25	0	25	0	0	27	36	47	11
TOTAL FINLAND			11	0	0	27	36	18	18	0	0	32	53	32	17



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			Actual (7)	Plan (8)												
<b>FRANCE</b>																
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	50	0	0	62	16	8	14	0	0	23	0	0	0	
<b>TOTAL BORDEAUX</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>16</b>	<b>8</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	40	0	0	35	15	25	23	3	0	41	73	22	60	
<b>TOTAL GRENOBLE</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>25</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>73</b>	<b>22</b>	<b>60</b>	
NICE	EASYJET AIRLINE COMPANY LTD	S	147	0	1	67	19	10	5	0	0	16	63	15	164	
<b>TOTAL NICE</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>15</b>	<b>164</b>	
NIMES	RYANAIR	S	56	0	0	52	20	16	13	0	0	28	64	17	58	
<b>TOTAL NIMES</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>17</b>	<b>58</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	220	0	2	54	20	15	10	0	0	23	65	19	191	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>221</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>21</b>	<b>14</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>19</b>	<b>191</b>	
<b>TOTAL FRANCE</b>			<b>514</b>	<b>9</b>	<b>3</b>	<b>57</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>18</b>	<b>473</b>	
<b>GERMANY</b>																
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	138	0	0	65	17	10	8	0	0	18	65	21	161	
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>21</b>	<b>161</b>	
BREMEN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	50	28	12	8	0	2	36	50	23	58	
<b>TOTAL BREMEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>50</b>	<b>23</b>	<b>58</b>	
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	138	4	4	75	15	7	2	0	0	11	74	13	102	
<b>TOTAL DORTMUND</b>			<b>138</b>	<b>4</b>	<b>4</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>102</b>	
MUNICH	XL AIRWAYS UK LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0	
<b>TOTAL MUNICH</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>338</b>	<b>12</b>	<b>4</b>	<b>67</b>	<b>18</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>19</b>	<b>323</b>	
<b>GIBRALTAR</b>																
GIBRALTAR	MONARCH AIRLINES	S	50	0	0	50	30	8	10	2	0	26	71	14	42	
<b>TOTAL GIBRALTAR</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>14</b>	<b>42</b>	
<b>TOTAL GIBRALTAR</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>14</b>	<b>42</b>	
<b>GREECE</b>																
ATHENS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	45	20	15	15	5	0	46	60	23	60	
<b>TOTAL ATHENS</b>			<b>60</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>60</b>	<b>23</b>	<b>60</b>	
<b>TOTAL GREECE</b>			<b>60</b>	<b>7</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>15</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>46</b>	<b>60</b>	<b>23</b>	<b>60</b>	
<b>HUNGARY</b>																
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	96	0	0	52	17	23	8	0	0	26	72	17	115	
	WIZZ AIR	S	66	0	0	68	14	8	6	2	3	32	74	25	58	
<b>TOTAL BUDAPEST</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>73</b>	<b>20</b>	<b>173</b>	
<b>TOTAL HUNGARY</b>			<b>162</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>15</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>73</b>	<b>20</b>	<b>173</b>	
<b>IRISH REPUBLIC</b>																
CONNAUGHT	RYANAIR	S	58	0	1	76	7	12	5	0	0	13	79	17	58	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 CONNAUGHT</b>			<b>58</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>7</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>17</b>	<b>58</b>
DUBLIN	RYANAIR	S	187	4	10	56	21	12	9	2	0	26	72	16	216
<b>TOTAL DUBLIN</b>			<b>187</b>	<b>6</b>	<b>10</b>	<b>56</b>	<b>21</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>16</b>	<b>216</b>
GALWAY	AER ARRAN	S	96	6	27	70	8	3	17	2	0	27	79	17	105
<b>TOTAL GALWAY</b>			<b>96</b>	<b>6</b>	<b>27</b>	<b>70</b>	<b>8</b>	<b>3</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>79</b>	<b>17</b>	<b>105</b>
WATERFORD	AER ARRAN	S	103	2	18	67	14	12	6	2	0	17	82	18	105
<b>TOTAL WATERFORD</b>			<b>103</b>	<b>2</b>	<b>18</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>18</b>	<b>105</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>444</b>	<b>14</b>	<b>56</b>	<b>64</b>	<b>15</b>	<b>10</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>17</b>	<b>544</b>
<b>ISRAEL</b>															
OVDA	ASTRAEUS LTD	C	3	0	0	33	0	0	33	33	0	95	0	0	0
	MY TRAVEL AIRWAYS UK	C	2	0	0	0	0	0	100	0	0	69	0	0	0
<b>TOTAL OVDA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>105</b>	<b>46</b>	<b>24</b>	<b>13</b>
<b>TOTAL ISRAEL</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>0</b>	<b>105</b>	<b>46</b>	<b>24</b>	<b>13</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	114	0	6	54	23	15	9	0	0	23	72	17	110
<b>TOTAL BERGAMO</b>			<b>114</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>23</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>17</b>	<b>110</b>
PARMA	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PARMA</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>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	RYANAIR	S	58	0	2	48	24	19	7	2	0	25	66	15	58
<b>TOTAL ROME (CIAMPINO)</b>			<b>58</b>	<b>3</b>	<b>2</b>	<b>48</b>	<b>24</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>66</b>	<b>15</b>	<b>58</b>
TURIN	EASYJET AIRLINE COMPANY LTD	S	44	0	0	41	16	27	11	5	0	35	44	26	66
<b>TOTAL TURIN</b>			<b>44</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>16</b>	<b>27</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>26</b>	<b>66</b>
<b>TOTAL ITALY</b>			<b>218</b>	<b>5</b>	<b>8</b>	<b>50</b>	<b>22</b>	<b>18</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>20</b>	<b>322</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	54	0	6	63	22	7	7	0	0	18	0	0	0
<b>TOTAL MALTA</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>22</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MALTA</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>22</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>MOROCCO</b>															
FEZ	RYANAIR	S	24	0	2	63	29	4	4	0	0	14	0	0	0
<b>TOTAL FEZ</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>29</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH	RYANAIR	S	33	1	1	64	27	9	0	0	0	14	0	0	0
	THOMSONFLY LTD	S	34	0	0	29	26	35	3	6	0	39	0	0	0
<b>TOTAL MARRAKESH</b>			<b>67</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>27</b>	<b>22</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>91</b>	<b>1</b>	<b>3</b>	<b>51</b>	<b>27</b>	<b>18</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	230	0	0	70	14	8	8	0	0	17	75	16	268
<b>TOTAL AMSTERDAM</b>			<b>230</b>	<b>2</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>16</b>	<b>269</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 NETHERLANDS			230	3	0	70	14	8	8	0	0	17	75	16	269
POLAND															
GDANSK	WIZZ AIR	S	94	1	2	59	14	4	23	0	0	31	60	18	77
TOTAL GDANSK			94	1	2	59	14	4	23	0	0	31	60	18	77
KATOWICE	WIZZ AIR	S	96	0	0	77	13	4	6	0	0	13	57	22	91
TOTAL KATOWICE			96	0	0	77	13	4	6	0	0	13	57	22	91
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	58	2	2	79	12	2	7	0	0	13	63	24	64
TOTAL KRAKOW			58	2	2	79	12	2	7	0	0	13	63	24	64
POZNAN	WIZZ AIR	S	44	0	0	50	18	18	5	9	0	43	74	21	39
TOTAL POZNAN			44	0	0	50	18	18	5	9	0	43	74	21	39
WARSAW	EASYJET AIRLINE COMPANY LTD	S	90	0	0	49	30	14	7	0	0	21	66	27	106
	WIZZ AIR	S	91	0	2	52	23	16	5	3	0	24	57	25	108
TOTAL WARSAW			181	1	2	50	27	15	6	2	0	23	62	26	214
TOTAL POLAND			473	4	6	61	19	10	10	1	0	23	62	23	485
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	60	1	0	85	8	5	2	0	0	8	73	13	60
	MONARCH AIRLINES	S	16	0	0	69	6	19	6	0	0	19	84	5	32
TOTAL FARO			76	1	0	82	8	8	3	0	0	11	77	10	92
LISBON	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	25	7	8	2	0	22	0	0	0
TOTAL LISBON			60	0	0	58	25	7	8	2	0	22	0	0	0
OPORTO (PORTUGAL)	BELAIR AIRLINES AG	C	2	0	0	0	0	100	0	0	0	48	0	0	0
TOTAL OPORTO (PORTUGAL)			2	0	0	0	0	100	0	0	0	48	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			138	2	0	70	15	9	5	1	0	16	77	10	92
PORTUGAL(MADEIRA)															
FUNCHAL	THOMSONFLY LTD	C	6	0	0	83	17	0	0	0	0	9	88	7	8
TOTAL FUNCHAL			6	0	0	83	17	0	0	0	0	9	88	7	8
TOTAL PORTUGAL(MADEIRA)			6	0	0	83	17	0	0	0	0	9	88	7	8
RUMANIA															
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	C	2	0	0	50	0	0	50	0	0	32	0	0	0
TOTAL BUCHAREST (BANEASA)			2	0	0	50	0	0	50	0	0	32	0	0	0
TOTAL RUMANIA			2	1	0	50	0	0	50	0	0	32	0	0	0
SLOVENIA															
LJUBLJANA	WIZZ AIR	S	24	0	0	63	17	8	13	0	0	19	0	0	0
TOTAL LJUBLJANA			24	0	0	63	17	8	13	0	0	19	0	0	0
TOTAL SLOVENIA			24	0	0	63	17	8	13	0	0	19	0	0	0
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	57	12	20	12	0	0	25	77	11	60

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ALICANTE	MONARCH AIRLINES	S	53	0	1	62	19	15	4	0	0	16	78	28	50
	THOMSONFLY LTD	S	8	0	0	75	0	0	25	0	0	21	0	0	0
<b>TOTAL ALICANTE</b>			<b>121</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>14</b>	<b>17</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>18</b>	<b>120</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	176	0	0	61	22	12	5	0	0	17	70	15	175
<b>TOTAL BARCELONA</b>			<b>176</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>70</b>	<b>15</b>	<b>175</b>
GERONA	RYANAIR	S	52	0	8	69	13	8	10	0	0	19	84	9	56
<b>TOTAL GERONA</b>			<b>52</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>9</b>	<b>56</b>
MADRID	EASYJET AIRLINE COMPANY LTD	S	118	0	0	60	22	12	6	0	0	19	68	17	117
<b>TOTAL MADRID</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>17</b>	<b>117</b>
MAHON	MONARCH AIRLINES	S	18	0	0	78	17	0	6	0	0	9	94	3	18
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>94</b>	<b>3</b>	<b>18</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	102	1	0	59	20	16	3	1	2	37	65	15	127
	MONARCH AIRLINES	S	52	0	0	46	29	21	4	0	0	19	67	16	64
	THOMSONFLY LTD	C	10	0	0	80	10	10	0	0	0	11	100	5	8
<b>TOTAL MALAGA</b>			<b>164</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>30</b>	<b>67</b>	<b>15</b>	<b>199</b>
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	70	17	10	3	0	0	14	92	7	60
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>17</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>92</b>	<b>7</b>	<b>60</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	48	0	0	58	17	21	4	0	0	19	55	18	44
<b>TOTAL PALMA DE MALLORCA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>55</b>	<b>18</b>	<b>44</b>
REUS	RYANAIR	S	48	4	4	77	15	4	4	0	0	13	88	6	60
<b>TOTAL REUS</b>			<b>48</b>	<b>4</b>	<b>4</b>	<b>77</b>	<b>15</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>60</b>
VALENCIA	MONARCH AIRLINES	C	2	0	0	0	100	0	0	0	0	24	0	0	0
<b>TOTAL VALENCIA</b>			<b>2</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>24</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>808</b>	<b>12</b>	<b>13</b>	<b>62</b>	<b>19</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>14</b>	<b>850</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	3	0	0	0	33	33	33	0	0	44	67	8	6
	MONARCH AIRLINES	S	26	0	0	73	8	4	15	0	0	16	20	23	10
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	12	75	9	8
<b>TOTAL ARRECIFE</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>15</b>	<b>24</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	50	25	0	0	0	26	75	15	8
<b>TOTAL FUERTEVENTURA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>15</b>	<b>8</b>
LAS PALMAS	MONARCH AIRLINES	S	6	0	0	100	0	0	0	0	0	2	100	4	8
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	8	90	9	10
<b>TOTAL LAS PALMAS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>7</b>	<b>18</b>
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	8	33	101	6
	MONARCH AIRLINES	S	66	0	0	70	14	12	5	0	0	14	67	12	70
	THOMSONFLY LTD	C	20	0	0	75	5	10	10	0	0	21	83	7	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>17</b>	<b>94</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>145</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>15</b>	<b>144</b>

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	120	0	0	47	26	11	17	0	0	27	71	15	117
TOTAL BASLE MULHOUSE			<b>120</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>26</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>71</b>	<b>15</b>	<b>117</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	271	0	1	61	16	14	8	0	0	23	58	24	267
TOTAL GENEVA			<b>271</b>	<b>13</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>24</b>	<b>267</b>
ZURICH	HELLO	C	2	0	0	50	0	0	50	0	0	41	0	0	0
TOTAL ZURICH			<b>2</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>74</b>	<b>12</b>	<b>103</b>
TOTAL SWITZERLAND			<b>393</b>	<b>21</b>	<b>1</b>	<b>57</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>65</b>	<b>19</b>	<b>487</b>
<b>TUNISIA</b>															
TOTAL TUNISIA			<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>92</b>	<b>50</b>	<b>34</b>	<b>10</b>
<b>TURKEY</b>															
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	58	0	2	26	21	40	10	3	0	42	0	0	0
TOTAL ISTANBUL (SABIHA GOKCEN)			<b>58</b>	<b>1</b>	<b>2</b>	<b>26</b>	<b>21</b>	<b>40</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL TURKEY			<b>58</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>21</b>	<b>40</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	100	0	0	60	20	10	10	0	0	19	59	28	103
TOTAL ABERDEEN			<b>100</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>59</b>	<b>28</b>	<b>103</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	263	1	1	67	15	8	10	1	0	21	75	11	270
TOTAL BELFAST INTERNATIONAL			<b>263</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>11</b>	<b>270</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	316	0	0	72	11	9	6	1	0	17	77	11	306
TOTAL EDINBURGH			<b>316</b>	<b>4</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>11</b>	<b>306</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	292	5	4	70	14	10	5	1	0	17	85	9	318
TOTAL GLASGOW			<b>292</b>	<b>5</b>	<b>4</b>	<b>70</b>	<b>14</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>85</b>	<b>9</b>	<b>318</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	72	15	10	3	0	0	13	57	21	60
TOTAL INVERNESS			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>21</b>	<b>60</b>
ISLE OF MAN	AER ARRAN	S	55	2	9	69	18	7	2	0	4	42	71	24	98
TOTAL ISLE OF MAN			<b>55</b>	<b>2</b>	<b>9</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>42</b>	<b>75</b>	<b>20</b>	<b>134</b>
TOTAL UNITED KINGDOM			<b>1086</b>	<b>28</b>	<b>14</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>76</b>	<b>14</b>	<b>1207</b>
TOTAL LUTON			<b>5451</b>	<b>166</b>	<b>116</b>	<b>62</b>	<b>17</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>17</b>	<b>5762</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BMI BRITISH MIDLAND	S	10	0	0	40	50	10	0	0	0	18	67	10	9
TOTAL ANTIGUA			10	0	0	40	50	10	0	0	0	18	67	10	9
TOTAL ANTIGUA AND BARBUDA			10	0	0	40	50	10	0	0	0	18	67	10	9
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	9	100	2	8
	LAUDA-AIR	S	3	0	0	0	0	67	33	0	0	74	0	0	0
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	0	14	100	1	7
TOTAL INNSBRUCK			15	0	0	67	7	20	7	0	0	23	100	1	24
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	6	100	0	3
	GB AIRWAYS LTD	S	20	0	2	80	5	15	0	0	0	8	0	0	0
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	0	5	100	9	4
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	0	67	17	3
	SKY EUROPE	S	18	0	0	83	11	6	0	0	0	5	67	15	18
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	33	0	0	0	18	100	0	6
	THOMSONFLY LTD	S	47	0	2	60	11	15	15	0	0	27	0	0	0
	THOMSONFLY LTD	C	5	0	0	60	20	20	0	0	0	15	80	24	5
TOTAL SALZBURG			104	0	4	71	10	13	7	0	0	16	79	12	39
VIENNA	BA CONNECT LTD	S	60	0	0	85	5	5	5	0	0	9	75	21	60
TOTAL VIENNA			60	0	0	85	5	5	5	0	0	9	75	21	60
TOTAL AUSTRIA			179	0	4	75	8	11	6	0	0	14	81	15	123
<b>BANGLADESH</b>															
DACCA	BIMAN BANGLADESH AIRLINES	S	16	0	0	25	6	25	44	0	0	61	0	0	0
TOTAL DACCA			16	0	0	25	6	25	44	0	0	61	0	0	0
TOTAL BANGLADESH			16	0	0	25	6	25	44	0	0	61	0	0	0
<b>BARBADOS</b>															
BRIDGETOWN	BMI BRITISH MIDLAND	S	24	0	0	50	17	17	17	0	0	25	42	20	19
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	0	0	0	100	0	302	67	14	6
	MONARCH AIRLINES	C	4	0	0	25	25	25	25	0	0	39	0	0	0
	THOMAS COOK AIRLINES LTD	C	14	0	0	43	0	0	57	0	0	61	36	78	14
	THOMSONFLY LTD	C	9	0	0	56	22	11	11	0	0	29	38	47	13
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	89	0	11	0	0	0	5	63	21	8
	XL AIRWAYS UK LTD	C	10	0	0	30	20	30	10	0	10	192	10	56	10
TOTAL BRIDGETOWN			74	0	0	47	12	14	20	5	1	68	40	41	70
TOTAL BARBADOS			74	0	0	47	12	14	20	5	1	68	40	41	70
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	58	0	0	81	10	3	5	0	0	10	0	0	0
TOTAL ANTWERP			58	0	0	81	10	3	5	0	0	10	0	0	0
BRUSSELS	BA CONNECT LTD	S	104	0	5	70	11	11	8	1	0	17	84	10	115
	SN BRUSSELS AIRLINES	S	143	0	1	80	8	7	5	0	0	13	85	8	144
TOTAL BRUSSELS			247	1	6	76	9	9	6	0	0	15	85	8	259

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 BELGIUM</b>			<b>305</b>	<b>2</b>	<b>6</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>8</b>	<b>259</b>
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	2	0	0	100	0	0	0	0	0	1	0	60	3
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PLOVDIV</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>17</b>	<b>53</b>	<b>6</b>
SOFIA	BMI BRITISH MIDLAND	C	3	0	0	33	0	33	33	0	0	56	0	0	0
	BULGARIA AIR	S	18	1	1	39	6	0	22	22	11	137	69	75	16
	MONARCH AIRLINES	C	3	0	0	67	33	0	0	0	0	10	100	6	3
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	0	0	33	128	67	73	3
	THOMSONFLY LTD	C	3	0	0	33	0	0	67	0	0	53	33	21	3
<b>TOTAL SOFIA</b>			<b>30</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>7</b>	<b>3</b>	<b>23</b>	<b>13</b>	<b>10</b>	<b>107</b>	<b>70</b>	<b>56</b>	<b>27</b>
VARNA	BULGARIA AIR	S	8	0	0	50	25	0	0	0	25	125	0	0	0
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>125</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BULGARIA</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>51</b>	<b>9</b>	<b>2</b>	<b>16</b>	<b>9</b>	<b>12</b>	<b>98</b>	<b>61</b>	<b>55</b>	<b>33</b>
<b>CANADA</b>															
CALGARY	MONARCH AIRLINES	C	9	0	0	33	33	22	0	0	11	69	63	19	8
	ZOOM AIRLINES	S	10	0	0	30	20	30	20	0	0	40	43	67	7
<b>TOTAL CALGARY</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>26</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>59</b>	<b>37</b>	<b>17</b>
TORONTO	AIR TRANSAT	S	8	0	0	63	25	0	13	0	0	20	20	32	10
	FLYGLOBESPAN	S	10	0	0	20	20	20	20	20	0	83	0	0	0
	ZOOM AIRLINES	S	11	0	0	55	9	9	18	9	0	48	67	32	12
<b>TOTAL TORONTO</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>10</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>52</b>	<b>48</b>	<b>54</b>	<b>52</b>
VANCOUVER	ZOOM AIRLINES	S	11	0	0	36	18	27	18	0	0	49	70	8	10
<b>TOTAL VANCOUVER</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>18</b>	<b>27</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>70</b>	<b>8</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>20</b>	<b>19</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>52</b>	<b>53</b>	<b>44</b>	<b>79</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	ASTRAEUS LTD	S	9	0	0	78	0	11	11	0	0	16	0	0	0
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</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 CAPE VERDE ISLANDS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</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>CUBA</b>															
CUNAGUA (CAYO COCO)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	50	0	0	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	11	0	0	0	0	3	63	17	8
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>17</b>	<b>8</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	6	0	0	67	17	17	0	0	0	13	100	2	6
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	25	25	0	0	0	17	67	73	3
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>89</b>	<b>26</b>	<b>9</b>
VARADERO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	8	75	8	4
	THOMAS COOK AIRLINES LTD	C	4	0	0	75	0	25	0	0	0	11	60	89	5
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>39</b>	<b>17</b>
<b>TOTAL CUBA</b>			<b>31</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>30</b>	<b>34</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	30	0	0	37	20	20	17	7	0	40	78	8	23
	EUROCYPRIA AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	14	50	25	4
<b>TOTAL LARNACA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>24</b>	<b>18</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>37</b>	<b>76</b>	<b>44</b>	<b>37</b>
<b>PAPHOS</b>															
	EUROCYPRIA AIRLINES LTD	C	4	0	0	75	25	0	0	0	0	10	0	40	4
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	14	0	0	0
	GB AIRWAYS LTD	S	23	0	0	78	9	13	0	0	0	12	94	3	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	11	6	0	0	15	82	10	22
	THOMSONFLY LTD	C	18	0	0	33	33	11	11	0	11	86	94	11	17
	XL AIRWAYS UK LTD	C	17	0	0	35	12	6	18	29	0	100	100	4	2
<b>TOTAL PAPHOS</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>45</b>	<b>82</b>	<b>10</b>	<b>74</b>
<b>TOTAL CYPRUS</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>43</b>	<b>80</b>	<b>22</b>	<b>111</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	70	0	0	81	7	7	4	0	0	9	51	20	61
	CSA CZECH AIRLINES	S	111	0	0	77	11	6	6	0	0	12	71	21	141
<b>TOTAL PRAGUE</b>			<b>181</b>	<b>4</b>	<b>3</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>21</b>	<b>202</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>181</b>	<b>4</b>	<b>3</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>21</b>	<b>202</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	77	0	1	47	27	17	8	1	0	27	69	15	84
<b>TOTAL BILLUND</b>			<b>77</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>27</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>15</b>	<b>84</b>
COPENHAGEN	SAS	S	132	0	2	55	24	17	4	1	0	19	81	13	146
<b>TOTAL COPENHAGEN</b>			<b>132</b>	<b>0</b>	<b>2</b>	<b>55</b>	<b>24</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>13</b>	<b>148</b>
<b>TOTAL DENMARK</b>			<b>209</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>25</b>	<b>17</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>14</b>	<b>232</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	88	6	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	0	50	0	0	47	56	18	9
	THOMSONFLY LTD	C	8	0	0	63	13	0	0	25	0	78	78	11	9
<b>TOTAL PUERTO PLATA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>9</b>	<b>0</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>50</b>	<b>74</b>	<b>12</b>	<b>34</b>
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	5	0	0	40	0	60	0	0	0	37	100	4	5
	THOMSONFLY LTD	C	8	0	0	38	13	13	38	0	0	46	50	351	8
<b>TOTAL PUNTA CANA</b>			<b>13</b>	<b>8</b>	<b>0</b>	<b>38</b>	<b>8</b>	<b>31</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>69</b>	<b>217</b>	<b>13</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>35</b>	<b>8</b>	<b>0</b>	<b>51</b>	<b>9</b>	<b>11</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>47</b>	<b>76</b>	<b>59</b>	<b>55</b>
<b>EGYPT</b>															
HURGHADA	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	60	14	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	40	0	0	0	0	13	57	27	7
	THOMSONFLY LTD	C	8	0	0	63	13	0	25	0	0	36	40	30	5
	XL AIRWAYS UK LTD	C	10	0	0	40	40	10	0	0	10	157	30	30	10
<b>TOTAL HURGHADA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>24</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>52</b>	<b>47</b>	<b>24</b>	<b>32</b>
LUXOR	MONARCH AIRLINES	C	8	0	0	63	13	0	25	0	0	28	50	15	8
	MY TRAVEL AIRWAYS UK	C	8	0	0	75	25	0	0	0	0	9	100	1	3
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	88	3	8



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
LUXOR	XL AIRWAYS UK LTD	C	8	0	0	50	0	25	25	0	0	40	0	0	0
<b>TOTAL LUXOR</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>8</b>	<b>19</b>
MARSA ALAM	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	100	7	3
<b>TOTAL MARSA ALAM</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>7</b>	<b>3</b>
SHARM EL SHEIKH (OPHIRA)	AMC AVIATION	C	10	0	0	80	20	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	50	38	13	0	0	0	15	33	30	18
	THOMAS COOK AIRLINES LTD	C	11	0	0	73	0	18	9	0	0	21	38	58	16
	THOMSONFLY LTD	C	18	0	0	67	33	0	0	0	0	10	48	23	29
	XL AIRWAYS UK LTD	C	32	0	0	50	13	9	13	16	0	63	83	8	6
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>47</b>	<b>45</b>	<b>96</b>
TABA	ASTRAEUS LTD	C	8	0	0	63	0	13	25	0	0	29	38	110	8
	FIRST CHOICE AIRWAYS LTD	C	7	1	0	71	0	0	29	0	0	31	88	4	8
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	3	30	41	10
<b>TOTAL TABA</b>			<b>25</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>50</b>	<b>51</b>	<b>26</b>
<b>TOTAL EGYPT</b>			<b>190</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>51</b>	<b>38</b>	<b>176</b>
FINLAND															
ENONTEKIO	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	5	100	15	1
	XL AIRWAYS UK LTD	C	6	0	0	50	17	17	17	0	0	37	100	4	2
<b>TOTAL ENONTEKIO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>100</b>	<b>6</b>	<b>7</b>
HELSINKI	FINNAIR	S	92	0	0	48	21	17	12	2	0	29	55	17	88
<b>TOTAL HELSINKI</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>17</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>55</b>	<b>17</b>	<b>88</b>
IVALO	MONARCH AIRLINES	C	7	1	0	71	0	0	29	0	0	26	0	0	0
	THOMSONFLY LTD	C	2	0	0	0	0	50	50	0	0	55	0	0	0
	VIKING AIRLINES	C	24	0	0	33	13	29	17	8	0	54	79	12	14
<b>TOTAL IVALO</b>			<b>33</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>9</b>	<b>24</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>48</b>	<b>77</b>	<b>12</b>	<b>22</b>
KITTLA	AIR VIA BULGARIAN AIRWAYS	C	2	0	0	0	100	0	0	0	0	25	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	0	100	0	0	0	0	26	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	36	0	0	67	14	11	8	0	0	18	60	36	30
	HAMBURG INTERNATIONAL	C	2	0	0	50	0	0	50	0	0	37	0	0	0
	JET2.COM LTD	C	2	0	0	50	0	50	0	0	0	16	0	0	0
	MONARCH AIRLINES	C	24	0	0	79	4	13	0	4	0	18	55	26	22
	MY TRAVEL AIRWAYS UK	C	2	0	0	50	0	0	50	0	0	32	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	33	50	18	4
	THOMSONFLY LTD	C	13	0	0	54	15	23	8	0	0	24	33	57	3
	VIKING AIRLINES	C	2	0	0	0	0	0	50	50	0	192	0	0	0
	XL AIRWAYS UK LTD	C	3	0	0	67	33	0	0	0	0	7	100	0	1
<b>TOTAL KITTLA</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>32</b>	<b>60</b>
KUUSAMO	THOMAS COOK AIRLINES LTD	C	4	0	0	50	0	0	50	0	0	66	0	0	0
	THOMSONFLY LTD	C	9	0	0	78	22	0	0	0	0	8	0	0	0
	VIKING AIRLINES	C	2	0	0	0	0	0	0	0	100	704	80	4	5
<b>TOTAL KUUSAMO</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>109</b>	<b>83</b>	<b>4</b>	<b>6</b>
ROVANIEMI	AIR VIA BULGARIAN AIRWAYS	C	2	0	0	0	100	0	0	0	0	23	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	29	0	0	69	28	3	0	0	0	11	71	14	24

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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)										
ROVANIEMI	JET2.COM LTD	C	6	0	0	100	0	0	0	0	0	4	0	0	0
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	14	0	40	2
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	15	0	0	53	27	20	0	0	0	16	60	14	10
	THOMSONFLY LTD	C	4	0	0	50	0	0	50	0	0	59	62	33	13
<b>TOTAL ROVANIEMI</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>25</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>20</b>	<b>53</b>
<b>TOTAL FINLAND</b>			<b>302</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>18</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>61</b>	<b>20</b>	<b>236</b>
<b>FRANCE</b>															
BORDEAUX	BMIBABY LTD	S	31	0	1	71	26	3	0	0	0	11	65	18	52
<b>TOTAL BORDEAUX</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>52</b>
CHAMBERY	ASTRAEUS LTD	C	10	0	0	30	20	30	0	10	10	114	53	37	15
	BA CONNECT LTD	C	4	0	0	0	0	0	100	0	0	112	0	0	0
	JET2.COM LTD	S	14	0	0	43	21	21	14	0	0	34	56	19	16
	THOMSONFLY LTD	C	5	0	0	0	20	40	20	0	20	247	0	0	0
<b>TOTAL CHAMBERY</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>18</b>	<b>24</b>	<b>21</b>	<b>3</b>	<b>6</b>	<b>100</b>	<b>58</b>	<b>26</b>	<b>33</b>
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	11	0	0	82	9	9	0	0	0	11	44	36	9
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	4	100	1	3
	XL AIRWAYS UK LTD	C	5	0	0	40	20	0	40	0	0	50	67	61	3
<b>TOTAL GRENOBLE</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>32</b>	<b>16</b>
LYON	BA CONNECT LTD	C	6	0	0	50	33	17	0	0	0	17	0	0	0
	BA CONNECT LTD	S	60	0	2	77	3	7	13	0	0	19	90	8	62
	THOMAS COOK AIRLINES LTD	C	5	0	0	40	20	20	20	0	0	44	33	15	3
	THOMSONFLY LTD	C	8	0	0	13	50	13	25	0	0	35	86	22	7
<b>TOTAL LYON</b>			<b>79</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>11</b>	<b>9</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>86</b>	<b>11</b>	<b>79</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	309	0	0	63	15	9	12	1	0	22	77	12	305
	BA CONNECT LTD	S	234	1	8	73	9	9	8	1	0	19	69	17	240
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>544</b>	<b>1</b>	<b>8</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>14</b>	<b>546</b>
PARIS (LE BOURGET)	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL PARIS (LE BOURGET)</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>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
PERPIGNAN	BMIBABY LTD	S	34	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL PERPIGNAN</b>			<b>34</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>	<b>0</b>
TARBES-LOURDES INTERNATIONAL	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>2</b>
TOULOUSE (BLAGNAC)	BMI REGIONAL	S	50	0	0	90	4	2	4	0	0	8	84	9	58
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	0	25	0	0	26	100	4	5
	THOMAS COOK AIRLINES LTD	C	3	0	0	100	0	0	0	0	0	4	50	11	4
	THOMSONFLY LTD	C	5	0	0	80	0	20	0	0	0	12	100	0	1
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>68</b>
<b>TOTAL FRANCE</b>			<b>808</b>	<b>1</b>	<b>11</b>	<b>69</b>	<b>12</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>15</b>	<b>797</b>
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	C	8	1	0	38	0	38	25	0	0	48	67	19	18

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				Actual (7)	Plan (8)										
BANJUL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	30	10	0	0	0	13	80	6	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	20	0	0	0	11	77	7	13
	XL AIRWAYS UK LTD	C	10	0	0	60	20	20	0	0	0	15	0	0	0
<b>TOTAL BANJUL</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>12</b>	<b>41</b>
<b>TOTAL GAMBIA</b>			<b>38</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>16</b>	<b>21</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>73</b>	<b>12</b>	<b>41</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	BA CONNECT LTD	S	56	0	0	79	4	7	11	0	0	19	82	9	55
<b>TOTAL BERLIN (TEGEL)</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>82</b>	<b>9</b>	<b>55</b>
COLOGNE (BONN)	HAPAG LLOYD EXPRESS	S	48	0	0	75	19	2	4	0	0	11	62	22	50
<b>TOTAL COLOGNE (BONN)</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>25</b>	<b>58</b>
DUSSELDORF	BA CONNECT LTD	S	133	0	3	87	3	6	3	1	0	10	91	6	130
	LUFTHANSA CITY LINE	S	162	0	0	75	13	10	2	0	0	12	88	7	126
<b>TOTAL DUSSELDORF</b>			<b>295</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>6</b>	<b>256</b>
FRANKFURT MAIN	BA CONNECT LTD	S	136	0	0	72	15	4	8	1	0	17	80	12	184
	LUFTHANSA	S	238	0	1	68	16	13	3	0	0	14	74	12	238
<b>TOTAL FRANKFURT MAIN</b>			<b>374</b>	<b>0</b>	<b>1</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>12</b>	<b>422</b>
HAMBURG	AIR BERLIN	S	24	0	0	46	21	25	4	4	0	30	85	26	26
	LUFTHANSA CITY LINE	S	86	0	0	78	12	8	2	0	0	10	87	8	90
<b>TOTAL HAMBURG</b>			<b>110</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>86</b>	<b>12</b>	<b>116</b>
HANOVER	BA CONNECT LTD	S	58	0	0	78	9	3	9	2	0	17	89	10	82
	HAPAG LLOYD EXPRESS	S	40	0	0	48	38	10	5	0	0	18	0	0	0
<b>TOTAL HANOVER</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>20</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>10</b>	<b>82</b>
MUNICH	LUFTHANSA	S	171	0	2	88	6	4	2	0	0	6	0	0	0
<b>TOTAL MUNICH</b>			<b>171</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>10</b>	<b>169</b>
PADERBORN	AIR BERLIN	S	28	0	0	71	0	11	18	0	0	21	82	11	34
<b>TOTAL PADERBORN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>82</b>	<b>11</b>	<b>34</b>
STUTTART	HAPAG LLOYD EXPRESS	S	40	0	0	58	18	23	3	0	0	16	62	16	42
<b>TOTAL STUTTART</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>16</b>	<b>42</b>
<b>TOTAL GERMANY</b>			<b>1221</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>11</b>	<b>1237</b>
<b>GREECE</b>															
ATHENS	OLYMPIC AIRLINES	S	24	0	0	25	21	33	17	0	4	64	28	35	18
<b>TOTAL ATHENS</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>21</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>28</b>	<b>35</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>21</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>35</b>	<b>32</b>	<b>20</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	44	0	1	48	27	14	11	0	0	24	85	6	34
<b>TOTAL BUDAPEST</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>86</b>	<b>6</b>	<b>36</b>
<b>TOTAL HUNGARY</b>			<b>44</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>27</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>86</b>	<b>6</b>	<b>36</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	17	2	0	59	0	12	0	24	6	111	0	0	0

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 KEFLAVIK			17	2	0	59	0	12	0	24	6	111	0	0	0
TOTAL ICELAND			17	2	0	59	0	12	0	24	6	111	0	0	0
INDIA															
GOA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	0	44	63	130	8
	MONARCH AIRLINES	C	29	0	0	38	28	14	3	17	0	59	38	90	39
	MY TRAVEL AIRWAYS UK	C	9	0	0	89	11	0	0	0	0	6	78	10	9
	THOMSONFLY LTD	C	9	0	0	33	11	11	44	0	0	61	0	0	0
TOTAL GOA			55	0	0	49	20	9	13	9	0	48	48	83	56
TOTAL INDIA			55	1	0	49	20	9	13	9	0	48	48	83	56
IRAN															
TEHRAN	MAHAN AIR	S	18	0	0	28	17	11	22	11	11	115	33	75	21
TOTAL TEHRAN			18	0	0	28	17	11	22	11	11	115	33	75	21
TOTAL IRAN			18	0	0	28	17	11	22	11	11	115	33	75	21
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	57	0	3	88	0	11	2	0	0	6	85	14	60
TOTAL CONNAUGHT			57	0	3	88	0	11	2	0	0	6	85	14	60
CORK	BMIBABY LTD	S	61	0	3	75	8	8	5	3	0	17	76	11	59
TOTAL CORK			61	0	3	75	8	8	5	3	0	17	76	11	59
DUBLIN	AER ARRAN	C	2	0	0	100	0	0	0	0	0	7	0	0	0
	AER LINGUS	S	220	0	4	54	19	19	8	1	0	23	90	5	248
	LUXAIR	S	58	0	2	86	3	9	2	0	0	7	73	14	59
	RYANAIR	S	197	4	9	57	14	19	8	2	0	24	73	14	192
TOTAL DUBLIN			478	5	15	59	15	18	7	1	0	21	82	10	499
GALWAY	AER ARRAN	S	77	1	8	83	10	4	1	1	0	10	88	9	84
TOTAL GALWAY			77	1	8	83	10	4	1	1	0	10	88	9	84
KERRY COUNTY	AER ARRAN	S	29	0	3	72	14	7	3	3	0	19	91	4	44
TOTAL KERRY COUNTY			29	0	3	72	14	7	3	3	0	19	91	4	44
SHANNON	RYANAIR	S	24	4	4	75	13	4	8	0	0	14	0	0	0
TOTAL SHANNON			25	4	4	72	16	4	8	0	0	14	0	0	0
WATERFORD	AER ARRAN	S	38	0	4	82	5	13	0	0	0	8	87	21	23
TOTAL WATERFORD			38	0	4	82	5	13	0	0	0	8	87	21	23
TOTAL IRISH REPUBLIC			765	10	40	67	12	14	5	1	0	18	83	10	769
ISRAEL															
OVDA	ASTRAEUS LTD	C	2	1	0	100	0	0	0	0	0	1	0	0	0
TOTAL OVDA			2	1	0	100	0	0	0	0	0	1	80	8	10
TOTAL ISRAEL			2	1	0	100	0	0	0	0	0	1	73	9	11
ITALY															
BERGAMO	BMI BRITISH MIDLAND	C	3	0	0	33	33	0	33	0	0	33	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)										
BERGAMO	JET2.COM LTD	S	34	0	0	82	15	3	0	0	0	6	0	0	0
<b>TOTAL BERGAMO</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>13</b>	<b>3</b>
BOLZANO	AUSTRIAN ARROWS	C	3	0	0	100	0	0	0	0	8	0	0	0	0
<b>TOTAL BOLZANO</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENOA	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	9	0	0	0	0
<b>TOTAL GENOA</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>9</b>	<b>50</b>	<b>29</b>	<b>2</b>	
MILAN (MALPENSA)	BA CONNECT LTD	S	123	0	5	76	7	8	7	2	19	77	9	91	
<b>TOTAL MILAN (MALPENSA)</b>			<b>123</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>7</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>19</b>	<b>69</b>	<b>18</b>	<b>193</b>	
ROME (FIUMICINO)	JET2.COM LTD	S	40	0	4	60	15	23	3	0	18	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>15</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TURIN	BMI BRITISH MIDLAND	C	3	0	0	67	0	0	33	0	29	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	0	0	0	20	43	50	29	4	
	MONARCH AIRLINES	C	4	0	0	100	0	0	0	0	6	0	0	0	
	THOMAS COOK AIRLINES LTD	C	3	0	0	67	33	0	0	0	6	100	8	3	
	THOMSONFLY LTD	C	5	0	0	80	0	0	20	0	17	33	23	3	
<b>TOTAL TURIN</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>5</b>	<b>0</b>	<b>10</b>	<b>5</b>	<b>21</b>	<b>69</b>	<b>17</b>	<b>13</b>	
VERONA VILLAFRANCA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	0	33	0	27	0	0	0	
	MONARCH AIRLINES	C	5	0	0	60	40	0	0	0	13	0	0	0	
<b>TOTAL VERONA VILLAFRANCA</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>18</b>	<b>50</b>	<b>17</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>233</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>17</b>	<b>68</b>	<b>18</b>	<b>219</b>	
JAMAICA															
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	15	0	50	4	
	MY TRAVEL AIRWAYS UK	C	5	4	0	60	40	0	0	0	9	100	3	8	
	THOMSONFLY LTD	C	9	0	0	44	0	22	33	0	46	20	45	10	
<b>TOTAL MONTEGO BAY</b>			<b>18</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>45</b>	<b>30</b>	<b>22</b>	
<b>TOTAL JAMAICA</b>			<b>18</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>29</b>	<b>45</b>	<b>30</b>	<b>22</b>	
KENYA															
MOMBASA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	3	0	53	1	
<b>TOTAL MOMBASA</b>			<b>4</b>	<b>8</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>1</b>	
<b>TOTAL KENYA</b>			<b>4</b>	<b>8</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>1</b>	
LATVIA															
RIGA	AIR BALTIC CORPORATION SIA	S	18	0	0	78	0	11	0	11	35	86	7	22	
<b>TOTAL RIGA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>35</b>	<b>86</b>	<b>7</b>	<b>22</b>	
<b>TOTAL LATVIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>11</b>	<b>35</b>	<b>86</b>	<b>7</b>	<b>22</b>	
LIBYA															
TRIPOLI	LIBYAN ARAB AIRLINES	S	18	0	1	50	28	17	6	0	22	0	0	0	
<b>TOTAL TRIPOLI</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL LIBYA</b>			<b>18</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	

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			Actual (7)	Plan (8)											
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	60	0	0	83	8	5	3	0	0	11	78	12	59
LUXEMBOURG	VLM (BELGIUM)	S	82	0	8	74	9	12	5	0	0	13	0	0	0
<b>TOTAL LUXEMBOURG</b>			<b>142</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>59</b>
<b>TOTAL LUXEMBOURG</b>			<b>142</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>78</b>	<b>12</b>	<b>59</b>
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	100	4	4
	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	1	75	45	8
<b>TOTAL MALE INTERNATIONAL</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>24</b>	<b>20</b>
<b>TOTAL MALDIVE ISLANDS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>24</b>	<b>20</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	60	0	0	62	17	8	10	3	0	27	79	14	63
	HELLO	C	12	0	0	58	17	25	0	0	0	20	45	50	20
	MY TRAVEL AIRWAYS UK	C	4	0	0	50	0	0	50	0	0	46	100	2	4
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	0	0	22	0	0	35	50	10	4
	THOMSONFLY LTD	C	8	0	0	63	13	25	0	0	0	16	25	30	8
<b>TOTAL MALTA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>19</b>	<b>127</b>
<b>TOTAL MALTA</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>19</b>	<b>127</b>
<b>MEXICO</b>															
ACAPULCO	THOMAS COOK AIRLINES LTD	C	3	0	0	67	0	0	33	0	0	32	0	67	3
<b>TOTAL ACAPULCO</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>44</b>	<b>0</b>	<b>67</b>	<b>3</b>
CANCUN	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	100	6	3
	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	3	67	30	3
	THOMSONFLY LTD	C	8	4	0	50	0	13	38	0	0	43	40	66	5
<b>TOTAL CANCUN</b>			<b>25</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>40</b>	<b>11</b>
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	0	0	0	100	0	281	0	0	0
<b>TOTAL PUERTO VALLARTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>281</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MEXICO</b>			<b>33</b>	<b>4</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>51</b>	<b>50</b>	<b>46</b>	<b>14</b>
<b>MOROCCO</b>															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	10	10	0	0	22	100	1	10
	MY TRAVEL AIRWAYS UK	C	3	0	0	67	0	0	33	0	0	50	100	0	2
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	50	14	8
<b>TOTAL AGADIR</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>80</b>	<b>6</b>	<b>20</b>
MARRAKESH	THOMSONFLY LTD	S	34	0	0	47	18	29	0	3	3	43	0	0	0
<b>TOTAL MARRAKESH</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>43</b>	<b>78</b>	<b>28</b>	<b>18</b>
<b>TOTAL MOROCCO</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>20</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>34</b>	<b>79</b>	<b>16</b>	<b>38</b>
<b>NETHERLANDS</b>															
AMSTERDAM	JET2.COM LTD	S	95	0	4	66	17	7	7	2	0	23	84	10	146
	KLM	S	267	0	2	84	9	4	3	0	0	8	79	14	242
	KLM CITYHOPPER	S	67	0	0	78	7	12	3	0	0	10	67	26	98

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 AMSTERDAM			429	0	6	79	10	6	4	1	0	12	78	15	486
TOTAL NETHERLANDS			430	0	6	79	10	6	4	1	0	12	78	15	486
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	16	0	0	63	0	31	6	0	0	21	0	0	0
TOTAL BERGEN			16	0	0	63	0	31	6	0	0	21	0	0	0
OSLO (GARDERMOEN)	SAS	S	38	0	0	66	16	11	5	0	3	26	59	22	34
TOTAL OSLO (GARDERMOEN)			38	0	0	66	16	11	5	0	3	26	70	14	91
TOTAL NORWAY			54	0	0	65	11	17	6	0	2	24	70	14	91
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	51	1	2	37	18	29	12	4	0	37	51	24	43
TOTAL ISLAMABAD			51	1	2	37	18	29	12	4	0	37	51	24	43
KARACHI	PAKISTAN INTL AIRLINES	S	69	0	0	25	14	30	22	9	0	60	44	59	91
TOTAL KARACHI			69	0	0	25	14	30	22	9	0	60	44	59	91
TOTAL PAKISTAN			120	1	2	30	16	30	18	7	0	50	44	49	148
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	28	0	0	64	11	11	14	0	0	26	64	35	28
TOTAL KRAKOW			28	0	0	64	11	11	14	0	0	26	64	35	28
WARSAW	LOT-POLISH AIRLINES	S	45	0	0	87	11	2	0	0	0	7	75	14	53
TOTAL WARSAW			45	2	0	87	11	2	0	0	0	7	75	14	53
TOTAL POLAND			73	7	5	78	11	5	5	0	0	14	72	21	81
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	14	0	0	79	7	0	14	0	0	13	86	7	14
	JET2.COM LTD	S	30	0	0	63	10	7	13	7	0	35	88	6	24
	MONARCH AIRLINES	S	50	0	0	82	8	4	6	0	0	12	83	16	60
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	0	100	3	4
	THOMAS COOK AIRLINES LTD	C	6	0	0	100	0	0	0	0	0	3	83	6	12
	THOMSONFLY LTD	C	8	0	0	50	25	25	0	0	0	20	60	14	10
TOTAL FARO			112	1	0	76	9	5	8	2	0	18	83	11	124
LISBON	SATA	C	4	0	0	0	75	25	0	0	0	30	0	0	0
TOTAL LISBON			4	0	0	0	75	25	0	0	0	30	39	26	61
TOTAL PORTUGAL(EXCLUDING MADEIRA)			116	1	0	73	11	6	8	2	0	18	68	16	188
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	25	0	0	0	14	100	1	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	100	0	2
	XL AIRWAYS UK LTD	C	8	0	0	88	0	13	0	0	0	8	75	51	8
TOTAL FUNCHAL			24	0	0	83	4	13	0	0	0	7	92	16	26
TOTAL PORTUGAL(MADEIRA)			24	0	0	83	4	13	0	0	0	7	92	16	26

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>PUERTO RICO</b>															
SAN JUAN (PUERTO RICO)	THOMSONFLY LTD	C	2	0	0	0	100	0	0	0	0	25	0	0	0
TOTAL SAN JUAN (PUERTO RICO)			2	0	0	0	100	0	0	0	0	25	0	0	0
TOTAL PUERTO RICO			2	0	0	0	100	0	0	0	0	25	0	0	0
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	1	55	19	16	10	0	0	20	65	24	34
TOTAL DOHA			62	0	1	55	19	16	10	0	0	20	65	24	34
TOTAL QATAR			62	0	1	55	19	16	10	0	0	20	65	24	34
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	FLYGLOBESPAN	S	18	0	0	44	22	33	0	0	0	20	0	0	0
TOTAL CAPE TOWN			18	0	0	44	22	33	0	0	0	20	0	0	0
TOTAL REPUBLIC OF SOUTH AFRICA			18	0	0	44	22	33	0	0	0	20	0	0	0
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	C	3	0	0	33	0	33	33	0	0	37	0	90	7
TOTAL SANAA			3	0	0	33	0	33	33	0	0	37	0	90	7
TOTAL REPUBLIC OF YEMEN			3	0	0	33	0	33	33	0	0	37	0	90	7
<b>RUMANIA</b>															
BUCHAREST (OTOPENI)	BMI BRITISH MIDLAND	C	3	0	0	67	33	0	0	0	0	8	0	0	0
TOTAL BUCHAREST (OTOPENI)			4	0	0	50	25	25	0	0	0	16	100	0	3
TOTAL RUMANIA			4	0	0	50	25	25	0	0	0	16	100	0	3
<b>SAUDI ARABIA</b>															
JEDDAH	YEMENIA	C	3	0	0	67	0	0	0	0	33	141	0	0	0
TOTAL JEDDAH			3	0	0	67	0	0	0	0	33	141	50	11	2
TOTAL SAUDI ARABIA			3	0	0	67	0	0	0	0	33	141	33	250	3
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	62	0	0	68	16	6	6	3	0	24	70	11	61
TOTAL SINGAPORE			63	8	0	67	16	6	8	3	0	25	70	11	61
TOTAL SINGAPORE			63	8	0	67	16	6	8	3	0	25	70	11	61
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	28	0	0	79	14	7	0	0	0	7	69	19	26
TOTAL BRATISLAVA			28	0	0	79	14	7	0	0	0	7	69	19	26
TOTAL SLOVAK REPUBLIC			28	0	0	79	14	7	0	0	0	7	69	19	26
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	61	0	0	80	7	5	5	3	0	16	65	16	62
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	85	8	0	8	0	0	11	83	10	30
	JET2.COM LTD	S	40	1	0	85	0	5	8	3	0	23	93	6	44
	MONARCH AIRLINES	S	84	0	0	73	7	5	10	5	1	31	81	10	88

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
ALICANTE	MY TRAVEL AIRWAYS UK	C	8	0	0	88	0	0	13	0	0	15	81	32	21
	THOMAS COOK AIRLINES LTD	C	22	0	0	91	0	0	9	0	0	14	65	15	20
	THOMSONFLY LTD	C	29	1	0	72	7	10	3	0	7	108	61	50	18
<b>TOTAL ALICANTE</b>			<b>270</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>4</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>77</b>	<b>15</b>	<b>283</b>
ALMERIA	MONARCH AIRLINES	S	32	0	0	75	9	6	9	0	0	16	71	11	34
<b>TOTAL ALMERIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>9</b>	<b>38</b>
BARCELONA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
	MONARCH AIRLINES	S	58	0	0	84	10	3	2	0	0	7	83	8	59
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>8</b>	<b>59</b>
GERONA	MY TRAVEL AIRWAYS UK	C	3	0	0	33	0	0	0	67	0	182	100	1	3
<b>TOTAL GERONA</b>			<b>3</b>	<b>2</b>	<b>2</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>182</b>	<b>100</b>	<b>1</b>	<b>3</b>
MADRID	BA CONNECT LTD	S	89	0	3	89	7	3	1	0	0	6	82	11	95
<b>TOTAL MADRID</b>			<b>89</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>11</b>	<b>95</b>
MAHON	MONARCH AIRLINES	S	10	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL MAHON</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>0</b>	<b>0</b>	<b>0</b>
MALAGA	BMIBABY LTD	S	60	0	0	58	12	15	12	2	2	34	61	18	64
	FIRST CHOICE AIRWAYS LTD	C	14	2	0	93	7	0	0	0	0	5	100	1	12
	JET2.COM LTD	S	38	1	0	66	13	5	16	0	0	27	85	11	52
	MONARCH AIRLINES	S	80	0	0	80	10	1	8	0	1	17	87	9	90
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	0	92	4	12
	THOMSONFLY LTD	C	45	0	0	73	7	11	4	2	2	25	84	4	19
<b>TOTAL MALAGA</b>			<b>248</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>79</b>	<b>11</b>	<b>310</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	36	0	0	89	6	0	6	0	0	9	100	0	32
<b>TOTAL MURCIA SAN JAVIER</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>0</b>	<b>32</b>
PALMA DE MALLORCA	BMIBABY LTD	S	42	0	0	90	5	2	2	0	0	8	67	15	46
	THOMSONFLY LTD	C	11	0	0	100	0	0	0	0	0	4	54	17	13
<b>TOTAL PALMA DE MALLORCA</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>14</b>	<b>69</b>
<b>TOTAL SPAIN</b>			<b>801</b>	<b>8</b>	<b>5</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>79</b>	<b>12</b>	<b>891</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR EUROPA	C	4	0	0	25	25	25	0	25	0	80	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	26	1	0	62	12	12	4	8	4	48	91	17	32
	GB AIRWAYS LTD	S	3	0	0	67	0	0	33	0	0	29	81	6	16
	MONARCH AIRLINES	S	18	0	0	56	11	28	6	0	0	21	0	0	0
	MONARCH AIRLINES	C	12	0	0	58	17	0	25	0	0	37	67	22	12
	MY TRAVEL AIRWAYS UK	C	15	1	0	87	0	13	0	0	0	6	94	3	18
	THOMAS COOK AIRLINES LTD	C	32	0	0	75	13	6	3	3	0	18	56	38	34
	THOMSONFLY LTD	C	24	1	0	63	17	21	0	0	0	15	77	8	26
	XL AIRWAYS UK LTD	C	12	0	0	42	0	25	25	0	8	136	73	10	15
	<b>TOTAL ARRECIFE</b>			<b>146</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>76</b>	<b>17</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	24	0	0	50	25	13	13	0	0	24	82	7	22
	FUTURA AIRLINES	C	3	0	0	67	0	0	33	0	0	35	0	0	0
	MY TRAVEL AIRWAYS UK	C	10	0	0	100	0	0	0	0	0	1	82	6	17
	THOMAS COOK AIRLINES LTD	C	23	0	0	65	30	0	0	0	4	26	80	6	20

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				Actual (7)	Plan (8)										
FUERTEVENTURA	THOMSONFLY LTD	C	17	0	0	88	6	0	6	0	0	12	61	37	18
	XL AIRWAYS UK LTD	C	4	0	0	100	0	0	0	0	0	2	50	12	4
<b>TOTAL FUERTEVENTURA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>74</b>	<b>15</b>	<b>86</b>
LAS PALMAS	AIR EUROPA	C	4	0	0	100	0	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	20	0	0	85	10	0	5	0	0	7	95	6	19
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	1	88	4	8
	MY TRAVEL AIRWAYS UK	C	10	0	0	90	10	0	0	0	0	2	94	2	18
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	29	6	0	0	0	11	75	18	20
	THOMSONFLY LTD	C	34	0	0	85	9	6	0	0	0	7	70	53	27
	XL AIRWAYS UK LTD	C	5	1	0	60	0	20	0	0	20	138	83	9	6
<b>TOTAL LAS PALMAS</b>			<b>99</b>	<b>2</b>	<b>1</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>85</b>	<b>18</b>	<b>119</b>
TENERIFE (NORTE LOS RODEOS)	THOMSONFLY LTD	C	5	0	0	80	20	0	0	0	0	6	70	12	10
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>12</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	12	0	0	67	17	0	0	17	0	40	100	2	7
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	58	23	8	8	4	0	22	87	7	54
	GB AIRWAYS LTD	S	55	2	0	55	15	16	13	2	0	25	68	24	68
	HAPAGFLY	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	JET2.COM LTD	S	29	0	1	55	24	14	7	0	0	21	0	0	0
	MONARCH AIRLINES	C	20	1	0	80	10	10	0	0	0	8	79	9	29
	MONARCH AIRLINES	S	60	0	2	62	18	8	10	2	0	22	67	17	60
	MY TRAVEL AIRWAYS UK	C	18	0	0	83	6	0	0	0	11	47	82	10	44
	THOMAS COOK AIRLINES LTD	C	58	1	0	53	16	9	10	12	0	50	69	24	45
	THOMSONFLY LTD	C	48	0	0	77	10	8	4	0	0	12	61	58	36
XL AIRWAYS UK LTD	C	23	0	0	52	9	17	17	0	4	43	41	32	17	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>352</b>	<b>5</b>	<b>3</b>	<b>62</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>28</b>	<b>71</b>	<b>21</b>	<b>390</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>684</b>	<b>11</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>74</b>	<b>19</b>	<b>760</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	56	22	0	22	0	0	31	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>34</b>	<b>8</b>
<b>TOTAL ST LUCIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>34</b>	<b>8</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	79	1	1	53	19	11	13	4	0	32	62	16	82
	EASTERN AIRWAYS	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL GOTEBORG</b>			<b>81</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>19</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>16</b>	<b>82</b>
STOCKHOLM (ARLANDA)	SAS	S	64	0	0	70	11	9	8	2	0	19	81	10	64
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>10</b>	<b>64</b>
<b>TOTAL SWEDEN</b>			<b>145</b>	<b>1</b>	<b>1</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>71</b>	<b>13</b>	<b>146</b>
<b>SWITZERLAND</b>															
BERNE	FLYBE LTD	C	4	0	0	0	0	0	100	0	0	106	25	27	4
<b>TOTAL BERNE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>106</b>	<b>63</b>	<b>15</b>	<b>8</b>
GENEVA	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	0	110	0	0	0
	BA CONNECT LTD	S	66	2	0	77	5	9	9	0	0	16	71	16	77

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GENEVA	BMIBABY LTD	S	22	0	0	68	32	0	0	0	0	10	81	8	16
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	26	25	26	8
	JET2.COM LTD	S	26	0	0	73	8	19	0	0	0	13	83	8	30
	THOMAS COOK AIRLINES LTD	C	3	0	0	33	0	33	0	0	33	193	0	0	0
	THOMSONFLY LTD	C	8	0	0	50	0	13	38	0	0	37	63	10	8
	VIKING AIRLINES	C	4	0	0	0	25	0	75	0	0	87	0	0	0
	XL AIRWAYS UK LTD	C	5	0	0	20	0	20	20	40	0	106	0	0	0
<b>TOTAL GENEVA</b>			<b>139</b>	<b>3</b>	<b>0</b>	<b>67</b>	<b>9</b>	<b>10</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>72</b>	<b>13</b>	<b>139</b>
ZURICH	SWISS AIRLINES	S	187	0	0	42	22	25	12	0	0	28	64	16	181
<b>TOTAL ZURICH</b>			<b>187</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>22</b>	<b>25</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>16</b>	<b>181</b>
<b>TOTAL SWITZERLAND</b>			<b>330</b>	<b>3</b>	<b>0</b>	<b>52</b>	<b>16</b>	<b>18</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>15</b>	<b>328</b>
SYRIA															
DAMASCUS	SYRIANAIR	S	17	0	0	18	18	12	24	29	0	120	36	28	14
<b>TOTAL DAMASCUS</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>24</b>	<b>29</b>	<b>0</b>	<b>120</b>	<b>36</b>	<b>28</b>	<b>14</b>
<b>TOTAL SYRIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>24</b>	<b>29</b>	<b>0</b>	<b>120</b>	<b>36</b>	<b>28</b>	<b>14</b>
THAILAND															
PHUKET	THOMSONFLY LTD	C	9	0	0	78	11	11	0	0	0	13	0	0	0
<b>TOTAL PHUKET</b>			<b>9</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL THAILAND</b>			<b>9</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TUNISIA															
MONASTIR	BMI BRITISH MIDLAND	C	4	0	0	100	0	0	0	0	0	6	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	8	75	10	8
	MY TRAVEL AIRWAYS UK	C	13	0	0	100	0	0	0	0	0	2	64	23	11
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	35	88	5	8
	THOMSONFLY LTD	C	18	0	0	78	11	11	0	0	0	10	50	56	16
<b>TOTAL MONASTIR</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>29</b>	<b>43</b>
<b>TOTAL TUNISIA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>29</b>	<b>43</b>
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	9	0	1	44	11	33	0	0	11	64	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	0	0	38	0	0	51	69	13	13
<b>TOTAL ANTALYA</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>6</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>69</b>	<b>13</b>	<b>13</b>
BODRUM (MILAS)	ONUR AIR	C	7	1	0	86	0	14	0	0	0	12	0	0	0
<b>TOTAL BODRUM (MILAS)</b>			<b>7</b>	<b>1</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
DALAMAN	ONUR AIR	C	10	0	0	70	20	0	10	0	0	15	33	47	6
<b>TOTAL DALAMAN</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>29</b>	<b>16</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	64	0	0	38	34	16	13	0	0	31	29	33	62
<b>TOTAL ISTANBUL</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>34</b>	<b>15</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>29</b>	<b>33</b>	<b>62</b>
<b>TOTAL TURKEY</b>			<b>99</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>25</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>36</b>	<b>30</b>	<b>91</b>
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	62	0	1	87	6	2	3	0	2	16	0	0	0

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL ABU DHABI INTERNATIONAL			<b>62</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
DUBAI	EMIRATES	S	124	0	0	20	31	28	18	2	1	43	47	27	124
TOTAL DUBAI			<b>124</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>31</b>	<b>28</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>43</b>	<b>47</b>	<b>27</b>	124
TOTAL UNITED ARAB EMIRATES			<b>186</b>	<b>0</b>	<b>1</b>	<b>42</b>	<b>23</b>	<b>19</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>47</b>	<b>27</b>	124
UNITED KINGDOM															
ABERDEEN	BA CONNECT LTD	S	153	2	9	80	10	1	8	0	0	14	90	5	160
	BMI REGIONAL	S	194	1	0	81	9	6	3	1	0	10	84	11	148
TOTAL ABERDEEN			<b>348</b>	<b>5</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>8</b>	308
BELFAST CITY	BA CONNECT LTD	S	250	0	20	73	13	8	5	1	0	15	71	13	312
	FLYBE LTD	S	231	2	21	80	5	3	10	2	0	19	0	0	0
TOTAL BELFAST CITY			<b>481</b>	<b>3</b>	<b>41</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>13</b>	312
BELFAST INTERNATIONAL	BMIBABY LTD	S	190	1	6	78	10	8	4	0	0	12	87	8	218
TOTAL BELFAST INTERNATIONAL			<b>190</b>	<b>3</b>	<b>8</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>8</b>	218
BRISTOL	AIR SOUTHWEST	S	72	0	8	76	7	6	11	0	0	18	77	10	35
TOTAL BRISTOL			<b>72</b>	<b>2</b>	<b>8</b>	<b>76</b>	<b>7</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>10</b>	35
EDINBURGH	BA CONNECT LTD	S	259	3	10	69	10	10	9	1	0	21	78	10	255
	BMI REGIONAL	S	183	0	0	92	6	1	1	1	0	6	92	5	189
TOTAL EDINBURGH			<b>442</b>	<b>5</b>	<b>10</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>8</b>	542
EXETER	FLYBE LTD	S	90	0	8	84	4	3	8	0	0	14	0	0	0
TOTAL EXETER			<b>90</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
GATWICK	BRITISH AIRWAYS PLC	S	352	4	0	56	16	14	12	2	0	27	77	12	362
	JET2.COM LTD	S	78	0	0	64	12	10	12	3	0	30	87	5	134
TOTAL GATWICK			<b>432</b>	<b>43</b>	<b>0</b>	<b>57</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>78</b>	<b>11</b>	528
GLASGOW	BA CONNECT LTD	S	228	0	17	67	14	11	7	1	0	19	80	10	255
	BMI REGIONAL	S	136	0	0	82	8	4	6	1	0	12	88	9	144
TOTAL GLASGOW			<b>365</b>	<b>5</b>	<b>17</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>10</b>	399
GUERNSEY	AURIGNY AIR SERVICES	S	104	2	4	77	10	6	7	1	0	16	60	24	102
TOTAL GUERNSEY			<b>104</b>	<b>2</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>24</b>	102
HEATHROW	BMI BRITISH MIDLAND	S	357	1	25	74	9	8	6	3	0	21	80	10	370
	BRITISH AIRWAYS PLC	S	394	0	1	54	17	14	13	2	0	30	68	17	616
	SYRIANAIR	S	2	2	0	50	50	0	0	0	0	12	0	0	0
TOTAL HEATHROW			<b>753</b>	<b>4</b>	<b>26</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>15</b>	987
INVERNESS	EASTERN AIRWAYS	S	108	1	6	87	7	3	3	0	0	7	91	6	91
TOTAL INVERNESS			<b>108</b>	<b>1</b>	<b>6</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	91
ISLE OF MAN	BA CONNECT LTD	S	242	0	12	60	18	13	8	1	0	21	85	8	256
	EUROMANX GMBH	S	157	0	8	81	11	5	3	0	0	9	88	7	153
TOTAL ISLE OF MAN			<b>399</b>	<b>4</b>	<b>22</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>9</b>	557
JERSEY	BA CONNECT LTD	S	70	0	0	67	11	14	6	1	0	21	84	8	55
	BMIBABY LTD	S	60	0	0	67	13	12	5	3	0	22	58	23	48
TOTAL JERSEY			<b>130</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>15</b>	103

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				Actual (7)	Plan (8)										
LONDON CITY	VLM (BELGIUM)	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	VLM (BELGIUM)	S	162	0	26	65	11	16	4	2	1	25	81	11	264
<b>TOTAL LONDON CITY</b>			<b>164</b>	<b>0</b>	<b>26</b>	<b>66</b>	<b>11</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>81</b>	<b>11</b>	<b>264</b>
NEWQUAY	AIR SOUTHWEST	S	89	0	7	67	19	6	6	2	0	22	0	0	0
<b>TOTAL NEWQUAY</b>			<b>89</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
NORWICH	FLYBE LTD	S	83	0	15	73	12	6	7	0	1	19	0	0	0
<b>TOTAL NORWICH</b>			<b>83</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>19</b>	<b>94</b>	<b>4</b>	<b>88</b>
PLYMOUTH	AIR SOUTHWEST	S	53	2	3	72	15	6	8	0	0	14	64	17	97
<b>TOTAL PLYMOUTH</b>			<b>53</b>	<b>2</b>	<b>3</b>	<b>72</b>	<b>15</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>17</b>	<b>97</b>
SOUTHAMPTON	BA CONNECT LTD	S	177	0	22	82	6	5	6	0	0	12	86	8	200
	EASTERN AIRWAYS	C	2	0	0	50	0	0	50	0	0	65	0	0	0
	FLYBE LTD	S	143	0	27	82	7	6	3	2	0	14	78	16	172
<b>TOTAL SOUTHAMPTON</b>			<b>322</b>	<b>1</b>	<b>49</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>11</b>	<b>372</b>
STANSTED	AIR BERLIN	S	96	0	0	70	8	11	8	2	0	21	30	28	46
	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL STANSTED</b>			<b>99</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>20</b>	<b>138</b>
WICK	VLM (BELGIUM)	C	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL WICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4728</b>	<b>92</b>	<b>261</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>12</b>	<b>5210</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	58	0	0	74	12	7	5	2	0	16	74	11	62
<b>TOTAL ATLANTA</b>			<b>58</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>11</b>	<b>62</b>
BOSTON	AMERICAN AIRLINES	S	26	0	0	96	4	0	0	0	0	3	93	6	60
<b>TOTAL BOSTON</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>93</b>	<b>6</b>	<b>60</b>
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	62	0	0	81	5	6	8	0	0	13	76	21	62
	BMI BRITISH MIDLAND	S	56	0	4	68	14	2	11	4	2	33	63	21	60
	PAKISTAN INTL AIRLINES	S	18	0	0	22	6	28	17	28	0	100	47	32	17
<b>TOTAL CHICAGO (O'HARE)</b>			<b>136</b>	<b>0</b>	<b>4</b>	<b>68</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>33</b>	<b>67</b>	<b>22</b>	<b>139</b>
FORT LAUDERDALE	THOMSONFLY LTD	C	4	0	0	75	0	0	25	0	0	25	0	0	0
<b>TOTAL FORT LAUDERDALE</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>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS VEGAS	BMI BRITISH MIDLAND	S	18	0	0	39	28	6	28	0	0	42	78	20	18
<b>TOTAL LAS VEGAS</b>			<b>18</b>	<b>2</b>	<b>2</b>	<b>39</b>	<b>28</b>	<b>6</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>78</b>	<b>20</b>	<b>18</b>
NEW ORLEANS	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	129	0	0	0
	THOMSONFLY LTD	C	2	0	0	50	0	50	0	0	0	27	0	0	0
<b>TOTAL NEW ORLEANS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	60	0	0	83	7	5	3	2	0	10	87	9	60
	DELTA AIRLINES	S	44	0	0	59	11	11	16	2	0	32	0	0	0
	PAKISTAN INTL AIRLINES	S	47	0	0	17	13	32	36	2	0	62	46	100	35
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>151</b>	<b>5</b>	<b>3</b>	<b>56</b>	<b>10</b>	<b>15</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>72</b>	<b>43</b>	<b>95</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	118	0	0	65	17	12	6	0	0	17	65	16	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 NEW YORK (NEWARK)			118	0	0	65	17	12	6	0	0	17	65	16	62
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	72	0	1	49	17	19	14	1	0	32	67	32	54
TOTAL ORLANDO			72	0	1	49	17	19	14	1	0	32	67	32	54
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	80	8	3	8	0	0	11	69	28	62
TOTAL PHILADELPHIA INTERNATIONAL			60	0	0	80	8	3	8	0	0	11	69	28	62
SANFORD	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	0	30	20	0	0	48	89	7	9
	MY TRAVEL AIRWAYS UK	C	10	0	0	80	10	10	0	0	0	9	78	9	9
	THOMSONFLY LTD	C	10	0	0	40	10	10	40	0	0	43	40	45	10
	XL AIRWAYS UK LTD	C	19	0	0	63	11	16	5	0	5	92	0	0	0
TOTAL SANFORD			49	0	0	59	8	16	14	0	2	56	64	23	47
TOTAL USA			696	10	11	64	12	11	11	2	0	28	70	24	619
TOTAL MANCHESTER			14148	201	391	69	12	10	8	1	0	22	75	16	14611

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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	THOMSONFLY LTD	C	3	0	0	67	0	33	0	0	0	24	0	0	0
<b>TOTAL INNSBRUCK</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>24</b>	<b>100</b>	<b>7</b>	<b>3</b>
SALZBURG	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	7	33	23	3
<b>TOTAL SALZBURG</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>4</b>	<b>33</b>	<b>23</b>	<b>3</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>12</b>	<b>75</b>	<b>12</b>	<b>8</b>
<b>BELGIUM</b>															
BRUSSELS	SN BRUSSELS AIRLINES	S	72	0	2	81	11	6	3	0	0	11	88	7	115
<b>TOTAL BRUSSELS</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>115</b>
<b>TOTAL BELGIUM</b>			<b>72</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>7</b>	<b>115</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	72	5	7	17	0	0	19	66	31	58
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>31</b>	<b>58</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>5</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>31</b>	<b>58</b>
<b>DENMARK</b>															
BILLUND	CIMBER AIR A/S	C	2	0	0	50	50	0	0	0	0	8	0	0	0
	SUN AIR OF SCANDINAVIA	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL BILLUND</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	EASTERN AIRWAYS	C	2	1	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>64</b>	<b>16</b>	<b>56</b>
<b>TOTAL DENMARK</b>			<b>6</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>64</b>	<b>16</b>	<b>56</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	SILVERJET	C	9	0	0	89	0	0	0	11	0	42	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	2	86	3	7
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	30	35	10
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>22</b>	<b>17</b>
<b>TOTAL EGYPT</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>22</b>	<b>17</b>
<b>FINLAND</b>															
IVALO	THOMSONFLY LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL IVALO</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>
KITTILA	MY TRAVEL AIRWAYS UK	C	4	1	0	75	25	0	0	0	0	12	50	9	2
<b>TOTAL KITTILA</b>			<b>4</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>12</b>	<b>83</b>	<b>5</b>	<b>6</b>
ROVANIEMI	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	2	0	0	0
	THOMAS COOK AIRLINES LTD	C	6	0	0	83	0	17	0	0	0	14	100	3	4
<b>TOTAL ROVANIEMI</b>			<b>10</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>8</b>
<b>TOTAL FINLAND</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>6</b>	<b>14</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>FRANCE</b>															
AGEN	GIR JET (GESTION AEREA EXECU	C	2	0	0	50	0	50	0	0	0	16	0	0	0
<b>TOTAL AGEN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
CHAMBERY	JET2.COM LTD	S	13	0	1	46	15	15	23	0	0	40	0	0	0
<b>TOTAL CHAMBERY</b>			<b>13</b>	<b>0</b>	<b>1</b>	<b>46</b>	<b>15</b>	<b>15</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	156	0	0	66	12	14	8	0	0	18	61	19	163
	EASYJET AIRLINE COMPANY LTD	S	100	0	0	39	26	18	17	0	0	31	72	25	60
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>256</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>21</b>	<b>223</b>
<b>TOTAL FRANCE</b>			<b>271</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>17</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>19</b>	<b>251</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	38	0	0	61	29	8	3	0	0	14	78	11	40
<b>TOTAL DUSSELDORF</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>29</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>11</b>	<b>40</b>
HANOVER	HAPAG LLOYD EXPRESS	S	28	0	0	43	25	18	7	7	0	44	63	16	30
<b>TOTAL HANOVER</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>25</b>	<b>18</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>44</b>	<b>63</b>	<b>16</b>	<b>30</b>
<b>TOTAL GERMANY</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>18</b>	<b>128</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	20	2	0	80	10	0	10	0	0	22	73	15	22
<b>TOTAL CORK</b>			<b>20</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>15</b>	<b>22</b>
DUBLIN	AER ARRAN	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	AER LINGUS	S	58	0	2	74	12	10	3	0	0	12	0	0	0
	RYANAIR	S	106	2	10	54	5	15	19	8	0	49	77	18	102
<b>TOTAL DUBLIN</b>			<b>166</b>	<b>2</b>	<b>12</b>	<b>61</b>	<b>7</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>77</b>	<b>18</b>	<b>102</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>186</b>	<b>4</b>	<b>12</b>	<b>63</b>	<b>8</b>	<b>12</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>77</b>	<b>17</b>	<b>124</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	25	1	1	0	0	0	0	100	0	219	83	6	54
<b>TOTAL BERGAMO</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>219</b>	<b>83</b>	<b>6</b>	<b>54</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	67	17	10	7	0	0	14	75	29	60
<b>TOTAL ROME (CIAMPINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>29</b>	<b>60</b>
<b>TOTAL ITALY</b>			<b>86</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>29</b>	<b>0</b>	<b>74</b>	<b>78</b>	<b>18</b>	<b>115</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	13	0	0	46	23	15	15	0	0	33	100	1	8
<b>TOTAL MALTA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>1</b>	<b>10</b>
<b>TOTAL MALTA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>1</b>	<b>10</b>
<b>NETHERLANDS</b>															
AMSTERDAM	JET2.COM LTD	S	94	0	8	85	13	2	0	0	0	7	0	0	0
	KLM	S	165	0	2	95	4	1	1	0	0	4	0	0	0
	KLM CITYHOPPER	S	94	4	0	96	2	2	0	0	0	3	72	15	266
<b>TOTAL AMSTERDAM</b>			<b>353</b>	<b>4</b>	<b>10</b>	<b>93</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>15</b>	<b>266</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 NETHERLANDS			353	4	10	93	6	1	0	0	0	4	72	15	266
NORWAY															
BERGEN	JET2.COM LTD	S	4	12	0	100	0	0	0	0	0	4	0	0	0
TOTAL BERGEN			4	12	0	100	0	0	0	0	0	4	0	0	0
HAUGESUND	STERLING AIRLINES	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL HAUGESUND			2	0	0	100	0	0	0	0	0	3	0	0	0
SANDEFJORD(TORP)	RYANAIR	S	30	0	30	87	7	7	0	0	0	7	68	35	60
TOTAL SANDEFJORD(TORP)			30	0	30	87	7	7	0	0	0	7	68	35	60
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	30	0	0	53	13	20	13	0	0	23	76	14	46
TOTAL STAVANGER			30	1	0	53	13	20	13	0	0	23	76	14	46
TOTAL NORWAY			66	19	30	73	9	12	6	0	0	14	72	26	106
POLAND															
KRAKOW	JET2.COM LTD	S	16	0	2	69	31	0	0	0	0	10	0	0	0
TOTAL KRAKOW			16	0	2	69	31	0	0	0	0	10	0	0	0
TOTAL POLAND			16	0	2	69	31	0	0	0	0	10	0	0	0
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	36	0	0	72	11	6	11	0	0	21	82	12	28
	MY TRAVEL AIRWAYS UK	C	2	0	0	100	0	0	0	0	0	1	100	0	2
TOTAL FARO			38	0	0	74	11	5	11	0	0	19	83	11	30
TOTAL PORTUGAL(EXCLUDING MADEIRA)			38	0	0	74	11	5	11	0	0	19	83	11	30
PORTUGAL(MADEIRA)															
FUNCHAL	SATA	C	8	0	0	100	0	0	0	0	0	0	100	0	8
TOTAL FUNCHAL			8	0	0	100	0	0	0	0	0	0	100	0	8
TOTAL PORTUGAL(MADEIRA)			8	0	0	100	0	0	0	0	0	0	100	0	8
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	70	0	0	69	11	14	6	0	0	17	73	22	66
	MY TRAVEL AIRWAYS UK	C	4	0	0	100	0	0	0	0	0	1	100	3	2
	THOMSONFLY LTD	C	28	0	0	93	0	4	4	0	0	6	100	3	10
TOTAL ALICANTE			102	0	0	76	8	11	5	0	0	14	77	19	78
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	59	0	1	64	10	15	8	0	2	39	68	23	60
TOTAL BARCELONA			59	0	1	64	10	15	8	0	2	39	68	23	60
GERONA	MY TRAVEL AIRWAYS UK	C	3	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL GERONA			3	0	0	100	0	0	0	0	0	0	100	0	1
MALAGA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	72	13	8	7	0	0	15	86	11	58
	THOMSONFLY LTD	C	30	0	0	80	7	7	7	0	0	12	100	1	8
TOTAL MALAGA			90	0	0	74	11	8	7	0	0	14	88	10	66
MURCIA SAN JAVIER	JET2.COM LTD	S	30	0	0	83	10	7	0	0	0	7	77	25	30
TOTAL MURCIA SAN JAVIER			30	0	0	83	10	7	0	0	0	7	77	25	30

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	44	0	0	77	9	5	9	0	0	16	78	26	36
<b>TOTAL PALMA DE MALLORCA</b>			<b>45</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>25</b>	<b>37</b>
<b>TOTAL SPAIN</b>			<b>329</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>19</b>	<b>272</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MY TRAVEL AIRWAYS UK	C	9	0	0	100	0	0	0	0	0	0	70	8	10
	SILVERJET	C	3	0	0	0	0	33	67	0	0	89	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	2	90	3	10
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	11	88	6	8
<b>TOTAL ARRECIFE</b>			<b>29</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>13</b>	<b>82</b>	<b>6</b>	<b>28</b>
FUERTEVENTURA	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	75	25	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	8	88	6	8
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>15</b>	<b>16</b>
LAS PALMAS	MY TRAVEL AIRWAYS UK	C	8	0	0	100	0	0	0	0	0	2	88	4	8
	SILVERJET	C	4	0	0	0	25	25	25	0	25	323	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	22	11	0	0	0	11	92	21	12
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	63	29	8
<b>TOTAL LAS PALMAS</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>82</b>	<b>19</b>	<b>28</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	18	0	0	56	28	6	0	0	11	50	0	0	0
	MY TRAVEL AIRWAYS UK	C	16	0	0	88	0	0	13	0	0	13	67	24	18
	SILVERJET	C	17	0	0	35	24	12	29	0	0	53	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	10	0	0	0	0	3	71	32	17
	THOMSONFLY LTD	C	20	0	0	90	10	0	0	0	0	4	78	19	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>82</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>28</b>	<b>71</b>	<b>21</b>	<b>76</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>76</b>	<b>17</b>	<b>148</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	34	19	19	27	0	0	43	44	25	62
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL GENEVA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>18</b>	<b>18</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>45</b>	<b>24</b>	<b>64</b>
<b>TOTAL SWITZERLAND</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>18</b>	<b>18</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>45</b>	<b>24</b>	<b>64</b>
<b>TUNISIA</b>															
MONASTIR	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	100	4	8
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>TOTAL TUNISIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>4</b>	<b>8</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	153	5	11	89	7	3	0	1	0	9	93	3	165
<b>TOTAL ABERDEEN</b>			<b>153</b>	<b>6</b>	<b>11</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>89</b>	<b>7</b>	<b>248</b>
BELFAST CITY	FLYBE LTD	S	54	0	6	89	6	0	6	0	0	8	77	12	138
<b>TOTAL BELFAST CITY</b>			<b>54</b>	<b>0</b>	<b>6</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>12</b>	<b>138</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	180	0	0	69	13	11	6	0	0	17	74	22	160

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL BELFAST INTERNATIONAL			<b>180</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>22</b>	160
BIRMINGHAM	EASTERN AIRWAYS	S	103	0	19	88	7	2	2	1	0	8	89	8	113
TOTAL BIRMINGHAM			<b>103</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>89</b>	<b>8</b>	113
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	201	0	3	56	19	10	13	1	0	27	68	24	164
TOTAL BRISTOL			<b>201</b>	<b>0</b>	<b>3</b>	<b>56</b>	<b>19</b>	<b>10</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>24</b>	164
CARDIFF WALES	EASTERN AIRWAYS	S	61	0	6	84	8	7	0	2	0	12	0	0	0
TOTAL CARDIFF WALES			<b>61</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	0
EXETER	FLYBE LTD	S	93	0	7	78	12	0	8	2	0	18	69	17	58
TOTAL EXETER			<b>93</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>12</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>17</b>	58
GATWICK	BRITISH AIRWAYS PLC	S	167	1	0	68	19	2	10	1	0	20	69	16	212
TOTAL GATWICK			<b>167</b>	<b>4</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>2</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>69</b>	<b>16</b>	212
HEATHROW	BRITISH AIRWAYS PLC	S	301	1	1	64	12	13	11	1	0	22	69	18	386
TOTAL HEATHROW			<b>301</b>	<b>4</b>	<b>1</b>	<b>64</b>	<b>12</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>69</b>	<b>18</b>	386
ISLE OF MAN	EASTERN AIRWAYS	S	42	0	2	88	2	7	2	0	0	7	85	10	48
TOTAL ISLE OF MAN			<b>42</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>10</b>	48
LONDON CITY	EASTERN AIRWAYS	S	82	0	12	73	16	9	2	0	0	11	0	0	0
TOTAL LONDON CITY			<b>82</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
SOUTHAMPTON	EASTERN AIRWAYS	S	97	0	2	80	13	4	2	0	0	7	93	4	102
	FLYBE LTD	S	134	1	12	75	13	7	1	3	0	17	83	10	108
TOTAL SOUTHAMPTON			<b>231</b>	<b>1</b>	<b>14</b>	<b>77</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>7</b>	210
STANSTED	EASYJET AIRLINE COMPANY LTD	S	261	0	5	66	10	13	10	2	0	24	62	26	226
TOTAL STANSTED			<b>261</b>	<b>0</b>	<b>5</b>	<b>66</b>	<b>10</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>26</b>	226
TOTAL UNITED KINGDOM			<b>1930</b>	<b>21</b>	<b>86</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>16</b>	2051
TOTAL NEWCASTLE			<b>3796</b>	<b>54</b>	<b>145</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>17</b>	3886

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			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	ALBANIAN AIRLINES	S	34	0	2	85	12	3	0	0	0	5	0	0	0
TOTAL TIRANA			35	0	2	86	11	3	0	0	0	5	0	0	0
TOTAL ALBANIA			35	0	2	86	11	3	0	0	0	5	0	0	0
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	60	0	0	67	20	3	10	0	0	16	57	19	58
TOTAL GRAZ			60	0	0	67	20	3	10	0	0	16	57	19	58
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	33	33	0	0	0	29	50	17	4
TOTAL INNSBRUCK			3	0	0	33	33	33	0	0	0	29	50	17	4
KLAGENFURT	RYANAIR	S	11	1	2	18	18	27	36	0	0	58	0	0	0
TOTAL KLAGENFURT			11	1	2	18	18	27	36	0	0	58	0	0	0
LINZ	RYANAIR	S	34	0	0	82	6	6	6	0	0	11	84	8	58
TOTAL LINZ			34	0	0	82	6	6	6	0	0	11	84	8	58
SALZBURG	RYANAIR	S	131	0	5	50	18	18	11	3	0	34	49	22	120
	THOMSONFLY LTD	C	4	0	0	75	25	0	0	0	0	8	33	29	3
	TITAN AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	131	0	0	0
TOTAL SALZBURG			137	0	5	50	18	18	12	3	0	34	49	22	123
VIENNA	NIKI	S	60	0	0	70	13	12	5	0	0	17	65	15	26
TOTAL VIENNA			60	0	0	70	13	12	5	0	0	17	65	15	26
TOTAL AUSTRIA			305	1	7	59	16	13	10	1	0	26	60	18	269
<b>BULGARIA</b>															
SOFIA	THOMSONFLY LTD	C	3	0	0	33	33	33	0	0	0	25	0	0	0
TOTAL SOFIA			3	0	0	33	33	33	0	0	0	25	0	0	0
TOTAL BULGARIA			3	0	0	33	33	33	0	0	0	25	0	270	1
<b>CANADA</b>															
TORONTO	ZOOM AIRLINES	S	4	0	0	50	25	25	0	0	0	16	0	18	2
TOTAL TORONTO			4	0	0	50	25	25	0	0	0	16	0	18	2
TOTAL CANADA			4	0	0	50	25	25	0	0	0	16	0	18	2
<b>CROATIA</b>															
PULA	RYANAIR	S	25	1	0	60	8	24	8	0	0	20	0	0	0
TOTAL PULA			25	1	0	60	8	24	8	0	0	20	0	0	0
TOTAL CROATIA			25	1	0	60	8	24	8	0	0	20	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	18	0	0	50	17	22	11	0	0	28	67	40	18
TOTAL LARNACA			18	0	0	50	17	22	11	0	0	28	67	40	18
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	6	0	0	0
	THOMSONFLY LTD	C	5	0	0	100	0	0	0	0	0	0	100	0	1

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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 PAPHOS			9	0	0	89	11	0	0	0	0	3	40	23	5
TOTAL CYPRUS			27	0	0	63	15	15	7	0	0	19	61	37	23
CZECH REPUBLIC															
BRNO (TURANY)	RYANAIR	S	57	0	2	72	14	7	5	2	0	20	86	5	59
TOTAL BRNO (TURANY)			57	0	2	72	14	7	5	2	0	20	86	5	59
PRAGUE	CSA CZECH AIRLINES	S	107	3	0	83	7	6	3	1	0	11	76	16	101
	EASYJET AIRLINE COMPANY LTD	S	119	1	3	69	8	8	13	2	1	27	60	21	166
TOTAL PRAGUE			226	4	3	76	8	7	8	1	0	19	67	19	271
TOTAL CZECH REPUBLIC			283	4	5	75	9	7	8	1	0	19	70	16	330
DENMARK															
AARHUS (TIRSTRUP)	RYANAIR	S	84	0	20	61	17	11	5	6	1	41	71	12	94
TOTAL AARHUS (TIRSTRUP)			84	0	20	61	17	11	5	6	1	41	71	12	94
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	164	0	4	74	13	7	5	1	0	16	68	18	168
TOTAL COPENHAGEN			164	2	4	74	13	7	5	1	0	16	68	18	168
ESBJERG	RYANAIR	S	56	0	0	55	16	18	11	0	0	24	60	20	58
TOTAL ESBJERG			56	0	0	55	16	18	11	0	0	24	60	20	58
TOTAL DENMARK			304	2	24	67	14	10	6	2	0	24	68	16	323
EGYPT															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	17	30	183	10
TOTAL SHARM EL SHEIKH (OPHIRA)			8	0	0	63	13	13	13	0	0	17	30	183	10
TOTAL EGYPT			8	0	0	63	13	13	13	0	0	17	30	183	10
ESTONIA															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	57	0	3	63	18	12	7	0	0	20	73	12	60
TOTAL TALLIN			57	0	3	63	18	12	7	0	0	20	73	12	60
TOTAL ESTONIA			57	0	3	63	18	12	7	0	0	20	73	12	60
FED REP YUGO SERBIA M'ENEGRO															
PRISTINA	JET2.COM LTD	C	2	3	0	50	0	50	0	0	0	18	67	16	3
TOTAL PRISTINA			2	3	0	50	0	50	0	0	0	18	67	16	3
TOTAL FED REP YUGO SERBIA M'ENEGRO			2	3	0	50	0	50	0	0	0	18	67	16	3
FINLAND															
ENONTEKIO	AIR FINLAND	C	2	0	0	50	0	50	0	0	0	26	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	0	33	33	33	0	0	52	0	0	0
	JET2.COM LTD	C	4	0	0	25	50	0	25	0	0	35	0	0	0
TOTAL ENONTEKIO			9	0	0	22	33	22	22	0	0	38	50	15	8
HELSINKI	BLUE 1	S	48	0	44	54	21	15	8	2	0	25	0	0	0
TOTAL HELSINKI			48	0	44	54	21	15	8	2	0	25	0	0	0
IVALO	EUROPEAN AIR CHARTER	C	8	0	0	38	38	25	0	0	0	21	0	0	0

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 IVALO			8	0	0	38	38	25	0	0	0	21	63	35	8
KITTILA	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	EUROPE AIRPOST	C	2	0	0	100	0	0	0	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	0	67	0	0	0	29	67	17	6
	JET2.COM LTD	C	7	0	0	71	0	14	14	0	0	19	0	0	0
	THOMAS COOK AIRLINES LTD	C	5	0	0	0	20	40	40	0	0	48	0	0	0
TOTAL KITTILA			21	3	0	52	5	24	19	0	0	27	59	24	22
ROVANIEMI	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	7	75	7	4
	THOMAS COOK AIRLINES LTD	C	2	0	0	0	0	50	50	0	0	50	0	0	0
TOTAL ROVANIEMI			6	0	0	67	0	17	17	0	0	21	75	7	4
TAMPERE	RYANAIR	S	100	0	4	64	18	10	4	4	0	22	75	14	84
TOTAL TAMPERE			100	0	4	64	18	10	4	4	0	22	75	14	84
TOTAL FINLAND			192	3	48	57	18	14	8	3	0	24	70	17	126
FRANCE															
BERGERAC	RYANAIR	S	52	0	0	75	15	4	6	0	0	14	89	11	56
TOTAL BERGERAC			52	0	0	75	15	4	6	0	0	14	89	11	56
BIARRITZ	RYANAIR	S	54	0	0	52	28	13	7	0	0	19	88	7	57
TOTAL BIARRITZ			54	0	0	52	28	13	7	0	0	19	88	7	57
CARCASSONNE	RYANAIR	S	49	4	4	51	27	10	12	0	0	23	57	21	60
TOTAL CARCASSONNE			49	4	4	51	27	10	12	0	0	23	57	21	60
CHAMBERY	TITAN AIRWAYS LTD	C	10	0	0	10	0	20	70	0	0	93	40	24	5
TOTAL CHAMBERY			10	0	0	10	0	20	70	0	0	93	40	24	5
DEAUVILLE	FARNAIR TRANSPORT	C	2	0	0	50	50	0	0	0	0	8	0	0	0
TOTAL DEAUVILLE			2	0	0	50	50	0	0	0	0	8	100	0	1
DINARD	RYANAIR	S	60	0	0	88	3	5	3	0	0	9	82	9	60
TOTAL DINARD			60	0	0	88	3	5	3	0	0	9	82	9	60
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	33	75	10	4
	RYANAIR	S	67	0	2	67	13	7	9	3	0	24	72	13	64
TOTAL GRENOBLE			71	0	2	65	14	8	10	3	0	25	71	12	70
LA ROCHELLE	RYANAIR	S	50	0	0	68	16	8	8	0	0	19	69	15	48
TOTAL LA ROCHELLE			50	0	0	68	16	8	8	0	0	19	69	15	48
LIMOGES	RYANAIR	S	60	0	0	83	12	2	3	0	0	9	88	7	60
TOTAL LIMOGES			60	0	0	83	12	2	3	0	0	9	88	7	60
LYON	EASYJET AIRLINE COMPANY LTD	S	102	0	5	57	20	11	9	4	0	30	69	16	108
TOTAL LYON			102	0	5	57	20	11	9	4	0	30	65	18	113
MARSEILLE	RYANAIR	S	57	0	0	75	7	9	9	0	0	15	0	0	0
TOTAL MARSEILLE			57	0	0	75	7	9	9	0	0	15	0	0	0
MONTPELLIER	RYANAIR	S	53	0	0	74	6	17	2	2	0	17	83	8	58
TOTAL MONTPELLIER			53	0	0	74	6	17	2	2	0	17	83	8	58

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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)										
NANTES	RYANAIR	S	57	0	0	70	9	7	12	2	0	22	0	0	0
<b>TOTAL NANTES</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	46	0	1	67	17	9	7	0	0	18	74	16	42
<b>TOTAL NICE</b>			<b>46</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>17</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>19</b>	<b>43</b>
PAU	RYANAIR	S	54	0	1	61	15	11	7	6	0	30	81	10	59
<b>TOTAL PAU</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>81</b>	<b>10</b>	<b>59</b>
PERPIGNAN	RYANAIR	S	35	0	0	86	3	3	6	3	0	17	66	16	56
<b>TOTAL PERPIGNAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>16</b>	<b>56</b>
POITIERS	RYANAIR	S	53	0	1	75	19	2	2	2	0	13	80	12	59
<b>TOTAL POITIERS</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>59</b>
RODEZ	RYANAIR	S	23	0	1	87	9	4	0	0	0	8	85	7	27
<b>TOTAL RODEZ</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>27</b>
TOULON / HYERES	RYANAIR	S	34	0	0	56	21	9	15	0	0	26	75	18	59
<b>TOTAL TOULON / HYERES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>18</b>	<b>59</b>
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	20	33	19	3
<b>TOTAL TOULOUSE (BLAGNAC)</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>20</b>	<b>33</b>	<b>19</b>	<b>3</b>
TOURS	RYANAIR	S	38	0	1	79	11	5	5	0	0	12	86	7	37
<b>TOTAL TOURS</b>			<b>38</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>37</b>
<b>TOTAL FRANCE</b>			<b>963</b>	<b>5</b>	<b>16</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>13</b>	<b>991</b>
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	53	0	3	58	17	13	8	4	0	25	79	14	58
<b>TOTAL ALTENBURG - WALLBURG</b>			<b>53</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>14</b>	<b>58</b>
BERLIN (SCHONEFELD)	RYANAIR	S	108	0	2	63	25	8	2	0	2	20	81	11	110
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>108</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>25</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>110</b>
BERLIN (TEGEL)	AIR BERLIN	S	158	0	0	67	15	9	8	1	0	19	71	13	184
<b>TOTAL BERLIN (TEGEL)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>13</b>	<b>184</b>
COLOGNE (BONN)	EUROWINGS LUFTVERKEHRS	S	145	0	0	72	9	12	4	3	0	21	69	16	116
<b>TOTAL COLOGNE (BONN)</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>16</b>	<b>116</b>
DUSSELDORF	AIR BERLIN	S	186	0	0	80	9	4	6	2	0	14	81	9	182
<b>TOTAL DUSSELDORF</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>9</b>	<b>182</b>
FRIEDRICHSHAFEN	RYANAIR	S	84	0	4	56	21	14	8	0	0	23	74	11	68
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>56</b>	<b>21</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>11</b>	<b>68</b>
HAHN	RYANAIR	S	309	2	3	69	13	10	6	2	0	22	67	18	209
<b>TOTAL HAHN</b>			<b>309</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>18</b>	<b>209</b>
HANOVER	AIR BERLIN	S	98	0	0	68	13	8	6	4	0	23	81	12	62
<b>TOTAL HANOVER</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>12</b>	<b>62</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	94	0	2	60	21	15	4	0	0	17	69	19	94
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>94</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>19</b>	<b>94</b>

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			Actual (7)	Plan (8)											
LEIPZIG	AIR BERLIN	S	59	0	0	80	10	5	5	0	0	15	65	19	40
<b>TOTAL LEIPZIG</b>			<b>59</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>15</b>	<b>65</b>	<b>19</b>	<b>40</b>
LUBECK	RYANAIR	S	137	1	13	80	9	4	5	2	0	16	76	12	150
<b>TOTAL LUBECK</b>			<b>137</b>	<b>1</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>150</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	160	0	0	68	11	9	9	3	0	23	56	25	124
<b>TOTAL MUNICH</b>			<b>160</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>56</b>	<b>25</b>	<b>124</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	59	0	0	85	7	3	3	2	0	11	84	10	62
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>10</b>	<b>62</b>
NIEDERRHEIN	RYANAIR	S	128	0	2	66	16	13	5	1	0	19	71	16	92
<b>TOTAL NIEDERRHEIN</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>92</b>
NUREMBERG	AIR BERLIN	S	96	0	0	71	16	6	6	1	0	16	72	11	90
<b>TOTAL NUREMBERG</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>11</b>	<b>90</b>
PADERBORN	AIR BERLIN	S	59	0	0	80	10	3	7	0	0	12	67	14	60
<b>TOTAL PADERBORN</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>14</b>	<b>60</b>
STUTTGART	EUROWINGS LUFTVERKEHRS	S	107	0	0	69	18	7	4	2	0	17	69	16	118
<b>TOTAL STUTTGART</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>118</b>
<b>TOTAL GERMANY</b>			<b>2040</b>	<b>5</b>	<b>29</b>	<b>70</b>	<b>14</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>14</b>	<b>1819</b>
<b>HUNGARY</b>															
SARMELLEK/BALATON	RYANAIR	S	23	0	1	61	30	4	4	0	0	16	0	0	0
<b>TOTAL SARMELLEK/BALATON</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HUNGARY</b>			<b>23</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>31</b>	<b>35</b>	<b>59</b>
<b>ICELAND</b>															
KEFLAVIK	HELLO	S	56	0	0	79	11	4	7	0	0	14	0	0	0
<b>TOTAL KEFLAVIK</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>15</b>	<b>64</b>
<b>TOTAL ICELAND</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>15</b>	<b>64</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	58	0	3	78	10	10	2	0	0	11	83	12	59
<b>TOTAL CONNAUGHT</b>			<b>58</b>	<b>0</b>	<b>3</b>	<b>78</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>12</b>	<b>59</b>
CORK	RYANAIR	S	161	0	2	76	7	9	6	2	0	18	69	14	232
<b>TOTAL CORK</b>			<b>161</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>14</b>	<b>232</b>
DUBLIN	RYANAIR	S	510	9	5	58	17	14	9	1	1	27	60	18	480
<b>TOTAL DUBLIN</b>			<b>512</b>	<b>13</b>	<b>5</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>60</b>	<b>18</b>	<b>480</b>
KERRY COUNTY	RYANAIR	S	59	0	1	75	17	5	3	0	0	10	83	10	60
<b>TOTAL KERRY COUNTY</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>10</b>	<b>60</b>
SHANNON	RYANAIR	S	159	0	6	71	11	9	6	2	1	27	86	9	164
<b>TOTAL SHANNON</b>			<b>159</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>86</b>	<b>9</b>	<b>164</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>949</b>	<b>15</b>	<b>18</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>69</b>	<b>15</b>	<b>995</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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>ISRAEL</b>															
TEL AVIV	ARKIA	C	4	0	0	0	25	50	25	0	0	65	0	0	0
	EL AL	S	28	0	0	61	7	14	18	0	0	24	49	19	41
	ISRAIR LTD	C	22	0	0	64	18	9	9	0	0	20	0	0	0
<b>TOTAL TEL AVIV</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>13</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>51</b>	<b>18</b>	<b>43</b>
<b>TOTAL ISRAEL</b>			<b>55</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>15</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>51</b>	<b>18</b>	<b>43</b>
<b>ITALY</b>															
ALGHERO/SASSARI	RYANAIR	S	58	0	0	71	16	10	3	0	0	14	85	9	60
<b>TOTAL ALGHERO/SASSARI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>9</b>	<b>60</b>
ANCONA	RYANAIR	S	53	0	1	79	11	4	6	0	0	13	64	17	59
<b>TOTAL ANCONA</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>59</b>
BARI (PALESE)	RYANAIR	S	30	0	0	83	10	0	0	7	0	18	69	12	32
<b>TOTAL BARI (PALESE)</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>12</b>	<b>32</b>
BERGAMO	RYANAIR	S	228	0	0	62	19	9	8	1	0	23	48	28	160
<b>TOTAL BERGAMO</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>28</b>	<b>160</b>
BRESCIA/MONTICHIARI	RYANAIR	S	58	0	0	60	22	7	10	0	0	21	60	28	60
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>28</b>	<b>60</b>
BRINDISI	RYANAIR	S	26	0	1	50	23	19	8	0	0	20	38	33	24
<b>TOTAL BRINDISI</b>			<b>26</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>33</b>	<b>24</b>
FORLI	RYANAIR	S	73	0	3	51	22	12	11	4	0	33	63	24	80
<b>TOTAL FORLI</b>			<b>73</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>22</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>24</b>	<b>80</b>
GENOA	RYANAIR	S	33	0	9	36	33	15	3	12	0	44	57	26	58
<b>TOTAL GENOA</b>			<b>33</b>	<b>0</b>	<b>9</b>	<b>36</b>	<b>33</b>	<b>15</b>	<b>3</b>	<b>12</b>	<b>0</b>	<b>44</b>	<b>57</b>	<b>26</b>	<b>58</b>
LAMETIA-TERME	RYANAIR	S	16	0	0	44	6	31	6	0	13	121	0	0	0
<b>TOTAL LAMETIA-TERME</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	60	0	0	63	17	10	8	2	0	26	88	11	60
<b>TOTAL NAPLES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>88</b>	<b>11</b>	<b>60</b>
PALERMO	RYANAIR	S	50	0	0	66	18	12	4	0	0	18	79	9	57
<b>TOTAL PALERMO</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>57</b>
PARMA	RYANAIR	S	34	0	0	38	21	29	9	3	0	35	0	0	0
	TNT AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL PARMA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>19</b>	<b>28</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
PERUGIA	RYANAIR	S	12	0	0	58	8	17	17	0	0	25	0	0	0
<b>TOTAL PERUGIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
PESCARA	RYANAIR	S	26	0	0	81	4	8	8	0	0	12	86	14	28
<b>TOTAL PESCARA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>14</b>	<b>28</b>
PISA	RYANAIR	S	172	0	0	62	23	9	5	2	0	20	60	22	138
<b>TOTAL PISA</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>23</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>22</b>	<b>138</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)										
ROME (CIAMPINO)	RYANAIR	S	282	0	3	69	14	9	7	1	0	19	66	15	276
<b>TOTAL ROME (CIAMPINO)</b>			<b>282</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>15</b>	<b>276</b>
TREVISO	RYANAIR	S	154	0	6	65	18	8	7	2	0	21	75	12	138
<b>TOTAL TREVISO</b>			<b>154</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>18</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>12</b>	<b>138</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	34	0	0	68	15	12	6	0	0	15	52	18	60
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>18</b>	<b>60</b>
TURIN	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	12	33	66	3
	JET2.COM LTD	C	3	0	0	67	33	0	0	0	0	5	0	0	0
	RYANAIR	S	75	0	5	47	19	20	13	1	0	31	70	19	61
	THOMSONFLY LTD	C	3	0	0	67	0	33	0	0	0	20	100	0	1
<b>TOTAL TURIN</b>			<b>85</b>	<b>0</b>	<b>5</b>	<b>49</b>	<b>18</b>	<b>20</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>21</b>	<b>65</b>
<b>TOTAL ITALY</b>			<b>1487</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>65</b>	<b>19</b>	<b>1355</b>
LATVIA															
RIGA	RYANAIR	S	112	2	4	75	12	11	3	0	0	14	70	13	86
<b>TOTAL RIGA</b>			<b>112</b>	<b>2</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>86</b>
<b>TOTAL LATVIA</b>			<b>112</b>	<b>2</b>	<b>4</b>	<b>75</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>86</b>
LITHUANIA															
KAUNAS	RYANAIR	S	84	0	0	55	21	18	5	1	0	22	60	14	60
<b>TOTAL KAUNAS</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>14</b>	<b>60</b>
<b>TOTAL LITHUANIA</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>14</b>	<b>60</b>
MALTA															
MALTA	AIR MALTA	S	9	0	1	67	22	0	11	0	0	17	88	9	17
<b>TOTAL MALTA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>9</b>	<b>17</b>
<b>TOTAL MALTA</b>			<b>9</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>88</b>	<b>9</b>	<b>17</b>
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	163	0	1	67	10	10	11	1	0	22	68	18	168
<b>TOTAL AMSTERDAM</b>			<b>164</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>68</b>	<b>18</b>	<b>171</b>
EINDHOVEN	RYANAIR	S	90	0	4	70	13	13	2	1	0	14	66	16	95
<b>TOTAL EINDHOVEN</b>			<b>90</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>66</b>	<b>16</b>	<b>95</b>
ROTTERDAM	TRANSAVIA	S	118	0	0	79	11	4	5	1	0	11	87	8	109
<b>TOTAL ROTTERDAM</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>8</b>	<b>109</b>
<b>TOTAL NETHERLANDS</b>			<b>372</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>15</b>	<b>375</b>
NORWAY															
BERGEN	NORWEGIAN AIR SHUTTLE	S	48	0	0	63	13	13	8	4	0	32	83	7	52
<b>TOTAL BERGEN</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>83</b>	<b>7</b>	<b>52</b>
HAUGESUND	RYANAIR	S	20	2	4	70	15	5	10	0	0	14	93	4	56
<b>TOTAL HAUGESUND</b>			<b>20</b>	<b>2</b>	<b>4</b>	<b>70</b>	<b>15</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>4</b>	<b>56</b>
KRISTIANSAND (KJEVIK)	NORWEGIAN AIR SHUTTLE	S	22	0	0	82	14	0	5	0	0	9	0	0	0

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				Actual (7)	Plan (8)										
TOTAL KRISTIANSAND (KJEVIK)			22	0	0	82	14	0	5	0	0	9	0	0	0
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	110	0	2	64	17	10	8	1	0	20	69	14	105
TOTAL OSLO (GARDERMOEN)			110	0	2	64	17	10	8	1	0	20	69	14	105
SANDEFJORD(TORP)	RYANAIR	S	148	0	6	64	17	11	6	2	0	22	64	21	148
TOTAL SANDEFJORD(TORP)			148	0	6	64	17	11	6	2	0	22	64	21	148
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	22	0	0	82	9	5	5	0	0	12	72	16	46
TOTAL TRONDHEIM (VAERNES)			22	0	0	82	9	5	5	0	0	12	72	16	46
TOTAL NORWAY			370	2	12	66	16	10	7	2	0	21	72	14	409
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	12	0	0	25	17	17	17	25	0	81	0	0	0
TOTAL ISLAMABAD			12	0	0	25	17	17	17	25	0	81	0	0	0
KARACHI	PAKISTAN INTL AIRLINES	S	4	0	1	25	50	0	0	25	0	75	0	0	0
TOTAL KARACHI			4	0	1	25	50	0	0	25	0	75	0	0	0
TOTAL PAKISTAN			16	0	1	25	25	13	13	25	0	79	0	0	0
POLAND															
BYDGOSZCZ/SZWEREDOWO	RYANAIR	S	60	0	4	52	22	13	13	0	0	23	86	7	59
TOTAL BYDGOSZCZ/SZWEREDOWO			60	0	4	52	22	13	13	0	0	23	86	7	59
GDANSK	RYANAIR	S	60	0	0	78	13	5	2	2	0	11	74	11	54
TOTAL GDANSK			60	0	0	78	13	5	2	2	0	11	74	11	54
KRAKOW	RYANAIR	S	119	0	1	71	12	8	4	6	0	24	78	12	113
	SKY EUROPE	S	60	0	0	73	7	8	8	3	0	21	78	31	60
TOTAL KRAKOW			179	0	1	72	10	8	6	5	0	23	78	19	173
LODZ LUBLINEK	RYANAIR	S	60	2	0	62	15	12	12	0	0	26	79	17	56
TOTAL LODZ LUBLINEK			60	2	0	62	15	12	12	0	0	26	79	17	56
POZNAN	RYANAIR	S	59	1	1	78	10	5	5	2	0	15	68	17	59
TOTAL POZNAN			59	1	1	78	10	5	5	2	0	15	68	17	59
RZESZOW	RYANAIR	S	58	0	0	64	12	16	9	0	0	21	52	19	58
TOTAL RZESZOW			58	0	0	64	12	16	9	0	0	21	52	19	58
SZCZECIN (GOLENOW)	RYANAIR	S	36	2	0	69	8	6	14	3	0	26	68	18	60
TOTAL SZCZECIN (GOLENOW)			36	2	0	69	8	6	14	3	0	26	68	18	60
WARSAW	LOT-POLISH AIRLINES	S	14	0	2	79	14	7	0	0	0	7	0	0	0
TOTAL WARSAW			14	0	2	79	14	7	0	0	0	7	65	30	49
WROCLAW	RYANAIR	S	85	0	1	54	22	19	4	1	0	23	85	7	60
TOTAL WROCLAW			85	0	1	54	22	19	4	1	0	23	85	7	60
TOTAL POLAND			611	5	9	67	14	10	7	2	0	21	74	16	628
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	70	0	0	66	16	11	7	0	0	15	79	9	70

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				Actual (7)	Plan (8)										
TOTAL FARO			70	0	0	66	16	11	7	0	0	15	79	9	70
LISBON	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL LISBON			2	0	0	100	0	0	0	0	0	0	0	0	0
OPORTO (PORTUGAL)	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	RYANAIR	S	108	0	0	50	21	17	11	1	0	28	37	25	114
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	50	0	0	0	0	15	0	0	0
TOTAL OPORTO (PORTUGAL)			112	0	0	51	21	16	11	1	0	27	37	25	114
TOTAL PORTUGAL(EXCLUDING MADEIRA)			184	0	0	57	19	14	9	1	0	22	53	19	184
SAUDI ARABIA															
JEDDAH	NOUVELAIR TUNISIE	C	2	0	0	0	0	50	50	0	0	79	0	0	0
TOTAL JEDDAH			2	0	0	0	0	50	50	0	0	79	0	0	0
TOTAL SAUDI ARABIA			3	0	0	0	0	67	33	0	0	66	0	0	0
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	121	0	0	55	27	9	7	2	0	23	59	21	114
	SKY EUROPE	S	70	0	2	57	16	13	9	6	0	34	56	29	78
TOTAL BRATISLAVA			192	0	2	56	23	11	7	3	0	27	58	24	192
TATRY-POPRAD	SKY EUROPE	S	18	0	0	78	11	6	6	0	0	11	61	28	18
TOTAL TATRY-POPRAD			18	0	0	78	11	6	6	0	0	11	61	28	18
TOTAL SLOVAK REPUBLIC			210	0	2	58	22	10	7	3	0	26	58	25	210
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	72	10	5	13	0	0	17	83	11	60
TOTAL LJUBLJANA			60	0	0	72	10	5	13	0	0	17	84	11	61
TOTAL SLOVENIA			60	0	0	72	10	5	13	0	0	17	84	11	61
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	114	0	4	71	8	12	7	2	0	18	85	12	114
TOTAL ALICANTE			114	0	4	71	8	12	7	2	0	18	85	12	114
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	55	0	1	62	22	9	2	4	2	27	82	9	60
	RYANAIR	S	39	0	1	67	15	5	13	0	0	20	76	8	58
TOTAL ALMERIA			94	0	2	64	19	7	6	2	1	24	79	8	118
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	33	0	1	61	12	6	21	0	0	24	47	36	36
TOTAL ASTURIAS			33	0	1	61	12	6	21	0	0	24	47	36	36
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	116	0	0	77	6	5	11	1	0	19	73	16	116
TOTAL BARCELONA			117	0	0	77	6	5	11	1	0	18	73	16	116
BILBAO	EASYJET AIRLINE COMPANY LTD	S	58	0	1	55	28	7	3	7	0	32	73	12	104
TOTAL BILBAO			58	0	1	55	28	7	3	7	0	32	73	12	104
GERONA	RYANAIR	S	155	0	3	66	17	10	5	1	1	23	73	14	219
TOTAL GERONA			155	0	3	66	17	10	5	1	1	23	73	14	219
GRANADA	RYANAIR	S	56	0	0	52	18	20	7	4	0	29	57	22	84

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 GRANADA			56	0	0	52	18	20	7	4	0	29	57	22	84
JEREZ	RYANAIR	S	60	0	0	73	13	7	3	3	0	18	63	14	96
TOTAL JEREZ			60	0	0	73	13	7	3	3	0	18	63	14	96
MALAGA	EASYJET AIRLINE COMPANY LTD	S	127	0	3	77	9	9	4	0	0	14	68	12	125
TOTAL MALAGA			127	0	3	77	9	9	4	0	0	14	68	12	125
MURCIA SAN JAVIER	RYANAIR	S	120	0	0	69	12	10	5	4	0	23	61	19	114
TOTAL MURCIA SAN JAVIER			120	0	0	69	12	10	5	4	0	23	61	19	114
PALMA DE MALLORCA	AIR BERLIN	S	26	0	0	58	15	12	15	0	0	24	67	14	24
	EASYJET AIRLINE COMPANY LTD	S	52	0	0	54	12	8	27	0	0	32	71	12	52
TOTAL PALMA DE MALLORCA			78	0	0	55	13	9	23	0	0	29	70	13	77
REUS	RYANAIR	S	56	0	2	82	7	7	4	0	0	12	86	8	76
TOTAL REUS			56	0	2	82	7	7	4	0	0	12	86	8	76
SANTANDER	RYANAIR	S	34	0	0	79	12	3	6	0	0	14	71	14	59
TOTAL SANTANDER			34	0	0	79	12	3	6	0	0	14	71	14	59
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	50	0	0	56	20	20	4	0	0	19	52	19	60
TOTAL SANTIAGO DE COMPOSTELA (SPAIN)			50	0	0	56	20	20	4	0	0	19	52	19	60
SEVILLE	RYANAIR	S	55	0	1	75	13	9	4	0	0	13	80	12	88
TOTAL SEVILLE			55	0	1	75	13	9	4	0	0	13	80	12	88
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	1	0	80	8	5	5	2	0	15	73	19	60
	RYANAIR	S	116	0	0	69	11	14	5	0	1	24	67	14	100
TOTAL VALENCIA			176	1	0	73	10	11	5	1	1	21	69	16	160
VALLADOLID	RYANAIR	S	57	0	1	51	26	9	11	4	0	27	87	7	60
TOTAL VALLADOLID			57	0	1	51	26	9	11	4	0	27	87	7	60
VITORIA	RYANAIR	S	36	0	0	72	19	6	3	0	0	12	0	0	0
TOTAL VITORIA			36	0	0	72	19	6	3	0	0	12	0	0	0
ZARAGOZA	RYANAIR	S	51	0	1	57	14	25	4	0	0	20	53	18	58
TOTAL ZARAGOZA			51	0	1	57	14	25	4	0	0	20	53	18	58
TOTAL SPAIN			1527	3	19	68	14	10	7	2	0	21	71	15	1766
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	11	70	11	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	13	13	0	0	23	82	6	11
	THOMSONFLY LTD	C	10	0	0	60	40	0	0	0	0	9	100	3	8
TOTAL ARRECIFE			26	0	0	54	38	4	4	0	0	14	83	7	29
FUERTEVENTURA	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	8	0	0	50	13	25	13	0	0	26	63	17	8
TOTAL FUERTEVENTURA			10	0	0	60	10	20	10	0	0	21	63	17	8
LAS PALMAS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	63	34	8
TOTAL LAS PALMAS			9	0	0	100	0	0	0	0	0	0	81	18	16
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	13	0	0	77	0	23	0	0	0	12	100	3	14

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)										
TENERIFE (SURREINA SOFIA)	FLYGLOBESPAN	S	60	0	0	67	12	12	7	0	3	36	59	22	59
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	10	10	0	0	19	85	12	13
	THOMSONFLY LTD	C	18	0	0	83	0	6	11	0	0	14	71	24	17
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>101</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>27</b>	<b>69</b>	<b>19</b>	<b>105</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>146</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>23</b>	<b>72</b>	<b>16</b>	<b>158</b>
<b>SWEDEN</b>															
GOTEBORG	FLYME SWEDEN	S	60	0	2	68	8	8	13	2	0	23	0	0	0
<b>TOTAL GOTEBORG</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>8</b>	<b>8</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
GOTEBORG (SAVE)	RYANAIR	S	154	0	0	55	18	19	6	2	0	24	47	21	137
<b>TOTAL GOTEBORG (SAVE)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>21</b>	<b>137</b>
MALMO	RYANAIR	S	56	0	0	57	18	13	13	0	0	24	50	26	96
<b>TOTAL MALMO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>26</b>	<b>96</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	214	0	11	71	19	5	4	1	0	17	66	16	158
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>214</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>16</b>	<b>158</b>
<b>TOTAL SWEDEN</b>			<b>484</b>	<b>3</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>20</b>	<b>391</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	60	0	13	70	8	8	10	3	0	29	70	15	60
<b>TOTAL BASLE MULHOUSE</b>			<b>60</b>	<b>2</b>	<b>13</b>	<b>70</b>	<b>8</b>	<b>8</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>15</b>	<b>60</b>
BERNE	DARWIN AIRLINE	C	2	1	0	0	100	0	0	0	0	26	0	0	0
<b>TOTAL BERNE</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>52</b>	<b>3</b>
GENEVA	AIR BERLIN	C	5	0	0	40	20	40	0	0	0	24	40	27	5
	EASYJET AIRLINE COMPANY LTD	S	95	0	31	54	15	20	12	0	0	25	69	19	32
	JET2.COM LTD	C	3	0	0	67	0	33	0	0	0	26	0	0	0
	MONARCH AIRLINES	C	3	0	0	0	33	67	0	0	0	37	67	12	3
<b>TOTAL GENEVA</b>			<b>106</b>	<b>3</b>	<b>31</b>	<b>52</b>	<b>15</b>	<b>23</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>24</b>	<b>89</b>
<b>TOTAL SWITZERLAND</b>			<b>168</b>	<b>8</b>	<b>44</b>	<b>58</b>	<b>14</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>61</b>	<b>21</b>	<b>152</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	27	1	4	52	26	11	11	0	0	21	55	23	40
<b>TOTAL ANTALYA</b>			<b>27</b>	<b>1</b>	<b>4</b>	<b>52</b>	<b>26</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>22</b>	<b>41</b>
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	75	0	0	25	0	0	17	88	12	8
<b>TOTAL DALAMAN</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>17</b>	<b>88</b>	<b>12</b>	<b>8</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	65	0	0	58	25	12	5	0	0	18	33	49	18
<b>TOTAL ISTANBUL</b>			<b>66</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>33</b>	<b>49</b>	<b>18</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	15	0	2	53	20	7	13	0	7	53	33	70	12
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>15</b>	<b>0</b>	<b>2</b>	<b>53</b>	<b>20</b>	<b>7</b>	<b>13</b>	<b>0</b>	<b>7</b>	<b>53</b>	<b>33</b>	<b>70</b>	<b>12</b>
<b>TOTAL TURKEY</b>			<b>116</b>	<b>3</b>	<b>6</b>	<b>57</b>	<b>22</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>51</b>	<b>35</b>	<b>79</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	AIR BERLIN	S	92	0	2	68	12	12	8	0	0	19	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR DECEMBER 2006

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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 BELFAST CITY			92	0	2	68	12	12	8	0	0	19	0	0	0
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	264	0	0	69	13	9	6	3	0	21	76	15	270
TOTAL BELFAST INTERNATIONAL			264	0	0	69	13	9	6	3	0	21	76	15	270
BLACKPOOL	RYANAIR	S	80	0	6	69	15	11	5	0	0	16	83	9	87
TOTAL BLACKPOOL			80	1	6	69	15	11	5	0	0	16	83	9	87
CITY OF DERRY (EGLINTON)	RYANAIR	S	100	0	4	64	19	11	5	1	0	20	65	14	100
TOTAL CITY OF DERRY (EGLINTON)			100	0	4	64	19	11	5	1	0	20	65	14	100
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	309	0	1	66	13	9	9	2	0	22	73	13	319
TOTAL EDINBURGH			309	1	2	66	13	9	9	2	0	22	77	11	423
GLASGOW	AIR BERLIN	S	96	0	0	63	24	7	6	0	0	18	27	42	44
	EASYJET AIRLINE COMPANY LTD	S	258	0	3	71	12	10	6	0	0	16	84	10	272
TOTAL GLASGOW			354	0	3	69	15	10	6	0	0	17	79	13	419
GUERNSEY	AURIGNY AIR SERVICES	S	56	1	6	79	7	9	5	0	0	11	66	17	58
TOTAL GUERNSEY			56	1	6	79	7	9	5	0	0	11	66	17	58
ISLE OF MAN	FLM AVIATION	S	12	0	0	83	0	8	8	0	0	12	0	0	0
TOTAL ISLE OF MAN			12	0	0	83	0	8	8	0	0	12	0	0	0
JERSEY	AIR ATLANTIQUE	S	80	0	8	70	18	11	1	0	0	11	0	0	0
TOTAL JERSEY			80	0	8	70	18	11	1	0	0	11	0	0	0
MANCHESTER	AIR BERLIN	S	96	0	0	65	11	14	8	2	0	22	28	30	46
TOTAL MANCHESTER			97	0	0	64	12	13	8	2	0	22	57	21	133
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	261	0	4	61	15	11	11	2	0	25	59	26	226
TOTAL NEWCASTLE			261	0	4	61	15	11	11	2	0	25	59	26	226
NEWQUAY	RYANAIR	S	52	0	2	69	8	10	10	4	0	27	75	10	57
TOTAL NEWQUAY			52	0	2	69	8	10	10	4	0	27	75	10	57
PRESTWICK	RYANAIR	S	290	0	0	80	11	4	4	1	0	12	79	9	275
TOTAL PRESTWICK			290	0	0	80	11	4	4	1	0	12	79	9	275
TOTAL UNITED KINGDOM			2047	42	37	69	13	10	7	1	0	19	74	14	2048
USA															
LAS VEGAS	MAXJET AIRWAYS	S	10	1	0	50	0	0	50	0	0	53	0	0	0
TOTAL LAS VEGAS			10	1	0	50	0	0	50	0	0	53	0	0	0
NEW YORK (JF KENNEDY)	EOS AIRLINES	S	80	0	4	76	10	8	6	0	0	17	70	19	50
	MAXJET AIRWAYS	S	43	0	0	35	21	19	14	7	5	86	56	33	45
TOTAL NEW YORK (JF KENNEDY)			123	0	4	62	14	11	9	2	2	41	63	26	95
WASHINGTON (DULLES)	MAXJET AIRWAYS	S	20	1	0	30	10	25	35	0	0	54	0	0	0
TOTAL WASHINGTON (DULLES)			20	1	0	30	10	25	35	0	0	54	0	0	0
TOTAL USA			153	2	4	57	12	12	15	2	1	43	64	25	96
TOTAL STANSTED			13494	121	340	67	15	10	7	1	0	21	70	16	13196

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
AALBORG																		
	GATWICK	STERLING AIRLINES		S A	23	0	0	48	39	4	9	0	0	18	0	0	0	
	GATWICK	STERLING AIRLINES		S D	23	0	0	39	39	13	9	0	0	28	0	0	0	
<b>TOTAL AALBORG</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>39</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>9</b>	<b>9</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR		S A	42	0	10	67	7	12	5	7	2	52	85	8	46	
	STANSTED	RYANAIR		S D	42	0	10	55	26	10	5	5	0	30	58	16	48	
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>84</b>	<b>0</b>	<b>20</b>	<b>61</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>6</b>	<b>1</b>	<b>41</b>	<b>71</b>	<b>12</b>	<b>12</b>	
ABERDEEN																		
	BIRMINGHAM	BA CONNECT LTD		S A	74	0	0	77	12	7	4	0	0	12	73	14	74	
	BIRMINGHAM	BA CONNECT LTD		S D	75	0	0	73	13	7	7	0	0	14	81	12	74	
	MANCHESTER	BA CONNECT LTD		S A	76	2	5	75	12	3	11	0	0	17	86	7	80	
	MANCHESTER	BA CONNECT LTD		S D	77	0	4	84	9	0	6	0	0	10	94	3	80	
	HEATHROW	BMI BRITISH MIDLAND		S A	104	0	2	57	14	13	13	3	0	33	79	12	115	
	HEATHROW	BMI BRITISH MIDLAND		S D	110	0	1	66	14	5	15	1	0	24	85	12	115	
	MANCHESTER	BMI REGIONAL		S A	97	0	0	77	12	6	3	1	0	12	84	13	74	
	MANCHESTER	BMI REGIONAL		S D	97	1	0	86	5	5	3	1	0	9	85	9	74	
	BIRMINGHAM	BMIBABY LTD		S A	50	0	0	76	4	14	6	0	0	13	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	50	0	0	58	14	18	10	0	0	22	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	101	0	0	36	22	20	18	5	0	45	53	27	106	
	GATWICK	BRITISH AIRWAYS PLC		S D	100	0	0	58	14	12	16	0	0	29	65	18	106	
	HEATHROW	BRITISH AIRWAYS PLC		S A	150	0	0	53	19	15	11	2	0	31	72	15	173	
	HEATHROW	BRITISH AIRWAYS PLC		S D	149	0	0	58	15	13	13	1	0	26	70	15	174	
	NEWCASTLE	EASTERN AIRWAYS		S A	76	2	6	92	7	1	0	0	0	5	91	4	82	
	NEWCASTLE	EASTERN AIRWAYS		S D	77	3	5	86	8	4	0	3	0	12	95	2	83	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	50	0	0	66	14	6	14	0	0	19	63	28	51	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	50	0	0	54	26	14	6	0	0	20	56	28	52	
<b>TOTAL ABERDEEN</b>					<b>1564</b>	<b>15</b>	<b>24</b>	<b>67</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>14</b>	<b>14</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS		S A	31	0	0	90	6	3	0	0	0	4	73	16	26	
	GATWICK	ETIHAD AIRWAYS		S D	31	0	0	35	32	32	0	0	0	24	68	17	25	
	HEATHROW	ETIHAD AIRWAYS		S A	53	0	1	89	9	2	0	0	0	4	80	6	45	
	HEATHROW	ETIHAD AIRWAYS		S D	53	0	1	36	34	23	8	0	0	26	69	17	45	
	MANCHESTER	ETIHAD AIRWAYS		S A	31	0	0	90	3	0	3	0	3	21	0	0	0	



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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
ABU DHABI INTERNATIONAL	MANCHESTER	ETIHAD AIRWAYS		S D	31	0	1	84	10	3	3	0	0	11	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>230</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>15</b>	<b>15</b>
ABUJA	HEATHROW	BRITISH AIRWAYS PLC		S A	29	0	0	69	7	10	14	0	0	18	71	55	28
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	14	14	32	32	7	0	64	33	43	27
<b>TOTAL ABUJA</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>11</b>	<b>21</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>53</b>	<b>49</b>	<b>49</b>
ACAPULCO	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	3	0	35	2
<b>TOTAL ACAPULCO</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>29</b>	<b>52</b>	<b>52</b>
ACCRA	GATWICK	ASTRAEUS LTD		S A	7	0	1	14	14	29	14	14	144	17	89	12	
	GATWICK	ASTRAEUS LTD		S D	8	0	0	0	13	63	0	13	134	8	77	13	
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	87	3	6	0	3	12	81	14	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	3	19	32	42	3	0	64	16	48	31
	GATWICK	GHANA INTERNATIONAL AIRLINES		S A	27	0	0	33	19	15	30	4	0	50	63	17	30
	GATWICK	GHANA INTERNATIONAL AIRLINES		S D	28	1	0	0	4	18	61	14	4	127	7	53	30
<b>TOTAL ACCRA</b>					<b>132</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>11</b>	<b>21</b>	<b>30</b>	<b>7</b>	<b>2</b>	<b>71</b>	<b>37</b>	<b>41</b>	<b>41</b>
ADDIS ABABA	HEATHROW	BMED		S A	22	1	0	59	9	14	14	5	0	31	77	23	22
	HEATHROW	BMED		S D	22	0	0	5	9	32	55	0	0	74	27	35	22
	HEATHROW	ETHIOPIAN AIRLINES		S A	21	0	2	33	29	14	24	0	0	39	79	14	14
	HEATHROW	ETHIOPIAN AIRLINES		S D	21	0	2	14	24	43	14	5	0	48	43	28	14
<b>TOTAL ADDIS ABABA</b>					<b>86</b>	<b>1</b>	<b>4</b>	<b>28</b>	<b>17</b>	<b>26</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>55</b>	<b>28</b>	<b>28</b>
AGADIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	60	0	20	20	0	0	35	100	0	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	60	40	0	0	0	0	8	100	1	5
	GATWICK	GB AIRWAYS LTD		S A	9	0	0	56	22	22	0	0	0	16	67	35	12
	GATWICK	GB AIRWAYS LTD		S D	9	0	0	44	33	11	11	0	0	26	55	30	11
	GATWICK	MY TRAVEL AIRWAYS UK		C A	3	0	0	100	0	0	0	0	0	100	4	2	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	25	75	0	0	0	0	17	100	4	3
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	0	0	50	0	0	76	100	0	1

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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)												
AGADIR																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	20	0	0	20	119	80	17	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	40	0	0	20	132	40	22	5	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	30	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	4	100	4	4	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	29	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	8	100	0	4	4	
<b>TOTAL AGADIR</b>					<b>64</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>33</b>	<b>70</b>	<b>18</b>	<b>18</b>	
AGEN																		
<b>TOTAL AGEN</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AGRA (KHERIA)																		
AHMEDABAD																		
	HEATHROW	AIR INDIA	S	A	4	0	0	0	0	25	75	0	0	92	33	74	3	
	HEATHROW	AIR INDIA	S	D	4	0	0	25	50	0	25	0	0	29	0	25	2	
<b>TOTAL AHMEDABAD</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>61</b>	<b>20</b>	<b>54</b>	<b>54</b>	
ALGHERO/SASSARI																		
	STANSTED	RYANAIR	S	A	29	0	0	83	0	10	7	0	0	13	77	12	30	
	STANSTED	RYANAIR	S	D	29	0	0	59	31	10	0	0	14	93	5	30	30	
<b>TOTAL ALGHERO/SASSARI</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>85</b>	<b>9</b>	<b>9</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE	S	A	19	0	0	42	26	21	5	5	0	33	33	40	18	
	HEATHROW	AIR ALGERIE	S	D	19	0	0	63	11	11	16	0	0	31	17	52	18	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	48	16	8	24	4	0	42	50	18	16	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	36	20	24	20	0	0	40	44	22	16	
<b>TOTAL ALGIERS</b>					<b>88</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>16</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>35</b>	<b>34</b>	<b>34</b>	
ALICANTE																		
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	67	10	13	7	3	0	25	86	6	28	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	53	13	20	13	0	0	26	68	14	28	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	80	7	3	7	3	0	16	58	18	31	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	81	6	6	3	3	0	17	71	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	62	12	16	10	0	0	20	78	18	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	58	1	0	78	7	9	7	0	0	14	79	16	58	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	76	0	6	18	0	0	23	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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
ALICANTE																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	0	0	18	0	0	22	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	3	17	10	0	0	21	87	8	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	20	23	13	0	0	30	67	14	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	69	11	14	6	0	0	16	79	21	33	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	69	11	14	6	0	0	19	67	22	33	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	56	0	3	71	5	13	9	2	0	18	88	9	57	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	58	0	1	71	10	12	5	2	0	19	82	15	57	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	8	100	1	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	3	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	85	8	0	8	0	0	12	87	10	15	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	85	8	0	8	0	0	11	80	10	15	
	BIRMINGHAM	FLYBE LTD	S	A	12	1	0	42	33	8	8	8	0	42	46	60	13	
	BIRMINGHAM	FLYBE LTD	S	D	12	0	0	50	25	8	17	0	0	37	77	28	13	
	EDINBURGH	FLYGLOBESPAN	S	A	30	0	0	83	13	0	3	0	0	8	56	15	9	
	EDINBURGH	FLYGLOBESPAN	S	D	29	0	0	59	24	14	3	0	0	19	89	7	9	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	73	10	13	3	0	0	17	87	8	30	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	83	7	7	3	0	0	10	90	5	30	
	GATWICK	GB AIRWAYS LTD	S	A	28	0	0	50	21	18	7	4	0	31	68	16	25	
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	50	25	11	11	4	0	30	71	16	24	
	MANCHESTER	JET2.COM LTD	S	A	20	1	0	85	0	5	5	5	0	26	91	7	22	
	MANCHESTER	JET2.COM LTD	S	D	20	0	0	85	0	5	10	0	0	20	95	6	22	
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	0	0	100	0	0	0	0	0	1	74	6	19	
	BIRMINGHAM	MONARCH AIRLINES	S	D	16	0	0	100	0	0	0	0	0	1	100	2	19	
	GATWICK	MONARCH AIRLINES	S	A	37	0	0	59	11	8	16	5	0	38	80	11	45	
	GATWICK	MONARCH AIRLINES	S	D	37	0	0	51	14	14	16	5	0	40	80	11	45	
	LUTON	MONARCH AIRLINES	S	A	26	0	1	65	19	12	4	0	0	13	76	29	25	
	LUTON	MONARCH AIRLINES	S	D	27	0	0	59	19	19	4	0	0	18	80	27	25	
	MANCHESTER	MONARCH AIRLINES	S	A	42	0	0	69	10	5	12	5	0	33	80	11	44	
	MANCHESTER	MONARCH AIRLINES	S	D	42	0	0	76	5	5	7	5	2	29	82	9	44	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	100	0	1	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	37	100	0	1	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	5	100	0	1	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	
ALICANTE	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	28	82	30	11
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	2	80	34	10
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	2	100	5	1
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	16	60	18	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	18	80	11	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	91	0	0	9	0	0	15	70	16	10
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	0	9	0	0	13	60	13	10
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	2	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	3	0	89	11	0	0	0	0	5	89	5	9
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	69	8	15	0	8	0	28	89	7	9
	GATWICK	THOMSONFLY LTD	C	D	14	0	0	71	7	14	0	7	0	26	67	14	9
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	2	5
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	2	5
	LUTON	THOMSONFLY LTD	S	A	4	0	0	75	0	0	25	0	0	23	0	0	0
	LUTON	THOMSONFLY LTD	S	D	4	0	0	75	0	0	25	0	0	18	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	14	1	0	86	0	7	0	0	7	111	67	47	9
	MANCHESTER	THOMSONFLY LTD	C	D	15	0	0	60	13	13	7	0	7	106	56	54	9
	NEWCASTLE	THOMSONFLY LTD	C	A	14	0	0	93	0	7	0	0	0	4	100	4	5
	NEWCASTLE	THOMSONFLY LTD	C	D	14	0	0	93	0	0	7	0	0	8	100	2	5
<b>TOTAL ALICANTE</b>					<b>1204</b>	<b>9</b>	<b>5</b>	<b>71</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>79</b>	<b>14</b>	<b>14</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	9	0	0	11	11	33	44	0	0	45	63	19	8
	HEATHROW	AIR ASTANA	S	D	9	0	0	33	22	33	11	0	0	26	88	12	8
	HEATHROW	BMED	S	A	13	0	0	31	23	23	23	0	0	42	77	6	13
	HEATHROW	BMED	S	D	12	0	0	25	17	0	50	8	0	74	57	21	14
<b>TOTAL ALMATY</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>19</b>	<b>21</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>70</b>	<b>14</b>	<b>14</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	7	7	3	0	0	11	62	11	21
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	20	3	0	0	0	9	62	15	21
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	27	0	1	85	0	4	4	4	4	26	97	3	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	0	39	43	14	0	4	0	28	67	14	30
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0

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					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ALMERIA																		
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	92	8	0	0	0	0	2	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	16	0	0	75	6	6	13	0	0	19	53	15	17	
	MANCHESTER	MONARCH AIRLINES	S	D	16	0	0	75	13	6	6	0	0	14	88	6	17	
	STANSTED	RYANAIR	S	A	19	0	1	74	11	0	16	0	0	18	90	4	29	
	STANSTED	RYANAIR	S	D	20	0	0	60	20	10	10	0	0	23	62	11	29	
<b>TOTAL ALMERIA</b>					<b>212</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>9</b>	<b>9</b>	
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	26	0	2	69	12	8	8	4	0	24	79	11	29	
	STANSTED	RYANAIR	S	D	27	0	1	48	22	19	7	4	0	27	79	16	29	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>53</b>	<b>0</b>	<b>3</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>14</b>	<b>14</b>	
AMMAN																		
	HEATHROW	BMED	S	A	13	0	0	62	8	23	0	8	0	32	100	3	9	
	HEATHROW	BMED	S	D	14	0	0	14	36	21	29	0	0	43	33	26	9	
	HEATHROW	ROYAL JORDANIAN	S	A	33	0	0	64	24	6	6	0	0	13	77	19	31	
	HEATHROW	ROYAL JORDANIAN	S	D	33	0	0	42	18	33	6	0	0	27	32	33	31	
<b>TOTAL AMMAN</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>20</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>58</b>	<b>23</b>	<b>23</b>	
AMRITSAR																		
	HEATHROW	JET AIRWAYS	S	A	15	0	0	33	20	0	40	7	0	62	0	0	0	
	HEATHROW	JET AIRWAYS	S	D	15	0	0	20	27	40	13	0	0	42	0	0	0	
<b>TOTAL AMRITSAR</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>23</b>	<b>19</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	190	0	0	49	17	15	15	4	0	35	73	17	212	
	HEATHROW	BMI BRITISH MIDLAND	S	D	190	0	0	64	10	16	10	1	0	22	71	16	211	
	BIRMINGHAM	BMIBABY LTD	S	A	54	0	0	52	17	19	11	2	0	30	70	28	53	
	BIRMINGHAM	BMIBABY LTD	S	D	53	2	0	68	6	19	8	0	0	17	70	27	53	
	GATWICK	BRITISH AIRWAYS PLC	S	A	155	0	0	68	10	8	11	2	1	25	83	9	157	
	GATWICK	BRITISH AIRWAYS PLC	S	D	155	0	0	67	10	10	10	2	1	23	81	10	157	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	177	0	0	62	12	14	10	2	1	27	78	14	189	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	177	0	0	44	21	17	16	2	0	32	73	15	189	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	3	3	0	0	9	67	17	30	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	33	7	3	0	0	16	47	23	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	128	0	3	58	20	5	17	0	0	28	74	18	110	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 2005					
					128	0	3	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																		MATCHED
AMSTERDAM																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	128	0	3	60	15	13	12	1	0	25	66	19	110	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	70	12	9	9	0	0	18	80	14	134	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	69	17	7	8	0	0	16	69	18	134	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	82	0	0	71	7	9	12	1	0	20	77	14	84	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	81	0	1	64	12	12	10	1	0	23	58	22	84	
	MANCHESTER	JET2.COM LTD	S	A	47	0	2	49	28	13	9	2	0	30	78	14	73	
	MANCHESTER	JET2.COM LTD	S	D	48	0	2	83	6	2	6	2	0	15	90	6	73	
	NEWCASTLE	JET2.COM LTD	S	A	47	0	4	89	9	2	0	0	0	7	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	47	0	4	81	17	2	0	0	0	7	0	0	0	
	BIRMINGHAM	KLM	S	A	88	0	2	89	8	3	0	0	0	4	85	7	86	
	BIRMINGHAM	KLM	S	D	89	0	2	80	15	6	0	0	0	8	81	12	86	
	EDINBURGH	KLM	S	A	99	0	0	90	7	0	3	0	0	5	0	0	0	
	EDINBURGH	KLM	S	D	100	0	0	84	10	5	1	0	0	8	0	0	0	
	GLASGOW	KLM	S	A	53	0	0	96	2	2	0	0	0	2	0	0	0	
	GLASGOW	KLM	S	D	54	0	0	91	9	0	0	0	0	6	0	0	0	
	HEATHROW	KLM	S	A	264	0	1	76	8	8	7	2	0	19	77	15	255	
	HEATHROW	KLM	S	D	263	0	2	55	21	14	5	5	0	31	65	25	255	
	MANCHESTER	KLM	S	A	133	0	1	85	8	4	4	0	0	8	78	14	120	
	MANCHESTER	KLM	S	D	134	0	1	84	10	4	1	1	0	9	80	13	122	
	NEWCASTLE	KLM	S	A	82	0	1	96	2	0	1	0	0	3	0	0	0	
	NEWCASTLE	KLM	S	D	83	0	1	94	5	1	0	0	0	5	0	0	0	
	BIRMINGHAM	KLM CITYHOPPER	S	A	76	3	0	91	3	5	1	0	0	5	56	22	71	
	BIRMINGHAM	KLM CITYHOPPER	S	D	76	1	0	88	4	7	1	0	0	5	59	23	71	
	EDINBURGH	KLM CITYHOPPER	S	A	38	0	0	95	3	0	3	0	0	4	75	16	128	
	EDINBURGH	KLM CITYHOPPER	S	D	38	0	0	95	3	0	3	0	0	5	73	16	129	
	GLASGOW	KLM CITYHOPPER	S	A	86	0	0	94	1	2	2	0	0	4	77	14	104	
	GLASGOW	KLM CITYHOPPER	S	D	86	0	0	86	7	5	2	0	0	9	67	18	105	
	LONDON CITY	KLM CITYHOPPER	S	A	127	0	0	74	14	7	5	0	0	12	86	6	140	
	LONDON CITY	KLM CITYHOPPER	S	D	126	0	0	43	31	18	8	0	0	25	60	17	139	
	MANCHESTER	KLM CITYHOPPER	S	A	34	0	0	76	6	15	3	0	0	10	65	26	49	
	MANCHESTER	KLM CITYHOPPER	S	D	33	0	0	79	9	9	3	0	0	11	69	25	49	
	NEWCASTLE	KLM CITYHOPPER	S	A	47	2	0	98	0	2	0	0	0	3	74	15	133	
	NEWCASTLE	KLM CITYHOPPER	S	D	47	2	0	94	4	2	0	0	0	3	70	16	133	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
AMSTERDAM																		
	LONDON CITY	VLM (BELGIUM)	S	A	169	0	18	80	11	8	1	0	0	9	88	7	56	
	LONDON CITY	VLM (BELGIUM)	S	D	164	0	19	65	20	13	2	0	0	15	82	13	55	
<b>TOTAL AMSTERDAM</b>					<b>4640</b>	<b>18</b>	<b>67</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>16</b>	<b>16</b>	
ANCONA																		
	STANSTED	RYANAIR	S	A	26	0	1	85	8	0	8	0	0	12	62	17	29	
	STANSTED	RYANAIR	S	D	27	0	0	74	15	7	4	0	0	15	67	17	30	
<b>TOTAL ANCONA</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>17</b>	
ANKARA (ESENBOGA)																		
	HEATHROW	BMED	S	A	9	0	0	44	11	22	11	11	0	52	0	0	0	
	HEATHROW	BMED	S	D	9	0	0	33	33	33	0	0	0	24	0	0	0	
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ANTALYA																		
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	1	50	0	50	0	0	0	18	0	0	0	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	40	20	20	0	0	20	101	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	13	1	2	69	31	0	0	0	0	8	85	8	20	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	14	0	2	36	21	21	21	0	0	33	25	38	20	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	32	100	3	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	30	67	9	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	64	71	11	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	39	67	16	6	
<b>TOTAL ANTALYA</b>					<b>52</b>	<b>3</b>	<b>5</b>	<b>52</b>	<b>19</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>69</b>	<b>15</b>	<b>15</b>	
ANTIGUA																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	5	0	0	40	40	20	0	0	0	21	50	15	4	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	5	0	0	40	60	0	0	0	0	14	80	6	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	33	0	17	50	0	0	57	0	67	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	40	20	0	20	0	66	60	21	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	79	14	0	7	0	0	16	64	19	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	14	0	0	7	29	43	14	7	0	57	36	38	14	
	GATWICK	XL AIRWAYS UK LTD	C	D	2	0	0	0	0	100	0	0	0	41	0	0	0	
<b>TOTAL ANTIGUA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>22</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>49</b>	<b>29</b>	<b>29</b>	
ANTWERP																		
	LONDON CITY	VLM (BELGIUM)	S	A	101	0	8	93	4	3	0	0	0	7	91	5	105	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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)											
ANTWERP	LONDON CITY	VLM (BELGIUM)	S	D	101	0	8	80	13	4	3	0	0	11	79	12	108
	MANCHESTER	VLM (BELGIUM)	S	A	29	0	0	76	17	0	7	0	0	12	0	0	0
	MANCHESTER	VLM (BELGIUM)	S	D	29	0	0	86	3	7	3	0	0	9	0	0	0
<b>TOTAL ANTWERP</b>					<b>260</b>	<b>0</b>	<b>16</b>	<b>85</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>8</b>	<b>8</b>
AQABA	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	75	0	0	25	0	0	21	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	25	50	0	25	0	0	29	0	0	0
<b>TOTAL AQABA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>14</b>	<b>14</b>
ARRECIFE	GATWICK	AIR EUROPA	C	D	3	0	0	33	0	0	67	0	0	52	86	9	7
	MANCHESTER	AIR EUROPA	C	D	3	0	0	0	33	33	0	33	0	106	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	3	0	0	67	33	0	0	0	0	6	50	16	2
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	9	50	16	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	55	18	9	18	0	0	23	83	6	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	55	18	18	9	0	0	25	75	13	12
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	19	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	35	5
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	51	67	9	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	1	0	67	17	8	0	0	8	42	87	31	15
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	57	7	14	7	14	0	53	94	5	17
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	80	4	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	60	18	5
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	25	25	0	25	25	0	94	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	25	0	0	50	25	0	108	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	7	0	2	43	29	0	29	0	0	52	75	21	8
	GLASGOW	FLYGLOBESPAN	S	D	8	0	1	63	13	25	0	0	0	18	11	47	9
	GATWICK	GB AIRWAYS LTD	S	A	29	0	0	55	21	10	14	0	0	25	70	13	30
	GATWICK	GB AIRWAYS LTD	S	D	29	0	0	52	10	17	21	0	0	31	74	15	31
	MANCHESTER	GB AIRWAYS LTD	S	D	2	0	0	50	0	0	50	0	0	44	75	7	8
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	75	0	25	0	0	0	13	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	7	0	0	71	0	0	29	0	0	34	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	0	50	50	0	0	84	67	26	6



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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)												
ARRECIFE																		
	GATWICK	MONARCH AIRLINES		S D	7	0	0	71	0	0	29	0	0	41	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	25	25	0	25	25	0	92	75	19	8	
	LUTON	MONARCH AIRLINES		S A	13	0	0	69	15	0	15	0	0	16	0	29	5	
	LUTON	MONARCH AIRLINES		S D	13	0	0	77	0	8	15	0	0	16	40	17	5	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	50	25	0	25	0	0	43	67	26	6	
	MANCHESTER	MONARCH AIRLINES		S A	9	0	0	56	22	11	11	0	0	20	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	8	0	0	63	13	0	25	0	0	34	67	18	6	
	MANCHESTER	MONARCH AIRLINES		S D	9	0	0	56	0	44	0	0	0	22	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C A	4	0	0	50	0	25	25	0	0	53	100	0	3	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK		C D	4	0	0	50	25	0	0	25	0	62	100	1	3	
	GATWICK	MY TRAVEL AIRWAYS UK		C A	4	0	0	25	0	25	50	0	0	54	80	32	5	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	4	0	0	0	25	0	75	0	0	69	83	6	6	
	GLASGOW	MY TRAVEL AIRWAYS UK		C A	4	0	0	100	0	0	0	0	0	0	100	0	2	
	GLASGOW	MY TRAVEL AIRWAYS UK		C D	4	0	0	75	0	25	0	0	0	15	100	7	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C A	8	0	0	88	0	13	0	0	0	6	89	3	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	7	1	0	86	0	14	0	0	0	6	100	3	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C A	5	0	0	100	0	0	0	0	0	0	80	3	5	
	NEWCASTLE	MY TRAVEL AIRWAYS UK		C D	4	0	0	100	0	0	0	0	0	1	60	13	5	
	NEWCASTLE	SILVERJET		C D	2	0	0	0	0	50	50	0	0	71	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	1	83	8	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	1	0	75	25	0	0	0	0	9	86	8	7	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	15	0	0	53	13	13	13	0	7	49	50	16	10	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	12	0	0	50	8	8	25	0	8	62	54	23	13	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	0	20	0	20	0	50	89	5	9	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	9	0	0	44	33	22	0	0	0	15	100	8	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	15	0	0	73	13	13	0	0	0	12	50	39	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	17	0	0	76	12	0	6	6	0	22	61	37	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	0	80	4	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	4	100	1	5	
	STANSTED	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	25	0	25	0	0	23	100	0	5	
	STANSTED	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	50	25	0	0	0	23	67	11	6	
	BIRMINGHAM	THOMSONFLY LTD		C A	8	0	0	88	13	0	0	0	0	7	50	63	8	
	BIRMINGHAM	THOMSONFLY LTD		C D	9	0	0	67	22	11	0	0	0	11	38	77	8	

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)													
ARRECIFE																			
	GATWICK	THOMSONFLY LTD	C	A	13	0	0	69	15	15	0	0	0	9	77	34	13		
	GATWICK	THOMSONFLY LTD	C	D	13	0	0	69	23	0	8	0	0	15	85	36	13		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	5	4		
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	4		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	10	4		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	18	75	8	4		
	MANCHESTER	THOMSONFLY LTD	C	A	11	1	0	55	18	27	0	0	0	16	62	13	13		
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	69	15	15	0	0	0	15	92	3	13		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	16	75	9	4		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	4	4		
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	5	100	0	4		
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	40	60	0	0	0	0	13	100	6	4		
	GATWICK	XL AIRWAYS UK LTD	C	A	6	0	0	50	17	0	33	0	0	27	44	28	9		
	GATWICK	XL AIRWAYS UK LTD	C	D	6	0	0	83	0	17	0	0	0	9	42	29	12		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	5	0	0	40	0	20	40	0	0	34	83	8	6		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	7	0	0	43	0	29	14	0	14	208	67	12	9		
<b>TOTAL ARRECIFE</b>					<b>530</b>	<b>5</b>	<b>3</b>	<b>63</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>73</b>	<b>18</b>	<b>18</b>		
ASHKHABAD																			
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	1	7	47	18	0	6	12	18	118	61	132	18		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	18	0	3	44	17	6	6	11	17	115	50	115	18		
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	33	11	0	33	0	22	132	33	48	9		
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	33	11	22	11	0	22	115	33	32	9		
<b>TOTAL ASHKHABAD</b>					<b>53</b>	<b>1</b>	<b>10</b>	<b>42</b>	<b>15</b>	<b>6</b>	<b>11</b>	<b>8</b>	<b>19</b>	<b>119</b>	<b>48</b>	<b>96</b>	<b>96</b>		
ASTURIAS																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	16	0	1	75	0	6	19	0	0	18	61	49	18		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	47	24	6	24	0	0	31	33	24	18		
<b>TOTAL ASTURIAS</b>					<b>35</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>14</b>	<b>6</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>36</b>	<b>36</b>		
ASWAN																			
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	48	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	0	50	0	0	49	0	0	0		
<b>TOTAL ASWAN</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>48</b>	<b>75</b>	<b>11</b>	<b>11</b>		
ATHENS																			

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

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	91	0	1	60	12	10	15	2	0	33	73	22	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	44	21	14	16	4	0	39	48	29	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	55	24	18	3	0	0	18	77	9	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	45	37	16	3	0	0	18	67	13	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	43	20	17	17	3	0	46	63	26	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	20	13	13	7	0	46	57	20	30	
	GATWICK	OLYMPIC AIRLINES	S	A	17	0	0	59	24	0	18	0	0	33	56	24	16	
	GATWICK	OLYMPIC AIRLINES	S	D	17	0	0	35	6	35	6	18	0	63	31	41	16	
	HEATHROW	OLYMPIC AIRLINES	S	A	70	0	3	64	11	13	9	3	0	25	57	23	69	
	HEATHROW	OLYMPIC AIRLINES	S	D	70	0	3	49	19	19	10	4	0	34	51	38	69	
	MANCHESTER	OLYMPIC AIRLINES	S	A	12	0	0	33	25	25	17	0	0	35	33	32	9	
	MANCHESTER	OLYMPIC AIRLINES	S	D	12	0	0	17	17	42	17	0	8	93	22	38	9	
<b>TOTAL ATHENS</b>					<b>515</b>	<b>7</b>	<b>7</b>	<b>51</b>	<b>19</b>	<b>16</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>25</b>	<b>25</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	83	7	10	0	0	0	8	48	30	29	
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	45	31	14	10	0	0	22	55	21	29	
	EDINBURGH	DELTA AIRLINES	S	A	21	0	0	76	5	10	10	0	0	15	0	0	0	
	EDINBURGH	DELTA AIRLINES	S	D	21	0	0	76	10	5	10	0	0	15	0	0	0	
	GATWICK	DELTA AIRLINES	S	A	62	0	0	68	16	10	5	2	0	18	57	17	75	
	GATWICK	DELTA AIRLINES	S	D	62	0	0	82	8	6	3	0	0	10	73	12	75	
	MANCHESTER	DELTA AIRLINES	S	A	29	0	0	76	7	14	3	0	0	11	55	20	31	
	MANCHESTER	DELTA AIRLINES	S	D	29	0	0	72	17	0	7	3	0	20	94	3	31	
<b>TOTAL ATLANTA</b>					<b>282</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>16</b>	<b>16</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	62	0	1	66	13	15	6	0	0	18	81	6	31	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	62	0	0	40	26	19	15	0	0	31	68	19	31	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>124</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>19</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>13</b>	
AZORES SANTA MARIA																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
BAGHDAD INT																		
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	61	0	1	61	13	13	13	0	0	25	76	23	62	
	HEATHROW	GULF AIR	S	D	62	0	1	52	26	16	6	0	0	21	47	24	62	
<b>TOTAL BAHRAIN</b>					<b>123</b>	<b>3</b>	<b>2</b>	<b>56</b>	<b>20</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>23</b>	<b>23</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	A	8	0	0	100	0	0	0	0	0	2	23	35	13	
	GATWICK	AZERBAIJAN AIRLINES ( AZAL )	S	D	8	0	0	50	0	38	13	0	0	28	15	50	13	
	HEATHROW	AZERBAIJAN AIRLINES ( AZAL )	S	A	3	0	0	33	0	67	0	0	0	35	0	0	0	
	HEATHROW	AZERBAIJAN AIRLINES ( AZAL )	S	D	3	0	0	33	67	0	0	0	0	17	0	0	0	
	HEATHROW	BMED	S	A	29	0	0	59	34	3	0	0	3	29	69	10	29	
	HEATHROW	BMED	S	D	28	0	0	14	7	39	39	0	0	64	41	33	29	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>79</b>	<b>1</b>	<b>0</b>	<b>44</b>	<b>18</b>	<b>22</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>44</b>	<b>28</b>	<b>28</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	1	84	10	3	3	0	0	8	93	2	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	23	42	26	10	0	0	30	30	24	30	
<b>TOTAL BALTIMORE</b>					<b>62</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>13</b>	<b>13</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	31	0	0	45	29	13	6	6	0	42	61	52	31	
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	31	0	0	45	26	13	10	6	0	42	55	38	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>42</b>	<b>58</b>	<b>45</b>	<b>45</b>	
BANGALORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	10	16	10	3	0	28	86	7	21	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	16	19	45	16	3	0	45	32	23	22	
<b>TOTAL BANGALORE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>15</b>	<b>31</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>15</b>	<b>15</b>	
BANGKOK (DON MUANG)																		
BANGKOK SUVARNABHUMI A																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	62	0	0	55	23	19	3	0	0	18	0	0	0	
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	62	0	0	27	31	31	11	0	0	31	0	0	0	
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>26</b>	<b>25</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BANGOR																		
BANJUL																		

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
BANJUL																		
	GATWICK	ASTRAEUS LTD		S D	4	0	0	25	0	50	0	0	25	162	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C A	4	1	0	0	0	75	25	0	0	60	56	24	9	
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	0	0	25	0	0	37	78	15	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	33	33	33	0	0	0	18	100	5	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	33	0	33	33	0	0	58	80	13	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	8	80	4	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	40	40	20	0	0	0	17	80	8	5	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	22	22	22	22	11	0	63	0	48	9	
	GATWICK	MONARCH AIRLINES		C D	9	0	0	11	33	44	0	11	0	47	20	33	10	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	40	60	0	0	0	0	20	20	84	5	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	6	0	0	0	50	33	0	17	0	60	33	73	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	80	0	20	0	0	0	10	67	10	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	5	0	0	60	20	20	0	0	0	12	86	5	7	
	GATWICK	XL AIRWAYS UK LTD		C A	5	0	0	20	0	60	20	0	0	38	0	0	0	
	GATWICK	XL AIRWAYS UK LTD		C D	5	0	0	40	20	0	40	0	0	36	0	0	0	
	MANCHESTER	XL AIRWAYS UK LTD		C A	5	0	0	80	20	0	0	0	0	10	0	0	0	
	MANCHESTER	XL AIRWAYS UK LTD		C D	5	0	0	40	20	40	0	0	0	21	0	0	0	
<b>TOTAL BANJUL</b>					<b>88</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>27</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>40</b>	<b>54</b>	<b>27</b>	<b>27</b>	
BARCELONA																		
	BIRMINGHAM	BA CONNECT LTD		S A	17	0	0	88	0	12	0	0	0	7	87	11	15	
	BIRMINGHAM	BA CONNECT LTD		S D	17	0	0	82	6	6	6	0	0	8	87	7	15	
	GATWICK	BMI BRITISH MIDLAND		C D	2	0	0	0	0	100	0	0	0	51	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	57	0	0	61	18	7	12	2	0	27	64	22	76	
	GATWICK	BRITISH AIRWAYS PLC		S D	57	0	0	53	19	12	14	2	0	29	74	19	76	
	HEATHROW	BRITISH AIRWAYS PLC		S A	112	1	0	65	9	12	12	1	2	32	56	24	118	
	HEATHROW	BRITISH AIRWAYS PLC		S D	113	0	0	62	18	12	8	0	0	19	50	23	118	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	86	0	1	57	13	15	13	2	0	28	80	13	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	86	0	1	49	23	17	8	2	0	29	68	14	88	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	88	0	0	72	17	6	6	0	0	13	74	13	87	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	88	0	0	51	26	18	5	0	0	21	67	18	88	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	29	0	1	66	10	14	7	0	3	58	80	20	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	63	10	17	10	0	0	21	57	26	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	58	0	0	83	0	5	10	2	0	19	83	12	58	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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)												
BARCELONA																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	71	12	5	12	0	0	18	64	19	58	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	14	0	3	64	7	0	14	7	7	59	100	1	21	
	EDINBURGH	FLYGLOBESPAN	S	D	14	0	0	64	7	0	14	7	7	66	95	1	21	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	80	7	3	7	0	3	24	93	7	29	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	80	10	3	3	3	0	23	90	7	30	
	HEATHROW	IBERIA	S	A	112	0	5	48	26	13	9	4	0	34	60	22	115	
	HEATHROW	IBERIA	S	D	112	0	6	58	15	17	4	5	0	32	70	19	118	
	MANCHESTER	MONARCH AIRLINES	S	A	29	0	0	76	21	0	3	0	0	10	69	12	29	
	MANCHESTER	MONARCH AIRLINES	S	D	29	0	0	93	0	7	0	0	0	4	97	3	30	
<b>TOTAL BARCELONA</b>					<b>1277</b>	<b>4</b>	<b>17</b>	<b>63</b>	<b>15</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>17</b>	<b>17</b>	
BARI (PALESE)																		
	STANSTED	RYANAIR	S	A	15	0	0	93	0	0	0	7	0	14	63	11	16	
	STANSTED	RYANAIR	S	D	15	0	0	73	20	0	0	7	0	21	75	13	16	
<b>TOTAL BARI (PALESE)</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>18</b>	<b>70</b>	<b>12</b>	<b>12</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	31	2	0	74	10	3	6	6	0	24	86	10	28	
	GLASGOW	LOGANAIR	S	D	32	1	0	75	6	6	6	6	0	25	86	17	28	
<b>TOTAL BARRA</b>					<b>63</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>8</b>	<b>5</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>86</b>	<b>13</b>	<b>13</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	65	8	11	13	2	0	25	88	9	76	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	35	20	25	20	0	0	36	70	15	76	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	57	18	8	17	0	0	26	81	14	58	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	37	33	13	17	0	0	28	61	16	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	3	10	10	7	0	35	70	16	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	13	70	13	7	10	0	0	22	70	14	30	
	LONDON CITY	SWISS AIRLINES	S	A	62	0	1	94	5	2	0	0	0	4	94	4	70	
	LONDON CITY	SWISS AIRLINES	S	D	61	0	1	61	23	15	2	0	0	15	80	12	71	
<b>TOTAL BASLE MULHOUSE</b>					<b>471</b>	<b>3</b>	<b>15</b>	<b>59</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>78</b>	<b>12</b>	<b>12</b>	
BEAUVAIS																		
BEIJING																		
	HEATHROW	AIR CHINA	S	A	27	0	0	48	7	11	22	11	0	52	68	28	22	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
BEIJING																		
	HEATHROW	AIR CHINA		S D	27	0	0	30	11	15	26	19	0	76	50	27	22	
	HEATHROW	BRITISH AIRWAYS PLC		S A	26	0	0	27	8	19	46	0	0	58	73	10	22	
	HEATHROW	BRITISH AIRWAYS PLC		S D	26	0	0	15	27	23	35	0	0	46	55	18	22	
<b>TOTAL BEIJING</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>13</b>	<b>17</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>58</b>	<b>61</b>	<b>21</b>	<b>21</b>	
BEIRUT																		
	HEATHROW	MEA		S A	22	0	0	45	18	18	9	9	0	40	73	14	22	
	HEATHROW	MEA		S D	22	0	0	18	18	36	18	9	0	65	36	34	22	
<b>TOTAL BEIRUT</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>27</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>52</b>	<b>55</b>	<b>26</b>	<b>26</b>	
BELFAST CITY																		
	STANSTED	AIR BERLIN		S A	46	0	1	63	15	13	9	0	0	23	0	0	0	
	STANSTED	AIR BERLIN		S D	46	0	1	74	9	11	7	0	0	15	0	0	0	
	MANCHESTER	BA CONNECT LTD		S A	125	0	10	66	18	9	6	1	0	18	63	18	156	
	MANCHESTER	BA CONNECT LTD		S D	125	0	10	80	9	6	4	1	0	12	79	9	156	
	HEATHROW	BMI BRITISH MIDLAND		S A	222	0	7	60	17	11	9	3	0	25	83	11	229	
	HEATHROW	BMI BRITISH MIDLAND		S D	226	0	4	63	16	12	9	1	0	21	76	11	230	
	BIRMINGHAM	FLYBE LTD		S A	131	1	19	78	6	8	7	2	0	16	86	11	165	
	BIRMINGHAM	FLYBE LTD		S D	132	0	17	68	13	10	8	1	0	19	78	17	166	
	EDINBURGH	FLYBE LTD		S A	92	0	4	71	11	4	12	2	0	23	74	16	101	
	EDINBURGH	FLYBE LTD		S D	93	0	3	60	24	8	6	1	1	25	66	18	101	
	GATWICK	FLYBE LTD		S A	98	0	8	78	9	4	8	1	0	17	82	15	106	
	GATWICK	FLYBE LTD		S D	98	0	8	62	17	6	12	1	1	27	74	16	106	
	GLASGOW	FLYBE LTD		S A	94	0	8	79	9	3	10	0	0	13	84	10	103	
	GLASGOW	FLYBE LTD		S D	94	0	8	80	7	2	9	1	1	19	76	14	103	
	MANCHESTER	FLYBE LTD		S A	115	1	10	76	9	5	8	3	0	21	0	0	0	
	MANCHESTER	FLYBE LTD		S D	116	1	11	84	2	0	13	1	0	17	0	0	0	
	NEWCASTLE	FLYBE LTD		S A	27	0	3	89	7	0	4	0	0	7	80	10	69	
	NEWCASTLE	FLYBE LTD		S D	27	0	3	89	4	0	7	0	0	10	74	14	69	
<b>TOTAL BELFAST CITY</b>					<b>1909</b>	<b>4</b>	<b>135</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>13</b>	<b>13</b>	
BELFAST INTERNATIONAL																		
	BIRMINGHAM	BMIBABY LTD		S A	74	2	3	69	8	8	14	1	0	24	83	8	69	
	BIRMINGHAM	BMIBABY LTD		S D	74	2	3	53	26	11	8	3	0	26	84	11	69	
	MANCHESTER	BMIBABY LTD		S A	95	1	3	72	14	9	5	0	0	14	82	9	109	
	MANCHESTER	BMIBABY LTD		S D	95	0	3	84	6	6	3	0	0	9	92	6	109	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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
BELFAST INTERNATIONAL	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	102	0	0	79	6	8	4	3	0	18	74	13	106
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	102	0	0	71	14	6	7	3	0	22	78	13	106
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	128	2	3	49	21	16	12	2	0	30	68	18	113
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	130	0	1	48	18	25	8	2	0	29	58	18	113
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	109	0	1	72	15	9	3	1	0	14	87	9	107
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	109	0	1	65	17	13	3	2	0	20	88	10	107
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	131	1	1	78	8	6	7	1	0	15	85	6	135
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	55	21	9	14	1	0	26	65	16	135
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	73	10	11	6	0	0	15	74	22	80
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	66	17	11	7	0	0	18	75	23	80
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	132	0	0	80	6	7	5	2	0	15	82	13	135
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	132	0	0	58	19	12	8	3	0	26	70	17	135
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1725</b>	<b>11</b>	<b>21</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>13</b>	<b>13</b>
BELGRADE	HEATHROW	BRITISH AIRWAYS PLC	S	A	19	0	1	63	21	5	5	5	0	28	76	15	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	20	0	0	85	0	5	10	0	0	14	76	8	17
	HEATHROW	JATAIRWAYS	S	A	29	1	1	48	14	10	14	14	0	56	74	19	31
	HEATHROW	JATAIRWAYS	S	D	30	0	1	43	17	10	13	13	3	83	58	28	31
<b>TOTAL BELGRADE</b>					<b>100</b>	<b>1</b>	<b>3</b>	<b>56</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>55</b>	<b>70</b>	<b>19</b>	<b>19</b>
BENBECULA	GLASGOW	LOGANAIR	S	A	47	0	0	96	4	0	0	0	0	2	83	15	47
	GLASGOW	LOGANAIR	S	D	47	0	0	87	13	0	0	0	0	8	72	22	47
<b>TOTAL BENBECULA</b>					<b>94</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>78</b>	<b>18</b>	<b>18</b>
BERGAMO	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	16	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	76	18	6	0	0	0	8	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	88	12	0	0	0	0	4	0	0	0
	LUTON	RYANAIR	S	A	57	0	3	53	21	16	11	0	0	26	71	18	55
	LUTON	RYANAIR	S	D	57	0	3	54	25	14	7	0	0	21	73	16	55
	NEWCASTLE	RYANAIR	S	A	12	1	1	0	0	0	0	100	0	215	89	4	27
	NEWCASTLE	RYANAIR	S	D	13	0	0	0	0	0	0	100	0	223	78	8	27
	STANSTED	RYANAIR	S	A	114	0	0	66	18	6	7	3	1	24	54	30	80
	STANSTED	RYANAIR	S	D	114	0	0	58	21	12	9	0	0	22	41	27	80



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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
BERGAMO																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	0	0	50	0	116	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0	
<b>TOTAL BERGAMO</b>					<b>409</b>	<b>1</b>	<b>7</b>	<b>57</b>	<b>19</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>34</b>	<b>62</b>	<b>21</b>	<b>21</b>	
BERGEN																		
	GATWICK	BRAATHENS ASA	S	A	19	0	0	58	26	11	5	0	0	16	68	16	28	
	GATWICK	BRAATHENS ASA	S	D	19	0	0	63	16	16	5	0	0	17	75	14	28	
	NEWCASTLE	JET2.COM LTD	S	A	2	6	0	100	0	0	0	0	0	7	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	2	6	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	A	8	0	0	63	0	38	0	0	0	19	0	0	0	
	MANCHESTER	NORWEGIAN AIR SHUTTLE	S	D	8	0	0	63	0	25	13	0	0	22	0	0	0	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	24	0	0	67	13	8	8	4	0	27	88	5	26	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	24	0	0	58	13	17	8	4	0	37	77	9	26	
	EDINBURGH	WIDEROE FLYVESELSKAP A/S	S	A	15	0	2	60	27	13	0	0	0	13	0	0	0	
	EDINBURGH	WIDEROE FLYVESELSKAP A/S	S	D	15	0	2	47	27	27	0	0	0	19	0	0	0	
<b>TOTAL BERGEN</b>					<b>136</b>	<b>12</b>	<b>4</b>	<b>61</b>	<b>16</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>77</b>	<b>11</b>	<b>11</b>	
BERGERAC																		
	STANSTED	RYANAIR	S	A	26	0	0	77	12	4	8	0	0	14	93	14	27	
	STANSTED	RYANAIR	S	D	26	0	0	73	19	4	4	0	0	13	86	7	29	
<b>TOTAL BERGERAC</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>17</b>	<b>17</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	65	20	12	2	0	0	14	52	24	52	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	37	31	22	10	0	0	28	62	19	52	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	7	0	0	0	8	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	53	37	10	0	0	0	16	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	72	10	12	6	0	0	16	66	21	80	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	58	23	9	10	0	0	21	63	21	81	
	STANSTED	RYANAIR	S	A	54	0	1	72	17	7	2	0	2	19	84	9	55	
	STANSTED	RYANAIR	S	D	54	0	1	54	33	9	2	0	2	22	78	12	55	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>404</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>19</b>	<b>19</b>	
BERLIN (TEGEL)																		
	STANSTED	AIR BERLIN	S	A	79	0	0	78	10	5	6	0	0	13	82	11	92	
	STANSTED	AIR BERLIN	S	D	79	0	0	56	19	14	9	3	0	26	61	16	92	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)																		
	BIRMINGHAM	BA CONNECT LTD	S	A	29	0	0	79	7	3	10	0	0	16	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	S	D	29	0	0	86	0	7	7	0	0	13	0	0	0	
	MANCHESTER	BA CONNECT LTD	S	A	28	0	0	75	7	7	11	0	0	20	74	11	27	
	MANCHESTER	BA CONNECT LTD	S	D	28	0	0	82	0	7	11	0	0	18	89	7	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	1	53	18	12	13	4	0	33	60	38	140	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	136	0	0	60	15	12	12	1	0	24	63	19	139	
<b>TOTAL BERLIN (TEGEL)</b>					<b>544</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>21</b>	<b>21</b>	
BERLIN (TEMPLEHOF)																		
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	82	9	5	5	0	0	11	76	17	17	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	68	14	14	5	0	0	14	89	16	18	
<b>TOTAL BERMUDA</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>17</b>	<b>17</b>	
BERNE																		
	LONDON CITY	DARWIN AIRLINE	S	A	39	0	0	79	8	8	3	3	0	14	100	1	21	
	LONDON CITY	DARWIN AIRLINE	S	D	40	0	0	55	28	10	5	3	0	26	82	12	22	
	BIRMINGHAM	FLYBE LTD	C	A	2	0	0	0	0	0	50	50	0	192	100	0	1	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	67	0	33	0	0	0	23	25	49	4	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	33	0	0	33	33	0	127	80	9	5	
	BIRMINGHAM	FLYBE LTD	C	D	2	0	0	0	0	0	100	0	0	128	50	17	2	
	GATWICK	FLYBE LTD	C	D	2	0	0	0	50	0	0	50	0	105	50	55	2	
	MANCHESTER	FLYBE LTD	C	A	2	0	0	0	0	0	100	0	0	111	0	41	2	
	MANCHESTER	FLYBE LTD	C	D	2	0	0	0	0	0	100	0	0	101	50	13	2	
<b>TOTAL BERNE</b>					<b>98</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>78</b>	<b>15</b>	<b>15</b>	
BIARRITZ																		
	STANSTED	RYANAIR	S	A	26	0	0	58	31	4	8	0	0	17	85	10	27	
	STANSTED	RYANAIR	S	D	28	0	0	46	25	21	7	0	0	21	90	5	30	
<b>TOTAL BIARRITZ</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>28</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>88</b>	<b>7</b>	<b>7</b>	
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	28	0	1	64	21	4	4	7	0	28	92	6	52	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	33	10	3	7	0	35	54	19	52	
	HEATHROW	IBERIA	S	A	30	0	1	63	13	17	3	3	0	27	67	22	30	
	HEATHROW	IBERIA	S	D	29	0	1	66	14	10	3	7	0	32	77	11	30	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
BILBAO																	
<b>TOTAL BILBAO</b>					<b>121</b>	<b>1</b>	<b>3</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>73</b>	<b>15</b>	<b>15</b>
BILLUND																	
	GATWICK	STERLING AIRLINES	S	A	45	0	0	62	13	11	13	0	0	25	60	20	78
	GATWICK	STERLING AIRLINES	S	D	45	0	0	64	11	11	13	0	0	29	72	18	78
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	39	0	0	28	41	21	10	0	0	31	62	20	42
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	38	0	1	66	13	13	5	3	0	23	76	11	42
<b>TOTAL BILLUND</b>					<b>171</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>18</b>	<b>18</b>
BIRMINGHAM																	
	EDINBURGH	BA CONNECT LTD	S	A	117	0	0	78	12	5	5	0	0	11	84	8	115
	EDINBURGH	BA CONNECT LTD	S	D	126	0	0	65	17	11	7	0	0	17	82	9	124
	GLASGOW	BA CONNECT LTD	S	A	86	0	0	76	7	12	6	0	0	14	83	10	114
	GLASGOW	BA CONNECT LTD	S	D	84	0	0	75	8	10	6	1	0	18	85	12	136
	EDINBURGH	BMIBABY LTD	S	A	70	0	3	81	9	9	1	0	0	10	85	10	52
	EDINBURGH	BMIBABY LTD	S	D	70	0	3	70	16	11	3	0	0	15	75	17	51
	NEWCASTLE	EASTERN AIRWAYS	S	A	51	0	10	88	6	2	2	2	0	10	86	8	56
	NEWCASTLE	EASTERN AIRWAYS	S	D	52	0	9	88	8	2	2	0	0	6	93	7	57
	EDINBURGH	FLYBE LTD	S	A	113	0	18	69	6	12	11	2	0	22	74	13	137
	EDINBURGH	FLYBE LTD	S	D	114	0	17	56	21	10	11	3	0	28	80	13	138
	GLASGOW	FLYBE LTD	S	A	109	0	13	81	9	5	3	3	0	15	80	12	128
	GLASGOW	FLYBE LTD	S	D	109	0	13	76	10	8	5	1	0	15	77	14	129
<b>TOTAL BIRMINGHAM</b>					<b>1107</b>	<b>7</b>	<b>86</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>81</b>	<b>12</b>	<b>12</b>
BISHKEK (FRUNZE)																	
	HEATHROW	BMED	S	A	16	2	0	44	19	13	19	0	6	65	50	64	10
	HEATHROW	BMED	S	D	18	0	0	22	17	22	39	0	0	54	45	54	11
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>34</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>3</b>	<b>59</b>	<b>48</b>	<b>59</b>	<b>59</b>
BLACKPOOL																	
	STANSTED	RYANAIR	S	A	39	0	4	74	10	10	5	0	0	15	86	5	43
	STANSTED	RYANAIR	S	D	41	0	2	63	20	12	5	0	0	17	80	13	44
<b>TOTAL BLACKPOOL</b>					<b>80</b>	<b>3</b>	<b>6</b>	<b>69</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>9</b>	<b>9</b>
BODRUM (MILAS)																	
	GATWICK	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ONUR AIR	C	D	3	0	0	67	33	0	0	0	0	10	0	0	0

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
BODRUM (MILAS)																		
	MANCHESTER	ONUR AIR	C	A	3	1	0	100	0	0	0	0	0	8	0	0	0	
	MANCHESTER	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>					<b>13</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BOLOGNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	83	0	0	65	7	19	7	1	0	24	69	15	77	
	GATWICK	BRITISH AIRWAYS PLC	S	D	83	0	0	59	14	17	7	2	0	27	74	15	76	
<b>TOTAL BOLOGNA</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>15</b>	<b>15</b>	
BOLZANO																		
	BIRMINGHAM	AUSTRIAN ARROWS	C	D	2	0	0	0	50	0	50	0	0	76	0	0	0	
	GATWICK	AUSTRIAN ARROWS	C	D	2	0	0	50	0	0	50	0	0	41	0	0	0	
	MANCHESTER	AUSTRIAN ARROWS	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0	
<b>TOTAL BOLZANO</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BORDEAUX																		
	BIRMINGHAM	BMIBABY LTD	S	A	11	1	0	73	9	0	18	0	0	20	46	42	13	
	BIRMINGHAM	BMIBABY LTD	S	D	11	0	0	73	9	0	18	0	0	23	69	40	13	
	MANCHESTER	BMIBABY LTD	S	A	15	0	1	67	33	0	0	0	0	11	35	33	26	
	MANCHESTER	BMIBABY LTD	S	D	16	0	0	75	19	6	0	0	0	11	96	4	26	
	GATWICK	BRITISH AIRWAYS PLC	S	A	58	0	0	79	5	3	12	0	0	17	65	16	54	
	GATWICK	BRITISH AIRWAYS PLC	S	D	58	0	0	71	10	12	7	0	0	16	63	15	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	25	0	0	64	16	4	16	0	0	23	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	25	0	0	60	16	12	12	0	0	23	0	0	0	
<b>TOTAL BORDEAUX</b>					<b>219</b>	<b>1</b>	<b>1</b>	<b>71</b>	<b>12</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>20</b>	<b>20</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	57	0	0	88	11	2	0	0	0	5	71	18	55	
	HEATHROW	AMERICAN AIRLINES	S	D	57	0	0	68	23	7	2	0	0	12	84	9	56	
	MANCHESTER	AMERICAN AIRLINES	S	A	13	0	0	92	8	0	0	0	0	3	90	8	30	
	MANCHESTER	AMERICAN AIRLINES	S	D	13	0	0	100	0	0	0	0	0	3	97	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	0	0	74	8	7	10	1	0	18	83	8	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	0	0	20	24	34	21	1	0	43	48	21	87	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	57	13	10	20	0	0	29	83	15	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	43	20	17	20	0	0	32	63	21	30	
<b>TOTAL BOSTON</b>					<b>375</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>15</b>	<b>13</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>74</b>	<b>13</b>	<b>13</b>	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	C	D	3	0	0	67	0	33	0	0	0	19	0	0	0	
	STANSTED	RYANAIR	S	A	61	0	0	62	20	7	8	3	0	25	61	21	56	
	STANSTED	RYANAIR	S	D	60	0	0	48	35	12	5	0	0	22	57	21	58	
	MANCHESTER	SKY EUROPE	S	A	14	0	0	86	14	0	0	0	0	3	69	20	13	
	MANCHESTER	SKY EUROPE	S	D	14	0	0	71	14	14	0	0	0	12	69	18	13	
	STANSTED	SKY EUROPE	S	A	35	0	1	69	11	11	6	3	0	21	74	17	39	
	STANSTED	SKY EUROPE	S	D	35	0	1	46	20	14	11	9	0	47	38	41	39	
<b>TOTAL BRATISLAVA</b>					<b>225</b>	<b>1</b>	<b>2</b>	<b>59</b>	<b>21</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>56</b>	<b>25</b>	<b>25</b>	
BREMEN																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	60	27	3	7	0	3	44	62	16	29	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	40	30	20	10	0	0	28	38	29	29	
<b>TOTAL BREMEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>28</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>51</b>	<b>20</b>	<b>20</b>	
BRESCIA/MONTICHIARI																		
	STANSTED	RYANAIR	S	A	29	0	0	72	14	3	10	0	0	17	63	42	30	
	STANSTED	RYANAIR	S	D	29	0	0	48	31	10	10	0	0	24	57	14	30	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>28</b>	<b>28</b>	
BREST																		
	BIRMINGHAM	FLYBE LTD	S	A	12	0	1	83	8	8	0	0	0	9	78	23	9	
	BIRMINGHAM	FLYBE LTD	S	D	12	0	1	92	0	8	0	0	0	7	56	34	9	
<b>TOTAL BREST</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>29</b>	<b>29</b>	
BRIDGETOWN																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	12	0	0	42	8	25	25	0	0	32	30	18	10	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	12	0	0	58	25	8	8	0	0	17	56	22	9	
	GATWICK	BRITISH AIRWAYS PLC	S	A	41	0	1	56	15	20	10	0	0	21	55	19	40	
	GATWICK	BRITISH AIRWAYS PLC	S	D	40	0	0	65	18	0	18	0	0	19	76	15	41	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	0	0	100	0	297	67	11	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	0	0	100	0	307	67	17	3	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	0	20	60	20	0	109	0	101	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	20	20	40	0	0	70	0	85	4	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	0	0	50	0	0	48	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	0	50	50	0	0	0	31	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	10	10	20	10	0	51	11	68	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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
BRIDGETOWN																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	20	20	10	0	0	37	33	42	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	29	0	0	71	0	0	66	29	68	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	57	0	0	43	0	0	55	43	88	7	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	20	0	40	20	0	20	151	50	63	6	
	BIRMINGHAM	THOMSONFLY LTD	C	D	6	0	0	67	0	0	17	0	17	138	60	23	5	
	GLASGOW	THOMSONFLY LTD	C	A	2	0	0	0	50	0	50	0	0	78	100	0	1	
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	41	1	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	52	40	81	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	11	38	26	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	74	6	10	10	0	0	20	55	21	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	29	13	29	29	0	0	47	29	32	31	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	0	25	0	0	0	9	100	1	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	2	25	40	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	40	20	20	0	0	20	356	0	83	5	
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	0	60	40	0	0	0	28	40	35	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	5	0	0	20	20	20	20	0	20	359	0	78	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	5	0	0	40	20	40	0	0	0	25	20	35	5	
<b>TOTAL BRIDGETOWN</b>					<b>274</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>14</b>	<b>15</b>	<b>18</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>45</b>	<b>34</b>	<b>34</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	13	0	1	54	15	15	15	0	0	24	0	44	12	
	STANSTED	RYANAIR	S	D	13	0	0	46	31	23	0	0	0	15	75	22	12	
<b>TOTAL BRINDISI</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>38</b>	<b>33</b>	<b>33</b>	
BRISTOL																		
	MANCHESTER	AIR SOUTHWEST	S	A	36	0	4	72	11	6	11	0	0	21	65	17	17	
	MANCHESTER	AIR SOUTHWEST	S	D	36	0	4	81	3	6	11	0	0	16	89	4	18	
	EDINBURGH	BA CONNECT LTD	S	A	103	1	0	70	12	8	11	0	0	17	78	13	110	
	EDINBURGH	BA CONNECT LTD	S	D	104	0	0	64	15	9	12	0	0	20	78	12	111	
	GLASGOW	BA CONNECT LTD	S	A	62	0	0	82	5	10	3	0	0	10	91	6	68	
	GLASGOW	BA CONNECT LTD	S	D	84	1	0	82	8	7	2	0	0	8	90	5	94	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	78	0	2	86	5	5	4	0	0	7	74	11	80	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	78	0	2	78	10	6	5	0	0	12	50	22	80	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	77	0	3	82	8	5	3	3	0	14	81	12	80	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	77	0	3	68	14	12	5	1	0	18	64	19	80	

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

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																	MATCHED
BRISTOL		NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S A	100	0	2	60	15	10	15	0	0	25	67	23	82
		NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S D	101	0	1	52	23	11	11	3	0	29	68	24	82
<b>TOTAL BRISTOL</b>					<b>936</b>	<b>6</b>	<b>21</b>	<b>72</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>14</b>	<b>14</b>
BRNO (TURANY)		STANSTED	RYANAIR	S A	27	0	2	74	15	4	4	4	0	20	93	2	29
		STANSTED	RYANAIR	S D	30	0	0	70	13	10	7	0	0	20	80	9	30
<b>TOTAL BRNO (TURANY)</b>					<b>57</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>86</b>	<b>5</b>	<b>5</b>
BRUSSELS		MANCHESTER	BA CONNECT LTD	S A	52	0	3	65	15	12	6	2	0	19	79	12	57
		MANCHESTER	BA CONNECT LTD	S D	52	0	2	75	6	10	10	0	0	15	90	7	58
		HEATHROW	BMI BRITISH MIDLAND	S A	139	0	4	52	16	18	12	3	0	31	83	13	153
		HEATHROW	BMI BRITISH MIDLAND	S D	138	0	5	51	15	22	10	1	0	27	77	12	152
		EDINBURGH	BMI REGIONAL	S A	51	0	0	82	2	8	8	0	0	14	89	7	56
		EDINBURGH	BMI REGIONAL	S D	51	0	0	82	0	6	12	0	0	13	93	5	56
		HEATHROW	BRITISH AIRWAYS PLC	S A	183	0	0	58	10	16	15	1	1	28	84	12	205
		HEATHROW	BRITISH AIRWAYS PLC	S D	182	0	1	37	23	20	20	1	0	35	70	17	206
		BIRMINGHAM	SN BRUSSELS AIRLINES	S A	100	0	0	79	12	7	2	0	0	10	91	6	102
		BIRMINGHAM	SN BRUSSELS AIRLINES	S D	101	0	0	78	4	9	9	0	0	13	93	4	103
		GATWICK	SN BRUSSELS AIRLINES	S A	47	0	0	81	9	11	0	0	0	9	82	11	44
		GATWICK	SN BRUSSELS AIRLINES	S D	47	0	0	45	21	17	17	0	0	27	66	19	44
		HEATHROW	SN BRUSSELS AIRLINES	S A	5	0	0	60	20	20	0	0	0	19	100	1	3
		HEATHROW	SN BRUSSELS AIRLINES	S D	5	0	0	80	20	0	0	0	0	11	67	16	3
		MANCHESTER	SN BRUSSELS AIRLINES	S A	72	0	0	75	11	8	6	0	0	16	79	10	72
		MANCHESTER	SN BRUSSELS AIRLINES	S D	71	0	1	86	4	6	4	0	0	11	92	5	72
		NEWCASTLE	SN BRUSSELS AIRLINES	S A	36	0	1	83	11	3	3	0	0	10	89	6	57
		NEWCASTLE	SN BRUSSELS AIRLINES	S D	36	0	1	78	11	8	3	0	0	11	86	7	58
		LONDON CITY	VLM (BELGIUM)	S A	74	0	10	73	9	7	11	0	0	17	82	8	87
		LONDON CITY	VLM (BELGIUM)	S D	74	0	10	68	8	15	9	0	0	20	84	7	87
<b>TOTAL BRUSSELS</b>					<b>1516</b>	<b>4</b>	<b>38</b>	<b>64</b>	<b>12</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>10</b>	<b>10</b>
BUCHAREST (BANEASA)																	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>0</b>	<b>0</b>
BUCHAREST (OTOPENI)																	

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

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
BUCHAREST (OTOPENI)																		
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	4	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	57	16	11	13	4	0	31	63	15	30	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	30	33	25	12	0	0	33	50	20	30	30
	HEATHROW	TAROM	S	A	29	0	0	48	24	7	14	7	0	45	60	31	30	30
	HEATHROW	TAROM	S	D	29	0	0	52	17	10	7	14	0	52	53	35	30	30
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>175</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>23</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>58</b>	<b>25</b>	<b>25</b>	<b>25</b>
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	1	0	53	13	16	15	2	0	34	63	19	87	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	49	9	26	15	0	1	34	41	28	87	87
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	43	20	7	30	0	0	40	67	20	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	17	23	17	0	0	37	60	19	30	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	52	17	19	13	0	0	27	79	14	57	57
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	52	17	27	4	0	0	25	66	20	58	58
	MANCHESTER	JET2.COM LTD	S	A	22	0	0	32	45	0	23	0	0	33	71	11	17	17
	MANCHESTER	JET2.COM LTD	S	D	22	0	1	64	9	27	0	0	0	15	100	1	17	17
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	54	0	6	50	30	13	7	0	0	23	0	0	0	0
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	55	0	6	31	25	25	13	5	0	41	0	0	0	0
	LUTON	WIZZ AIR	S	A	33	0	0	85	9	0	3	0	3	20	89	11	28	28
	LUTON	WIZZ AIR	S	D	33	0	0	52	18	15	9	3	3	44	60	38	30	30
<b>TOTAL BUDAPEST</b>					<b>547</b>	<b>1</b>	<b>13</b>	<b>50</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>32</b>	<b>64</b>	<b>23</b>	<b>23</b>	<b>23</b>
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	72	0	6	17	6	0	29	100	2	17	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	12	12	47	29	0	0	63	44	25	18	18
<b>TOTAL BUENOS AIRES</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>6</b>	<b>26</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>45</b>	<b>69</b>	<b>16</b>	<b>16</b>	<b>16</b>
BYDGOSZCZ/SZWEREDOWO																		
	STANSTED	RYANAIR	S	A	30	0	2	57	23	7	13	0	0	21	86	4	29	29
	STANSTED	RYANAIR	S	D	30	0	2	47	20	20	13	0	0	26	87	9	30	30
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</b>					<b>60</b>	<b>0</b>	<b>4</b>	<b>52</b>	<b>22</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>86</b>	<b>7</b>	<b>7</b>	<b>7</b>



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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	65	26	3	3	3	0	23	94	4	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	6	13	29	48	3	0	70	58	22	31	
	HEATHROW	EGYPT AIR	S	A	32	0	3	28	28	22	16	0	6	101	77	14	31	
	HEATHROW	EGYPT AIR	S	D	32	2	3	19	13	44	13	6	6	118	45	25	31	
<b>TOTAL CAIRO</b>					<b>126</b>	<b>4</b>	<b>6</b>	<b>29</b>	<b>20</b>	<b>25</b>	<b>20</b>	<b>3</b>	<b>3</b>	<b>79</b>	<b>69</b>	<b>16</b>	<b>16</b>	
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	11	0	0	9	9	27	18	36	0	131	15	186	13	
	HEATHROW	AIR INDIA	S	D	11	0	0	0	0	18	45	36	0	147	7	216	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	57	7	21	7	7	0	35	92	6	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0	23	38	23	8	8	93	7	34	14	
<b>TOTAL CALCUTTA</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>10</b>	<b>27</b>	<b>22</b>	<b>20</b>	<b>2</b>	<b>97</b>	<b>30</b>	<b>111</b>	<b>111</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	31	0	0	45	23	19	13	0	0	25	58	34	31	
	HEATHROW	AIR CANADA	S	D	31	0	0	52	35	3	10	0	0	19	58	15	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	50	18	32	0	0	0	21	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	27	5	50	18	0	0	41	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	20	0	40	20	0	20	131	50	23	2	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	20	0	60	20	0	0	47	0	52	5	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	25	0	0	25	135	67	8	3	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	15	60	26	5	
	GATWICK	ZOOM AIRLINES	S	A	5	0	0	60	0	20	20	0	0	26	33	64	3	
	GATWICK	ZOOM AIRLINES	S	D	6	0	0	17	0	67	17	0	0	49	33	74	3	
	GLASGOW	ZOOM AIRLINES	S	A	4	0	0	25	0	75	0	0	0	28	0	0	0	
	GLASGOW	ZOOM AIRLINES	S	D	5	0	0	40	0	60	0	0	0	29	0	0	0	
	MANCHESTER	ZOOM AIRLINES	S	A	5	0	0	40	40	20	0	0	0	25	67	27	3	
	MANCHESTER	ZOOM AIRLINES	S	D	5	0	0	20	0	40	40	0	0	55	25	98	4	
<b>TOTAL CALGARY</b>					<b>155</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>18</b>	<b>30</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>53</b>	<b>31</b>	<b>31</b>	
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	30	0	0	90	7	3	0	0	0	6	90	8	41	
	GLASGOW	LOGANAIR	S	D	29	0	0	97	0	0	3	0	0	5	85	11	41	
<b>TOTAL CAMPBELTOWN</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>10</b>	<b>10</b>	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	
CANCUN																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	38	13	13	13	25	0	72	50	12	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	38	13	25	13	13	0	69	75	14	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	14	1		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	4	100	2	2		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	0	81	1		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	3	100	5	2		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	43	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	35	0	0	0		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	0	0	0	0	50	282	0	110	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	0	25	97	40	82	5		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	0	50	0	0	25	365	75	10	4		
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	16	25	30	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	31	0	80	2		
	MANCHESTER	THOMSONFLY LTD	C	D	4	4	0	50	0	0	50	0	0	55	67	57	3		
<b>TOTAL CANCUN</b>					<b>67</b>	<b>4</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>6</b>	<b>73</b>	<b>49</b>	<b>47</b>	<b>47</b>		
CANNES																			
CAPE TOWN																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	1	63	6	10	18	2	2	40	89	18	54		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	8	10	34	45	0	3	93	43	26	54		
	MANCHESTER	FLYGLOBESPAN	S	A	9	0	0	67	11	22	0	0	0	14	0	0	0		
	MANCHESTER	FLYGLOBESPAN	S	D	9	0	0	22	33	44	0	0	0	25	0	0	0		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	32	0	0	97	3	0	0	0	0	1	87	14	31		
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	34	0	0	47	24	15	15	0	0	31	74	15	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	20	0	0	90	0	5	0	0	5	34	69	33	13		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	21	0	0	19	24	38	19	0	0	38	0	32	13		
<b>TOTAL CAPE TOWN</b>					<b>249</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>11</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>2</b>	<b>45</b>	<b>66</b>	<b>21</b>	<b>21</b>		
CARCASSONNE																			
	STANSTED	RYANAIR	S	A	24	2	2	58	25	4	13	0	0	20	77	16	30		
	STANSTED	RYANAIR	S	D	25	2	2	44	28	16	12	0	0	27	37	26	30		
<b>TOTAL CARCASSONNE</b>					<b>49</b>	<b>4</b>	<b>4</b>	<b>51</b>	<b>27</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>57</b>	<b>21</b>	<b>21</b>		
CARDIFF WALES																			
	EDINBURGH	BMIBABY LTD	S	A	53	0	4	85	8	4	2	2	0	9	92	4	60		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD	S	D	53	0	4	77	13	6	2	2	0	12	75	10	60	
	GLASGOW	BMIBABY LTD	S	A	43	0	6	88	5	5	0	2	0	10	0	0	0	
	GLASGOW	BMIBABY LTD	S	D	43	0	6	81	5	9	2	2	0	14	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	31	0	3	84	6	6	0	3	0	15	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	30	0	3	83	10	7	0	0	0	8	0	0	0	
<b>TOTAL CARDIFF WALES</b>					<b>253</b>	<b>0</b>	<b>26</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>83</b>	<b>7</b>	<b>7</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	ROYAL AIR MAROC	S	A	31	0	0	45	13	26	10	6	0	44	50	32	30	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>13</b>	<b>25</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>47</b>	<b>32</b>	<b>32</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	0	38	38	23	0	0	49	69	12	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	31	38	15	15	0	0	32	79	9	14	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>39</b>	<b>25</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>71</b>	<b>11</b>	<b>11</b>	
CHAMBERY																		
	GATWICK	ASTRAEUS LTD	C	A	21	1	0	33	5	14	19	10	19	185	28	79	18	
	GATWICK	ASTRAEUS LTD	C	D	26	0	0	31	12	8	23	15	12	124	37	65	27	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	0	25	50	0	25	0	100	33	56	6	
	MANCHESTER	ASTRAEUS LTD	C	D	6	0	0	50	17	17	0	0	17	123	67	25	9	
	BIRMINGHAM	BA CONNECT LTD	C	A	3	0	0	0	0	33	33	33	0	121	0	0	0	
	BIRMINGHAM	BA CONNECT LTD	C	D	5	0	0	40	0	20	20	20	0	80	0	0	0	
	MANCHESTER	BA CONNECT LTD	C	A	2	0	0	0	0	0	100	0	0	144	0	0	0	
	MANCHESTER	BA CONNECT LTD	C	D	2	0	0	0	0	0	100	0	0	81	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	7	0	2	86	0	0	14	0	0	17	50	39	8	
	BIRMINGHAM	FLYBE LTD	S	D	8	0	1	38	50	13	0	0	0	17	44	28	9	
	EDINBURGH	FLYGLOBESPAN	S	A	4	1	1	25	0	0	75	0	0	93	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	10	0	0	70	0	20	10	0	0	25	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	7	0	0	29	29	14	29	0	0	47	50	26	8	
	MANCHESTER	JET2.COM LTD	S	D	7	0	0	57	14	29	0	0	0	21	63	12	8	
	NEWCASTLE	JET2.COM LTD	S	A	6	0	1	67	0	17	17	0	0	25	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	7	0	0	29	29	14	29	0	0	53	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	0	0	0	50	0	50	557	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	0	33	67	0	0	0	41	0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	92	50	12	2	

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
CHAMBERY																		
	STANSTED	TITAN AIRWAYS LTD	C	D	6	0	0	0	0	17	83	0	0	93	33	33	3	
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	20	0	0	40	20	20	178	100	7	2	
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	20	20	20	20	0	20	149	50	8	2	
<b>TOTAL CHAMBERY</b>					<b>153</b>	<b>2</b>	<b>5</b>	<b>35</b>	<b>11</b>	<b>15</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>100</b>	<b>42</b>	<b>47</b>	<b>47</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	30	0	0	80	17	3	0	0	0	6	63	30	30	
	GATWICK	US AIRWAYS	S	D	30	0	0	53	13	23	10	0	0	27	87	8	30	
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>19</b>	<b>19</b>	
CHICAGO (MIDWAY)																		
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	13	0	0	69	0	15	0	15	0	50	69	16	13	
	HEATHROW	AIR INDIA	S	D	14	0	0	21	7	36	21	14	0	70	15	65	13	
	HEATHROW	AMERICAN AIRLINES	S	A	122	0	0	61	14	15	9	1	0	22	56	26	97	
	HEATHROW	AMERICAN AIRLINES	S	D	122	0	0	64	18	12	6	0	0	17	71	11	98	
	MANCHESTER	AMERICAN AIRLINES	S	A	31	0	0	71	6	10	13	0	0	20	58	23	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	31	0	0	90	3	3	3	0	0	5	94	18	31	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	28	0	2	71	18	4	7	0	0	13	70	14	30	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	28	0	2	64	11	0	14	7	4	54	57	27	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	92	0	0	49	15	21	14	1	0	29	59	37	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	91	0	0	19	34	34	12	1	0	37	40	27	60	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	9	0	0	22	11	33	0	33	0	103	0	56	8	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	9	0	0	22	0	22	33	22	0	97	89	12	9	
	HEATHROW	UNITED AIRLINES	S	A	93	0	0	81	6	5	8	0	0	12	56	34	94	
	HEATHROW	UNITED AIRLINES	S	D	90	1	1	68	22	7	3	0	0	13	80	10	93	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>773</b>	<b>2</b>	<b>5</b>	<b>59</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>24</b>	<b>24</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	28	0	0	96	0	4	0	0	0	2	80	10	30	
	GATWICK	DELTA AIRLINES	S	D	28	0	0	86	4	4	7	0	0	11	73	33	30	
<b>TOTAL CINCINNATI</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>21</b>	<b>21</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	27	0	0	74	11	7	7	0	0	15	65	12	31	
	GLASGOW	LOGANAIR	S	D	27	0	0	85	11	4	0	0	0	7	77	13	30	

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
CITY OF DERRY (EGLINTON)																		
	STANSTED	RYANAIR		S A	48	0	4	69	13	13	4	2	0	20	82	9	50	
	STANSTED	RYANAIR		S D	52	0	0	60	25	10	6	0	0	20	48	19	50	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>154</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>15</b>	<b>15</b>	
COLOGNE (BONN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	51	1	1	35	33	10	20	2	0	38	69	18	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	52	0	0	31	27	25	13	4	0	41	59	20	29	
	EDINBURGH	EUROWINGS LUFTVERKEHRS		S A	14	0	0	64	21	7	7	0	0	19	75	10	12	
	EDINBURGH	EUROWINGS LUFTVERKEHRS		S D	14	0	0	36	36	21	7	0	0	31	33	24	12	
	STANSTED	EUROWINGS LUFTVERKEHRS		S A	73	0	0	81	5	10	3	1	0	15	81	11	58	
	STANSTED	EUROWINGS LUFTVERKEHRS		S D	72	0	0	63	13	15	6	4	0	26	57	21	58	
	BIRMINGHAM	HAPAG LLOYD EXPRESS		S A	20	0	2	85	0	10	5	0	0	10	0	0	0	
	BIRMINGHAM	HAPAG LLOYD EXPRESS		S D	20	0	2	85	0	5	10	0	0	13	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS		S A	24	0	0	75	21	0	4	0	0	11	64	21	25	
	MANCHESTER	HAPAG LLOYD EXPRESS		S D	24	0	0	75	17	4	4	0	0	11	60	22	25	
	HEATHROW	LUFTHANSA		S A	71	0	3	68	15	7	7	3	0	24	0	0	0	
	HEATHROW	LUFTHANSA		S D	71	0	3	52	24	14	6	4	0	26	0	0	0	
<b>TOTAL COLOGNE (BONN)</b>					<b>508</b>	<b>1</b>	<b>11</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>20</b>	<b>20</b>	
COLOMBO																		
	HEATHROW	SRILANKAN AIRLINES		S A	53	0	0	64	21	4	9	2	0	22	72	14	53	
	HEATHROW	SRILANKAN AIRLINES		S D	52	0	2	17	27	33	23	0	0	42	36	34	53	
<b>TOTAL COLOMBO</b>					<b>105</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>24</b>	<b>18</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>54</b>	<b>24</b>	<b>24</b>	
CONNAUGHT																		
	BIRMINGHAM	BMIBABY LTD		S A	30	0	2	93	0	3	3	0	0	4	64	29	28	
	BIRMINGHAM	BMIBABY LTD		S D	31	0	1	94	3	0	3	0	0	7	50	22	28	
	MANCHESTER	BMIBABY LTD		S A	28	0	2	86	0	14	0	0	0	6	83	19	30	
	MANCHESTER	BMIBABY LTD		S D	29	0	1	90	0	7	3	0	0	6	87	9	30	
	LUTON	RYANAIR		S A	28	0	1	75	4	14	7	0	0	13	89	20	28	
	LUTON	RYANAIR		S D	30	0	0	77	10	10	3	0	0	14	70	14	30	
	STANSTED	RYANAIR		S A	28	0	3	75	11	11	4	0	0	12	86	13	29	
	STANSTED	RYANAIR		S D	30	0	0	80	10	10	0	0	0	10	80	11	30	
<b>TOTAL CONNAUGHT</b>					<b>234</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>5</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>74</b>	<b>17</b>	<b>17</b>	
COPENHAGEN																		

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
COPENHAGEN	EDINBURGH	BMI REGIONAL	S	A	37	0	0	95	5	0	0	0	0	3	90	9	40
	EDINBURGH	BMI REGIONAL	S	D	37	0	0	84	16	0	0	0	0	5	93	5	40
	GLASGOW	BMI REGIONAL	S	A	25	0	0	100	0	0	0	0	0	1	93	9	28
	GLASGOW	BMI REGIONAL	S	D	25	0	0	96	4	0	0	0	0	2	96	4	28
	HEATHROW	BRITISH AIRWAYS PLC	S	A	154	0	0	57	9	14	18	2	1	35	66	19	164
	HEATHROW	BRITISH AIRWAYS PLC	S	D	154	0	1	38	18	27	17	1	0	36	59	21	164
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	82	0	1	82	5	7	5	1	0	14	76	16	84
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	82	0	3	66	21	7	5	1	0	17	61	19	84
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	25	50	0	0	48	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	10	0	0	0
	BIRMINGHAM	SAS	S	A	42	1	1	45	33	17	5	0	0	23	79	11	48
	BIRMINGHAM	SAS	S	D	42	0	1	29	40	26	5	0	0	28	71	16	48
	HEATHROW	SAS	S	A	145	0	2	45	21	17	14	3	0	35	58	22	137
	HEATHROW	SAS	S	D	146	0	1	39	24	17	13	7	0	44	53	26	138
	LONDON CITY	SAS	S	A	31	0	0	39	32	19	10	0	0	24	89	4	44
	LONDON CITY	SAS	S	D	30	0	1	20	17	43	20	0	0	40	52	22	44
	MANCHESTER	SAS	S	A	66	0	1	52	26	20	3	0	0	20	78	13	73
	MANCHESTER	SAS	S	D	66	0	1	58	23	14	5	2	0	18	84	13	73
	GATWICK	STERLING AIRLINES	S	A	88	0	0	60	17	11	11	0	0	23	76	16	84
	GATWICK	STERLING AIRLINES	S	D	88	0	0	49	25	13	13	1	0	29	68	20	84
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	50	50	0	0	0	30	0	0	0
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL COPENHAGEN</b>					<b>1360</b>	<b>4</b>	<b>13</b>	<b>54</b>	<b>19</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>69</b>	<b>18</b>	<b>18</b>
CORFU	GATWICK	XL AIRWAYS UK LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CORFU</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>24</b>
CORK	EDINBURGH	AER ARRAN	S	A	41	0	1	63	10	7	17	2	0	34	88	42	42
	EDINBURGH	AER ARRAN	S	D	40	0	2	58	15	10	13	5	0	33	86	41	42
	BIRMINGHAM	AER LINGUS	S	A	16	0	1	81	0	6	13	0	0	12	0	0	0
	BIRMINGHAM	AER LINGUS	S	D	17	0	0	76	0	6	18	0	0	21	0	0	0
	HEATHROW	AER LINGUS	S	A	112	1	6	49	19	18	9	4	2	41	73	13	118

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

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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
CORK																		
	HEATHROW	AER LINGUS	S	D	116	1	4	50	22	12	9	5	2	45	78	13	118	
	BIRMINGHAM	BMIBABY LTD	S	A	25	4	1	72	8	12	4	4	0	27	72	23	29	
	BIRMINGHAM	BMIBABY LTD	S	D	29	0	1	76	7	10	7	0	0	15	80	22	30	
	MANCHESTER	BMIBABY LTD	S	A	30	0	2	77	3	10	7	3	0	18	62	15	29	
	MANCHESTER	BMIBABY LTD	S	D	31	0	1	74	13	6	3	3	0	16	90	7	30	
	NEWCASTLE	JET2.COM LTD	S	A	10	1	0	70	20	0	10	0	0	25	64	17	11	
	NEWCASTLE	JET2.COM LTD	S	D	10	1	0	90	0	0	10	0	0	18	82	13	11	
	GATWICK	RYANAIR	S	A	30	0	0	73	7	10	7	3	0	20	97	2	58	
	GATWICK	RYANAIR	S	D	30	0	0	57	13	20	7	3	0	29	89	6	56	
	STANSTED	RYANAIR	S	A	79	0	2	75	6	10	6	3	0	20	75	12	116	
	STANSTED	RYANAIR	S	D	82	0	0	78	7	9	5	1	0	17	64	15	116	
<b>TOTAL CORK</b>					<b>698</b>	<b>10</b>	<b>21</b>	<b>65</b>	<b>12</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>78</b>	<b>16</b>	<b>16</b>	
CUNAGUA (CAYO COCO)																		
	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	0	100	0	0	0	0	25	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	38	50	94	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	25	50	0	0	62	25	84	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	75	12	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	50	21	4	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>57</b>	<b>57</b>	
CUNEO																		

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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	20	0	0	15	40	25	20	0	0	41	36	99	22	
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	20	0	0	10	15	45	25	5	0	56	22	60	23	
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	A	8	0	0	25	13	13	50	0	0	62	0	0	0	
	MANCHESTER	BIMAN BANGLADESH AIRLINES	S	D	8	0	0	25	0	38	38	0	0	59	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	2	50	8	0	33	0	8	140	71	38	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	7	7	36	36	14	0	80	0	45	13	
<b>TOTAL DACCA</b>					<b>82</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>17</b>	<b>28</b>	<b>30</b>	<b>4</b>	<b>1</b>	<b>70</b>	<b>32</b>	<b>65</b>	<b>65</b>	
DALAMAN																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	75	0	0	25	0	0	19	100	5	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	0	0	25	0	0	15	75	19	4	
	GATWICK	ONUR AIR	C	A	5	0	0	60	0	20	0	20	0	62	33	61	3	
	GATWICK	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	11	0	71	3	
	MANCHESTER	ONUR AIR	C	A	5	0	0	100	0	0	0	0	0	3	67	28	3	
	MANCHESTER	ONUR AIR	C	D	5	0	0	40	40	0	20	0	0	28	0	66	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0	
<b>TOTAL DALAMAN</b>					<b>31</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>6</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>47</b>	<b>32</b>	<b>32</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	60	0	1	67	10	10	12	2	0	23	60	19	63	
	GATWICK	AMERICAN AIRLINES	S	D	60	0	1	77	13	7	3	0	0	12	78	15	63	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	70	3	10	13	3	0	24	57	21	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	43	17	27	13	0	0	26	70	18	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>180</b>	<b>0</b>	<b>2</b>	<b>67</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>18</b>	<b>18</b>	
DAMASCUS																		
	HEATHROW	BMED	S	A	18	0	0	89	6	6	0	0	0	6	78	26	27	
	HEATHROW	BMED	S	D	18	0	0	28	22	33	17	0	0	34	67	25	27	
	HEATHROW	SYRIANAIR	S	A	12	0	1	33	33	17	17	0	0	35	33	36	12	
	HEATHROW	SYRIANAIR	S	D	12	0	1	33	0	17	50	0	0	56	31	39	13	
	MANCHESTER	SYRIANAIR	S	A	8	0	0	13	38	0	25	25	0	108	43	23	7	
	MANCHESTER	SYRIANAIR	S	D	9	0	0	22	0	22	22	33	0	131	29	34	7	
<b>TOTAL DAMASCUS</b>					<b>79</b>	<b>2</b>	<b>4</b>	<b>41</b>	<b>15</b>	<b>18</b>	<b>20</b>	<b>6</b>	<b>0</b>	<b>50</b>	<b>56</b>	<b>29</b>	<b>29</b>	
DAMMAM																		



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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)													
DAMMAM																			
	HEATHROW	SAUDI ARABIAN AIRLINES		S A	4	0	0	75	0	0	0	0	25	162	100	0	5		
	HEATHROW	SAUDI ARABIAN AIRLINES		S D	4	0	0	25	50	0	0	25	0	102	33	47	3		
<b>TOTAL DAMMAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>132</b>	<b>75</b>	<b>18</b>	<b>18</b>		
DAR-ES-SALAAM																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	14	0	0	79	0	7	14	0	0	16	46	20	13		
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	0	46	31	23	0	0	43	64	23	14		
<b>TOTAL DAR-ES-SALAAM</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>22</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>56</b>	<b>22</b>	<b>22</b>		
DEAUVILLE																			
<b>TOTAL DEAUVILLE</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>8</b>	<b>100</b>	<b>0</b>	<b>0</b>		
DEER LAKE (NEWFOUNDLAN																			
	GATWICK	MONARCH AIRLINES		C A	2	1	0	0	0	0	100	0	0	107	0	0	0		
	GATWICK	MONARCH AIRLINES		C D	2	0	0	50	0	0	50	0	0	42	0	0	0		
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>					<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>20</b>	<b>47</b>	<b>47</b>		
DELHI																			
	BIRMINGHAM	AIR INDIA		S A	23	0	0	39	13	4	17	17	9	118	11	68	9		
	BIRMINGHAM	AIR INDIA		S D	19	2	1	16	5	21	26	26	5	138	40	94	10		
	HEATHROW	BRITISH AIRWAYS PLC		S A	62	0	1	42	16	13	26	3	0	45	71	13	31		
	HEATHROW	BRITISH AIRWAYS PLC		S D	62	0	0	11	21	27	37	3	0	62	23	30	31		
	HEATHROW	JET AIRWAYS		S A	31	0	0	29	19	16	29	6	0	62	74	13	31		
	HEATHROW	JET AIRWAYS		S D	31	0	0	23	23	29	23	3	0	47	61	22	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	10	10	26	48	6	0	78	39	37	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	31	0	0	16	19	32	29	3	0	49	52	18	31		
<b>TOTAL DELHI</b>					<b>290</b>	<b>2</b>	<b>2</b>	<b>24</b>	<b>17</b>	<b>21</b>	<b>30</b>	<b>7</b>	<b>1</b>	<b>67</b>	<b>51</b>	<b>28</b>	<b>28</b>		
DENVER INTERNATIONAL																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	27	0	2	37	19	22	11	11	0	55	80	9	30		
	HEATHROW	BRITISH AIRWAYS PLC		S D	28	0	0	29	32	25	11	4	0	38	67	11	30		
	GATWICK	THOMSONFLY LTD		C A	2	0	0	50	0	0	50	0	0	46	100	12	1		
	GATWICK	THOMSONFLY LTD		C D	5	0	0	0	20	80	0	0	0	36	50	14	4		
<b>TOTAL DENVER INTERNATIONAL</b>					<b>62</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>24</b>	<b>27</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>46</b>	<b>72</b>	<b>10</b>	<b>10</b>		
DETROIT																			
	GATWICK	NORTHWEST AIRLINES		S A	31	0	0	84	3	13	0	0	0	7	81	10	31		
	GATWICK	NORTHWEST AIRLINES		S D	31	0	0	81	3	16	0	0	0	11	77	9	31		

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
DETROIT																	
<b>TOTAL DETROIT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>64</b>	<b>30</b>	<b>30</b>
DINARD																	
	STANSTED	RYANAIR	S	A	30	0	0	90	0	3	7	0	0	11	87	6	30
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	8	77	12	30
<b>TOTAL DINARD</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>9</b>	<b>9</b>
DJIBOUTI																	
	GATWICK	DAALLO AIRLINES	S	A	4	1	0	0	25	25	50	0	0	87	40	34	5
	GATWICK	DAALLO AIRLINES	S	D	4	0	0	25	50	25	0	0	0	24	0	63	4
<b>TOTAL DJIBOUTI</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>22</b>	<b>47</b>	<b>47</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	94	3	3	0	0	0	3	100	0	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	19	39	29	13	0	0	33	50	22	30
	GATWICK	QATAR AIRWAYS	S	A	31	0	0	77	6	10	3	3	0	18	81	8	31
	GATWICK	QATAR AIRWAYS	S	D	31	0	0	29	39	19	10	3	0	33	74	9	31
	HEATHROW	QATAR AIRWAYS	S	A	93	0	0	51	22	16	9	3	0	29	48	25	62
	HEATHROW	QATAR AIRWAYS	S	D	93	0	0	15	27	37	20	1	0	39	58	14	62
	MANCHESTER	QATAR AIRWAYS	S	A	31	0	0	65	13	13	10	0	0	16	41	32	17
	MANCHESTER	QATAR AIRWAYS	S	D	31	0	1	45	26	19	10	0	0	25	88	15	17
<b>TOTAL DOHA</b>					<b>372</b>	<b>0</b>	<b>1</b>	<b>44</b>	<b>23</b>	<b>21</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>16</b>	<b>16</b>
DONCASTER SHEFFIELD																	
DORTMUND																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	69	2	2	90	6	3	1	0	0	6	86	6	51
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	69	2	2	61	25	12	3	0	0	17	61	20	51
<b>TOTAL DORTMUND</b>					<b>138</b>	<b>4</b>	<b>4</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>13</b>	<b>13</b>
DOUALA																	
DUBAI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	76	0	0	41	26	13	18	1	0	36	82	12	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	76	0	0	26	17	33	21	3	0	49	31	35	62
	BIRMINGHAM	EMIRATES	S	A	62	1	0	32	34	26	8	0	0	28	61	16	62
	BIRMINGHAM	EMIRATES	S	D	62	0	0	34	24	29	13	0	0	31	53	21	62
	GATWICK	EMIRATES	S	A	93	0	0	48	26	22	4	0	0	21	69	15	93
	GATWICK	EMIRATES	S	D	93	0	0	54	23	16	8	0	0	21	72	14	93

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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)												
DUBAI																		
	GLASGOW	EMIRATES	S	A	31	0	0	6	29	48	16	0	0	43	26	26	31	
	GLASGOW	EMIRATES	S	D	31	0	0	13	29	35	23	0	0	46	55	21	31	
	HEATHROW	EMIRATES	S	A	155	0	0	43	23	28	6	0	0	24	69	14	154	
	HEATHROW	EMIRATES	S	D	152	0	3	22	26	33	19	0	0	38	32	28	155	
	MANCHESTER	EMIRATES	S	A	62	0	0	29	32	27	10	2	0	31	53	19	62	
	MANCHESTER	EMIRATES	S	D	62	0	0	11	29	29	26	3	2	56	40	34	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	0	3	35	58	3	0	80	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	23	16	39	23	0	0	43	0	0	0	
<b>TOTAL DUBAI</b>					<b>1017</b>	<b>2</b>	<b>3</b>	<b>32</b>	<b>25</b>	<b>28</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>55</b>	<b>21</b>	<b>21</b>	
DUBLIN																		
	BIRMINGHAM	AER LINGUS	S	A	110	1	4	73	16	6	5	0	0	13	82	8	121	
	BIRMINGHAM	AER LINGUS	S	D	111	0	3	66	20	7	7	0	0	17	72	13	121	
	EDINBURGH	AER LINGUS	S	A	54	0	2	67	15	11	7	0	0	19	84	8	31	
	EDINBURGH	AER LINGUS	S	D	54	0	2	52	19	19	11	0	0	25	61	14	31	
	GLASGOW	AER LINGUS	S	A	75	0	1	69	15	13	1	1	0	15	78	10	69	
	GLASGOW	AER LINGUS	S	D	75	0	1	68	11	15	5	1	0	19	62	15	69	
	HEATHROW	AER LINGUS	S	A	350	0	11	62	13	12	11	3	0	29	81	12	372	
	HEATHROW	AER LINGUS	S	D	351	0	11	65	12	9	10	5	0	30	82	13	374	
	MANCHESTER	AER LINGUS	S	A	110	0	2	49	25	17	8	1	0	24	92	5	124	
	MANCHESTER	AER LINGUS	S	D	110	0	2	59	13	20	7	1	0	23	89	6	124	
	NEWCASTLE	AER LINGUS	S	A	29	0	1	76	14	7	3	0	0	12	0	0	0	
	NEWCASTLE	AER LINGUS	S	D	29	0	1	72	10	14	3	0	0	12	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	186	0	4	57	18	11	7	7	0	36	66	18	178	
	HEATHROW	BMI BRITISH MIDLAND	S	D	190	0	4	63	14	11	8	4	0	28	69	15	179	
	GATWICK	BRITISH AIRWAYS PLC	S	A	106	0	0	55	12	15	15	3	0	37	73	13	112	
	GATWICK	BRITISH AIRWAYS PLC	S	D	106	0	0	67	13	8	9	3	0	24	79	11	113	
	LONDON CITY	CITY JET	S	A	93	0	0	68	16	11	5	0	0	16	81	14	102	
	LONDON CITY	CITY JET	S	D	92	0	0	41	25	22	11	1	0	31	62	23	102	
	MANCHESTER	LUXAIR	S	A	29	0	1	93	3	3	0	0	0	3	70	17	30	
	MANCHESTER	LUXAIR	S	D	29	0	1	79	3	14	3	0	0	11	76	11	29	
	BIRMINGHAM	RYANAIR	S	A	73	2	5	79	7	5	7	1	0	16	66	15	64	
	BIRMINGHAM	RYANAIR	S	D	73	0	5	62	19	10	7	3	0	24	53	28	64	
	EDINBURGH	RYANAIR	S	A	87	1	2	71	14	6	9	0	0	15	72	13	74	

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 2005			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DUBLIN	EDINBURGH	RYANAIR	S	D	87	0	2	69	11	10	8	0	1	26	76	16	74
	GATWICK	RYANAIR	S	A	160	1	18	68	9	11	9	3	0	25	75	14	142
	GATWICK	RYANAIR	S	D	163	1	15	54	15	15	10	6	0	35	71	20	143
	LUTON	RYANAIR	S	A	94	2	5	53	19	16	11	1	0	26	66	17	108
	LUTON	RYANAIR	S	D	93	2	5	59	23	9	6	3	0	25	78	14	108
	MANCHESTER	RYANAIR	S	A	98	3	5	56	15	19	8	1	0	23	70	16	96
	MANCHESTER	RYANAIR	S	D	99	1	4	59	12	19	8	2	0	24	77	12	96
	NEWCASTLE	RYANAIR	S	A	52	2	4	54	8	10	21	8	0	48	84	12	51
	NEWCASTLE	RYANAIR	S	D	54	0	6	54	2	20	17	7	0	50	71	24	51
	STANSTED	RYANAIR	S	A	253	6	4	61	13	14	9	2	1	27	60	20	238
	STANSTED	RYANAIR	S	D	257	3	1	56	20	13	10	0	0	27	61	17	242
<b>TOTAL DUBLIN</b>					<b>3940</b>	<b>38</b>	<b>132</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>74</b>	<b>15</b>	<b>15</b>
DUBROVNIK	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	31	8	8	0	0	23	83	6	12
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	46	8	31	15	0	0	31	67	11	12
<b>TOTAL DUBROVNIK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>73</b>	<b>10</b>	<b>10</b>
DUNDEE	LONDON CITY	SCOT AIRWAYS	S	A	76	0	9	54	24	16	5	1	0	25	68	20	82
	LONDON CITY	SCOT AIRWAYS	S	D	76	0	9	49	25	22	3	1	0	24	64	17	81
<b>TOTAL DUNDEE</b>					<b>152</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>24</b>	<b>19</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>19</b>	<b>19</b>
DURHAM TEES VALLEY	HEATHROW	BMI BRITISH MIDLAND	S	A	89	0	2	73	11	8	8	0	0	15	68	16	78
	HEATHROW	BMI BRITISH MIDLAND	S	D	89	0	2	82	3	9	4	0	1	14	81	11	78
<b>TOTAL DURHAM TEES VALLEY</b>					<b>178</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>77</b>	<b>14</b>	<b>14</b>
DUSHANBE																	
DUSSELDORF	STANSTED	AIR BERLIN	S	A	93	0	0	88	5	0	6	0	0	8	92	5	91
	STANSTED	AIR BERLIN	S	D	93	0	0	72	12	8	5	3	0	20	70	13	91
	BIRMINGHAM	BA CONNECT LTD	S	A	80	0	0	88	5	5	1	1	0	9	93	3	86
	BIRMINGHAM	BA CONNECT LTD	S	D	79	0	0	86	4	6	3	1	0	11	92	5	85
	MANCHESTER	BA CONNECT LTD	S	A	66	0	2	86	3	6	3	2	0	13	91	7	65
	MANCHESTER	BA CONNECT LTD	S	D	67	0	1	88	3	6	3	0	0	7	91	5	65

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

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)											
DUSSELDORF	HEATHROW	BRITISH AIRWAYS PLC	S	A	151	2	0	59	13	13	12	2	1	29	73	16	157
	HEATHROW	BRITISH AIRWAYS PLC	S	D	152	0	0	54	18	15	12	1	0	23	63	22	157
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	74	0	0	85	11	3	1	0	0	7	80	11	55
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	74	0	0	85	11	3	1	0	0	8	73	12	55
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	39	0	0	87	8	3	3	0	0	6	87	9	31
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	39	0	0	59	18	21	3	0	0	17	55	22	31
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	19	0	0	58	32	11	0	0	0	15	80	10	20
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	19	0	0	63	26	5	5	0	0	14	75	13	20
	HEATHROW	LUFTHANSA	S	A	117	0	4	72	13	6	7	3	0	20	82	11	124
	HEATHROW	LUFTHANSA	S	D	117	0	4	66	13	12	9	0	0	18	80	14	124
	MANCHESTER	LUFTHANSA CITY LINE	S	A	81	0	0	69	17	11	2	0	0	14	81	8	63
	MANCHESTER	LUFTHANSA CITY LINE	S	D	81	0	0	80	9	9	2	0	0	10	95	5	63
<b>TOTAL DUSSELDORF</b>					<b>1442</b>	<b>2</b>	<b>11</b>	<b>74</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	<b>11</b>

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
EDINBURGH	BIRMINGHAM	BA CONNECT LTD	S	A	138	0	0	74	9	11	6	0	0	14	89	6	139
	BIRMINGHAM	BA CONNECT LTD	S	D	137	0	0	73	15	8	4	1	0	13	87	8	137
	LONDON CITY	BA CONNECT LTD	S	A	114	0	0	82	9	2	6	1	0	13	82	8	95
	LONDON CITY	BA CONNECT LTD	S	D	114	0	0	57	25	10	8	0	0	21	57	19	94
	MANCHESTER	BA CONNECT LTD	S	A	130	3	5	68	9	12	9	2	0	23	74	13	128
	MANCHESTER	BA CONNECT LTD	S	D	129	0	5	71	12	8	9	1	0	19	82	8	127
	HEATHROW	BMI BRITISH MIDLAND	S	A	213	0	0	66	9	11	11	2	0	28	84	9	220
	HEATHROW	BMI BRITISH MIDLAND	S	D	213	0	2	72	8	9	8	2	0	20	87	8	221
	MANCHESTER	BMI REGIONAL	S	A	91	0	0	88	9	2	1	0	0	7	89	7	95
	MANCHESTER	BMI REGIONAL	S	D	92	0	0	96	3	0	0	1	0	5	95	3	94
	BIRMINGHAM	BMIBABY LTD	S	A	70	1	3	83	10	4	3	0	0	9	84	12	51
	BIRMINGHAM	BMIBABY LTD	S	D	69	1	3	71	16	12	1	0	0	14	81	12	52
	GATWICK	BRITISH AIRWAYS PLC	S	A	138	1	1	46	24	17	12	2	0	33	63	19	145
	GATWICK	BRITISH AIRWAYS PLC	S	D	139	0	1	69	12	10	9	1	0	21	77	12	144
	HEATHROW	BRITISH AIRWAYS PLC	S	A	263	2	5	49	19	16	14	2	0	31	60	22	342
	HEATHROW	BRITISH AIRWAYS PLC	S	D	268	0	1	61	14	14	10	1	0	23	61	21	344
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	109	0	1	60	16	10	13	2	0	29	71	17	108
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	109	0	1	61	17	10	11	1	0	26	68	17	109
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	158	0	0	77	7	9	5	2	0	15	82	9	153
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	158	0	0	67	15	10	8	0	0	19	73	14	153
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	154	0	1	76	10	5	8	2	0	18	84	8	159
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	155	0	0	57	17	14	10	2	0	27	63	17	160
	BIRMINGHAM	FLYBE LTD	S	A	113	1	17	76	6	9	7	2	0	18	85	10	138
	BIRMINGHAM	FLYBE LTD	S	D	111	0	21	66	11	13	9	2	0	23	70	15	136
	LONDON CITY	SCOT AIRWAYS	S	A	116	0	10	58	23	13	6	0	0	20	79	10	140
	LONDON CITY	SCOT AIRWAYS	S	D	117	1	9	62	19	15	5	0	0	17	81	12	141
<b>TOTAL EDINBURGH</b>					<b>3622</b>	<b>118</b>	<b>87</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>13</b>	<b>13</b>
EDMONTON	HEATHROW	AIR CANADA	S	A	14	0	0	21	29	36	14	0	0	34	0	0	0
	HEATHROW	AIR CANADA	S	D	13	0	0	62	31	8	0	0	0	12	0	0	0
<b>TOTAL EDMONTON</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>30</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	A	26	0	0	54	19	15	8	4	0	30	85	9	34

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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)											
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	D	25	0	0	44	16	12	24	4	0	42	68	20	34
	STANSTED	RYANAIR	S	A	43	0	4	72	12	14	2	0	0	11	77	18	47
	STANSTED	RYANAIR	S	D	47	0	0	68	15	13	2	2	0	17	56	14	48
<b>TOTAL EINDHOVEN</b>					<b>141</b>	<b>0</b>	<b>4</b>	<b>62</b>	<b>15</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>15</b>	<b>15</b>
ENONTEKIO	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	40	0	0	0
	STANSTED	JET2.COM LTD	C	A	2	0	0	50	0	0	50	0	0	45	0	0	0
	STANSTED	JET2.COM LTD	C	D	2	0	0	0	100	0	0	0	0	25	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	25	100	0	3
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	47	100	5	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	15	1
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	10	100	6	2
	GATWICK	XL AIRWAYS UK LTD	C	A	3	0	0	67	0	0	33	0	0	31	67	10	3
	GATWICK	XL AIRWAYS UK LTD	C	D	3	0	0	100	0	0	0	0	0	10	75	6	4
	MANCHESTER	XL AIRWAYS UK LTD	C	A	3	0	0	33	33	33	0	0	0	20	100	0	1
	MANCHESTER	XL AIRWAYS UK LTD	C	D	3	0	0	67	0	0	33	0	0	55	100	8	1
<b>TOTAL ENONTEKIO</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>12</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>11</b>	<b>11</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	8	23	8	8	0	36	77	25	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	15	23	38	23	0	0	45	31	27	13
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>31</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>54</b>	<b>26</b>	<b>26</b>
ESBJERG	STANSTED	RYANAIR	S	A	28	0	0	61	18	11	11	0	0	19	72	15	29
	STANSTED	RYANAIR	S	D	28	0	0	50	14	25	11	0	0	28	48	25	29
<b>TOTAL ESBJERG</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>20</b>	<b>20</b>
EVENES																	
EXETER	EDINBURGH	FLYBE LTD	S	A	50	0	2	60	12	14	12	2	0	31	73	17	52
	EDINBURGH	FLYBE LTD	S	D	50	0	2	40	12	22	26	0	0	39	60	23	53
	GLASGOW	FLYBE LTD	S	A	47	0	3	70	4	6	17	2	0	24	83	8	29
	GLASGOW	FLYBE LTD	S	D	46	0	4	63	9	9	17	2	0	31	90	7	29

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

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)										
EXETER																		
	MANCHESTER	FLYBE LTD	S	A	45	0	4	82	7	4	7	0	0	14	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	45	0	4	87	2	2	9	0	0	13	0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	47	0	3	85	6	0	6	2	0	16	69	17	29	
	NEWCASTLE	FLYBE LTD	S	D	46	0	4	72	17	0	9	2	0	20	69	17	29	
<b>TOTAL EXETER</b>					<b>376</b>	<b>2</b>	<b>26</b>	<b>69</b>	<b>9</b>	<b>7</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>16</b>	<b>16</b>	



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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
FAGERNES/LEIRIN	GATWICK	ASTRAEUS LTD	C	D	2	0	0	50	0	0	0	0	50	252	75	10	4
<b>TOTAL FAGERNES/LEIRIN</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>172</b>	<b>80</b>	<b>10</b>	<b>10</b>
FARNBOROUGH					<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FARNBOROUGH</b>					<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
FARO	GATWICK	AIR PORTUGAL	S	A	25	0	1	72	8	0	20	0	0	27	0	0	0
	GATWICK	AIR PORTUGAL	S	D	25	0	0	76	12	4	8	0	0	16	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	60	13	13	13	0	0	25	82	10	28
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	53	13	20	13	0	0	24	89	10	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	87	3	7	3	0	0	7	87	7	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	1	0	83	13	3	0	0	0	10	60	19	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	11	6	11	0	0	22	93	7	14
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	72	11	6	11	0	0	20	71	17	14
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	71	14	9	6	0	0	13	94	3	35
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	60	17	14	9	0	0	17	63	14	35
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	43	50	14	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	3	50	23	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	71	14	0	14	0	0	15	71	11	7
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	86	0	0	14	0	0	11	100	4	7
	EDINBURGH	FLYGLOBESPAN	S	A	8	1	1	88	0	0	13	0	0	14	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	9	1	0	78	22	0	0	0	0	5	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	78	11	0	0	0	11	81	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	8	0	1	75	13	0	13	0	0	20	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	32	0	0	75	3	13	9	0	0	18	63	21	30
	GATWICK	GB AIRWAYS LTD	S	D	32	0	0	50	22	16	13	0	0	30	73	16	30
	MANCHESTER	JET2.COM LTD	S	A	15	0	0	60	13	7	13	7	0	37	83	10	12
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	67	7	7	13	7	0	33	92	2	12
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	80	0	10	0	10	0	28	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	10	0	0	80	0	10	0	10	0	34	0	0	0
	GATWICK	MONARCH AIRLINES	S	A	20	0	0	85	5	10	0	0	0	9	88	10	24
	GATWICK	MONARCH AIRLINES	S	D	20	0	0	55	30	15	0	0	0	17	71	22	24
	LUTON	MONARCH AIRLINES	S	A	8	0	0	75	0	13	13	0	0	19	94	3	16

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	LUTON	MONARCH AIRLINES	S	D	8	0	0	63	13	25	0	0	0	19	75	7	16
	MANCHESTER	MONARCH AIRLINES	S	A	25	0	0	80	8	4	8	0	0	13	77	25	30
	MANCHESTER	MONARCH AIRLINES	S	D	25	0	0	84	8	4	4	0	0	11	90	7	30
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	0	0	100	3	2
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	100	2	2
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	5	100	5	1
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	11	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	3	83	7	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	4	83	5	6
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	1
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	17	100	1	1
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	13	60	16	5
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	0	50	0	0	0	26	60	12	5
<b>TOTAL FARO</b>					<b>586</b>	<b>6</b>	<b>3</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>13</b>	<b>13</b>
FEZ	LUTON	RYANAIR	S	A	12	0	1	83	8	0	8	0	0	11	0	0	0
	LUTON	RYANAIR	S	D	12	0	1	42	50	8	0	0	0	17	0	0	0
<b>TOTAL FEZ</b>					<b>24</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>29</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>15</b>	<b>15</b>
FLORENCE	GATWICK	MERIDIANA AIR	S	A	62	0	3	56	21	13	10	0	0	22	43	39	61
	GATWICK	MERIDIANA AIR	S	D	62	0	3	60	19	8	11	2	0	25	54	31	61
<b>TOTAL FLORENCE</b>					<b>124</b>	<b>0</b>	<b>6</b>	<b>58</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>48</b>	<b>35</b>	<b>35</b>
FORLI	STANSTED	RYANAIR	S	A	35	0	3	51	17	9	14	9	0	44	58	34	40
	STANSTED	RYANAIR	S	D	38	0	0	50	26	16	8	0	0	22	68	14	40
<b>TOTAL FORLI</b>					<b>73</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>22</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>33</b>	<b>63</b>	<b>24</b>	<b>24</b>
FORT LAUDERDALE	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	100	0	0	0	53	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	41	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	50	0	0	50	0	0	38	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	12	0	0	0
<b>TOTAL FORT LAUDERDALE</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>14</b>	<b>61</b>	<b>61</b>

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	47	0	0	64	17	13	6	0	0	19	88	9	49	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	46	0	0	30	28	24	15	2	0	35	45	23	49	
	BIRMINGHAM	BA CONNECT LTD	S	A	86	0	0	77	6	12	6	0	0	13	83	9	109	
	BIRMINGHAM	BA CONNECT LTD	S	D	87	0	0	71	9	11	8	0	0	16	82	11	108	
	GLASGOW	BA CONNECT LTD	S	A	31	0	0	74	6	13	6	0	0	14	76	7	17	
	GLASGOW	BA CONNECT LTD	S	D	15	0	0	60	27	13	0	0	0	13	0	0	0	
	LONDON CITY	BA CONNECT LTD	S	A	42	0	0	74	12	7	7	0	0	16	83	14	52	
	LONDON CITY	BA CONNECT LTD	S	D	41	0	0	32	41	20	7	0	0	25	51	30	51	
	MANCHESTER	BA CONNECT LTD	S	A	68	0	0	74	15	3	7	1	0	18	77	14	92	
	MANCHESTER	BA CONNECT LTD	S	D	68	0	0	71	15	6	9	0	0	16	84	10	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	184	0	0	52	16	17	11	2	1	33	66	19	205	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	183	0	1	40	22	23	14	1	0	30	48	25	205	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	24	0	0	83	4	8	4	0	0	13	0	0	0	
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	24	0	0	63	21	4	13	0	0	19	0	0	0	
	BIRMINGHAM	LUFTHANSA	S	A	85	1	2	84	11	6	0	0	0	6	83	10	112	
	BIRMINGHAM	LUFTHANSA	S	D	86	0	2	65	16	17	1	0	0	15	82	11	113	
	EDINBURGH	LUFTHANSA	S	A	85	0	0	84	8	7	1	0	0	9	82	10	88	
	EDINBURGH	LUFTHANSA	S	D	86	0	0	70	22	6	2	0	0	12	73	13	89	
	HEATHROW	LUFTHANSA	S	A	285	0	3	63	17	10	9	1	0	21	74	14	290	
	HEATHROW	LUFTHANSA	S	D	284	0	3	51	24	15	7	4	0	29	67	19	291	
	MANCHESTER	LUFTHANSA	S	A	119	0	0	64	17	15	4	0	0	17	71	14	119	
	MANCHESTER	LUFTHANSA	S	D	119	0	1	71	16	10	3	0	0	12	77	10	119	
<b>TOTAL FRANKFURT MAIN</b>					<b>2096</b>	<b>4</b>	<b>12</b>	<b>62</b>	<b>17</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>15</b>	<b>15</b>	
FREETOWN																		
	GATWICK	ASTRAEUS LTD	S	A	15	0	2	40	20	13	20	7	0	51	81	32	16	
	GATWICK	ASTRAEUS LTD	S	D	19	0	0	11	32	32	21	5	0	62	11	57	18	
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)	S	A	15	0	0	7	0	13	47	33	0	143	20	232	10	
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)	S	D	12	0	1	33	17	42	8	0	0	29	18	107	11	
	HEATHROW	BMED	S	A	13	0	0	69	8	23	0	0	0	17	0	0	0	
	HEATHROW	BMED	S	D	13	0	0	15	8	38	38	0	0	64	0	0	0	
<b>TOTAL FREETOWN</b>					<b>87</b>	<b>2</b>	<b>3</b>	<b>28</b>	<b>15</b>	<b>26</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>63</b>	<b>35</b>	<b>91</b>	<b>91</b>	
FRIEDRICHSHAFEN																		

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
FRIEDRICHSHAFEN																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	0	0	0	50	0	50	322	50	17	2	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	50	0	0	0	25	160	100	4	3	
	STANSTED	RYANAIR	S	A	41	0	3	61	20	12	7	0	19	88	6	34		
	STANSTED	RYANAIR	S	D	43	0	1	51	23	16	9	0	28	59	15	34		
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>90</b>	<b>0</b>	<b>4</b>	<b>53</b>	<b>22</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>36</b>	<b>72</b>	<b>11</b>	<b>11</b>	
FUERTEVENTURA																		
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	50	50	0	0	0	0	14	0	43	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	73	18	9	0	0	0	8	100	1	14	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	55	0	45	0	0	0	20	92	6	12	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	9	75	10	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	44	75	20	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	67	8	17	8	0	0	19	82	6	11	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	33	42	8	17	0	0	29	82	7	11	
	GLASGOW	FLYGLOBESPAN	S	A	2	0	0	0	50	0	0	0	50	503	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	2	0	0	50	0	0	0	0	50	497	0	0	0	
	MANCHESTER	FUTURA AIRLINES	C	D	2	0	0	50	0	0	50	0	0	49	0	0	0	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	4	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	0	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	25	25	0	0	0	19	100	5	4	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	25	25	25	25	0	0	34	75	15	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	2	75	6	8	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	89	6	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	42	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	4	75	8	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	22	0	0	0	10	100	1	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	11	0	0	0	9	100	2	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	42	17	0	42	0	0	36	78	15	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	38	0	15	38	8	0	55	70	18	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	17	50	52	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	14	0	0	0	0	9	50	22	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	36	55	0	0	0	9	51	67	11	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	8	0	0	0	0	4	91	2	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	75	9	4	

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
FUERTEVENTURA	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	20	0	0	0	9	100	3	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	1	0	100	0	0	0	0	0	0	75	26	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	1	75	36	4	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	56	22	11	0	11	0	34	67	18	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	33	33	33	0	0	0	23	56	35	9
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	13	0	0	0	0	3	56	37	9
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	0	0	11	0	0	19	67	36	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	23	75	14	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	30	50	20	4
	GATWICK	XL AIRWAYS UK LTD	C	A	2	0	0	0	0	0	100	0	0	65	25	25	4
	GATWICK	XL AIRWAYS UK LTD	C	D	3	0	0	33	0	0	67	0	0	51	40	17	5
	MANCHESTER	XL AIRWAYS UK LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	21	2
	MANCHESTER	XL AIRWAYS UK LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	3	2
<b>TOTAL FUERTEVENTURA</b>					<b>255</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>16</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>76</b>	<b>15</b>	<b>15</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	22	0	0	45	23	23	9	0	0	28	45	32	22
	GATWICK	AIR PORTUGAL	S	D	22	0	0	64	5	27	0	5	0	22	59	23	22
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	44	11	22	11	11	0	58	11	41	9
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	33	22	22	11	11	0	63	33	39	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	5	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	9	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	51	100	0	1
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	48	0	24	1
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	18	50	34	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	25	57	4
	GATWICK	GB AIRWAYS LTD	S	A	27	0	0	81	7	4	7	0	0	12	89	7	28
	GATWICK	GB AIRWAYS LTD	S	D	27	0	0	44	37	11	7	0	0	24	71	13	28
	NEWCASTLE	SATA	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	SATA	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	21	100	2	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	0	4

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

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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																			
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	16	100	4	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	50	0	25	0	0	41	75	11	4		
	LUTON	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	4	100	4	4		
	LUTON	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	14	75	9	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	1		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	1		
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	50	0	0	25	25	0	84	75	24	4		
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	0	0	25	0	62	50	42	4		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	75	0	25	0	0	0	12	75	45	4		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	56	4		
<b>TOTAL FUNCHAL</b>					<b>197</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>15</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>19</b>	<b>19</b>		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	25	1	4	80	0	0	16	0	4	51	84	7	25	
	EDINBURGH	AER ARRAN	S	D	26	0	3	77	0	0	15	4	4	60	88	8	25	
	LUTON	AER ARRAN	S	A	48	2	14	81	4	0	13	2	0	20	81	15	53	
	LUTON	AER ARRAN	S	D	48	4	13	58	13	6	21	2	0	34	77	20	52	
	MANCHESTER	AER ARRAN	S	A	39	1	5	82	10	5	0	3	0	11	83	10	42	
	MANCHESTER	AER ARRAN	S	D	38	0	3	84	11	3	3	0	0	9	93	7	42	
<b>TOTAL GALWAY</b>					<b>224</b>	<b>10</b>	<b>43</b>	<b>76</b>	<b>7</b>	<b>3</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>84</b>	<b>12</b>	<b>12</b>	
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	138	0	2	68	14	9	8	1	0	20	77	11	144	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	139	0	2	52	24	11	12	2	0	29	62	19	145	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	144	0	1	67	16	6	10	1	0	20	69	15	155	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	145	1	1	63	15	10	10	1	0	26	59	23	155	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	176	4	0	56	18	13	13	1	0	25	77	11	181	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	176	0	0	56	14	14	12	3	0	29	76	12	181	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	84	0	0	71	17	2	8	1	0	20	70	15	106	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	83	1	0	64	20	2	12	1	0	21	69	17	106	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	109	0	1	70	12	7	10	1	0	22	76	12	109	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	109	0	1	57	17	9	15	2	0	30	56	23	108	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	79	0	3	72	10	9	9	0	0	17	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	79	0	3	52	18	14	15	1	0	31	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	39	0	0	51	21	13	10	5	0	40	84	7	67	
	MANCHESTER	JET2.COM LTD	S	D	39	0	0	77	3	8	13	0	0	19	90	4	67	
	GLASGOW	ZOOM AIRLINES	S	A	3	0	0	33	0	67	0	0	0	24	0	0	0	
<b>TOTAL GATWICK</b>					<b>1546</b>	<b>50</b>	<b>14</b>	<b>62</b>	<b>16</b>	<b>10</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>15</b>	<b>15</b>	
GDANSK																		
	EDINBURGH	LOT-POLISH AIRLINES	S	A	13	0	0	100	0	0	0	0	0	2	0	0	0	
	EDINBURGH	LOT-POLISH AIRLINES	S	D	13	0	0	92	0	8	0	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	87	3	3	3	3	0	12	92	3	25	
	STANSTED	RYANAIR	S	D	30	0	0	70	23	7	0	0	0	11	59	18	29	
	LUTON	WIZZ AIR	S	A	47	0	1	74	0	6	19	0	0	23	61	16	38	
	LUTON	WIZZ AIR	S	D	47	1	1	43	28	2	28	0	0	38	59	19	39	
<b>TOTAL GDANSK</b>					<b>180</b>	<b>3</b>	<b>4</b>	<b>71</b>	<b>12</b>	<b>4</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>15</b>	<b>15</b>	
GENEVA																		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
GENEVA																		
	STANSTED	AIR BERLIN	C	A	2	0	0	0	0	100	0	0	0	44	50	30	2	
	STANSTED	AIR BERLIN	C	D	3	0	0	67	33	0	0	0	10	33	25	3		
	BIRMINGHAM	BA CONNECT LTD	S	A	27	0	0	59	15	7	19	0	24	29	27	7		
	BIRMINGHAM	BA CONNECT LTD	S	D	28	0	0	71	7	11	11	0	18	100	4	6		
	EDINBURGH	BA CONNECT LTD	C	D	2	0	0	0	100	0	0	0	22	0	28	1		
	MANCHESTER	BA CONNECT LTD	S	A	33	1	0	67	6	15	12	0	24	67	20	39		
	MANCHESTER	BA CONNECT LTD	S	D	33	1	0	88	3	3	6	0	8	76	11	38		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	0	20	60	20	0	64	0	40	3		
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	20	40	40	0	0	24	33	17	3		
	BIRMINGHAM	BMIBABY LTD	S	A	13	0	0	46	8	31	15	0	32	100	2	13		
	BIRMINGHAM	BMIBABY LTD	S	D	13	0	0	38	15	38	8	0	32	77	14	13		
	MANCHESTER	BMIBABY LTD	S	A	11	0	0	82	18	0	0	0	8	88	4	8		
	MANCHESTER	BMIBABY LTD	S	D	11	0	0	55	45	0	0	0	12	75	12	8		
	GATWICK	BRITISH AIRWAYS PLC	S	A	96	0	0	66	16	5	13	1	22	89	10	91		
	GATWICK	BRITISH AIRWAYS PLC	C	A	7	0	0	0	29	29	43	0	47	82	9	17		
	GATWICK	BRITISH AIRWAYS PLC	C	D	8	0	0	0	13	38	50	0	62	63	19	19		
	GATWICK	BRITISH AIRWAYS PLC	S	D	95	0	0	52	18	19	12	0	26	76	12	91		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	0	0	56	14	11	16	3	35	77	16	235		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	226	1	2	43	24	16	16	1	32	65	19	235		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	1	1	34	17	20	29	0	44	50	20	24		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	1	31	20	14	34	0	43	54	22	24		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	60	10	30	0	0	14	25	26	4		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	40	30	20	10	0	25	100	8	4		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	135	0	1	63	12	15	9	1	27	62	23	133		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	136	0	0	60	21	13	7	0	20	55	25	134		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	35	16	19	29	0	44	52	21	31		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	32	23	19	26	0	42	35	28	31		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	47	0	16	53	11	23	13	0	29	56	27	16		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	48	0	15	54	19	17	10	0	22	81	11	16		
	EDINBURGH	EASYJET SWITZERLAND	S	A	30	0	0	80	3	7	10	0	15	36	39	14		
	EDINBURGH	EASYJET SWITZERLAND	S	D	30	0	0	63	13	13	7	3	24	29	46	14		
	GATWICK	EASYJET SWITZERLAND	S	A	114	0	2	63	13	8	12	3	30	69	18	105		
	GATWICK	EASYJET SWITZERLAND	S	D	114	0	2	39	25	16	18	2	37	57	25	105		



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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
GENEVA																		
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	12	50	25	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	58	33	31	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	27	67	27	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	25	21	4	
	BIRMINGHAM	FLYBE LTD	S	A	3	0	0	67	0	0	33	0	0	32	100	0	3	
	BIRMINGHAM	FLYBE LTD	C	A	2	1	0	100	0	0	0	0	0	6	50	56	2	
	BIRMINGHAM	FLYBE LTD	S	D	3	0	0	67	0	0	33	0	0	33	67	12	3	
	BIRMINGHAM	FLYBE LTD	C	D	2	1	0	100	0	0	0	0	0	5	33	52	3	
	EDINBURGH	FLYGLOBESPAN	S	A	6	0	1	17	17	0	67	0	0	80	100	1	9	
	EDINBURGH	FLYGLOBESPAN	S	D	2	0	0	50	0	0	0	50	0	94	100	2	9	
	MANCHESTER	JET2.COM LTD	S	A	13	0	0	69	15	15	0	0	0	14	80	9	15	
	MANCHESTER	JET2.COM LTD	S	D	13	0	0	77	0	23	0	0	0	13	87	7	15	
	STANSTED	JET2.COM LTD	C	D	2	0	0	50	0	50	0	0	0	36	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	20	100	2	2	
	BIRMINGHAM	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	19	100	8	2	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	0	0	50	33	0	17	136	0	45	4	
	GATWICK	MONARCH AIRLINES	C	D	7	0	0	29	29	0	29	0	14	103	100	3	4	
	STANSTED	MONARCH AIRLINES	C	D	2	0	0	0	0	100	0	0	0	41	100	9	2	
	HEATHROW	SWISS AIRLINES	C	A	5	0	0	40	0	60	0	0	0	28	0	0	0	
	HEATHROW	SWISS AIRLINES	C	D	4	0	0	0	25	50	25	0	0	46	0	0	0	
	LONDON CITY	SWISS AIRLINES	S	A	104	0	3	79	9	8	5	0	0	11	80	9	98	
	LONDON CITY	SWISS AIRLINES	S	D	105	0	2	49	25	18	7	2	0	26	49	25	100	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	0	50	0	50	226	50	38	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	0	50	0	0	55	0	25	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	0	0	50	275	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	0	50	50	0	0	0	38	50	11	2	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	0	33	33	33	0	0	59	0	52	3	
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	29	14	57	0	0	0	30	38	36	8	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	0	50	38	13	0	0	35	70	21	10	
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	18	50	15	2	
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	33	0	33	33	0	0	38	67	10	3	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	0	0	40	0	0	37	60	11	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
GENEVA																		
	MANCHESTER	VIKING AIRLINES	C	A	2	0	0	0	0	0	100	0	0	109	0	0	0	
	MANCHESTER	VIKING AIRLINES	C	D	2	0	0	0	50	0	50	0	0	66	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	A	11	0	0	0	18	18	36	18	9	209	30	39	10	
	GATWICK	XL AIRWAYS UK LTD	C	D	13	0	0	38	0	15	23	15	8	171	33	25	12	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	2	0	0	0	0	50	0	50	0	126	0	0	0	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	3	0	0	33	0	0	33	33	0	92	0	0	0	
<b>TOTAL GENEVA</b>					<b>2029</b>	<b>24</b>	<b>47</b>	<b>53</b>	<b>17</b>	<b>15</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>65</b>	<b>19</b>	<b>19</b>	
GENOA																		
	GATWICK	EUROPE AIRPOST	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0	
	GATWICK	EUROPE AIRPOST	C	D	2	0	0	0	0	0	100	0	0	70	0	0	0	
	STANSTED	RYANAIR	S	A	16	0	5	38	31	13	6	13	0	46	55	30	29	
	STANSTED	RYANAIR	S	D	17	0	4	35	35	18	0	12	0	41	59	22	29	
<b>TOTAL GENOA</b>					<b>39</b>	<b>0</b>	<b>9</b>	<b>38</b>	<b>28</b>	<b>15</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>42</b>	<b>56</b>	<b>25</b>	<b>25</b>	
GERONA																		
	BIRMINGHAM	BA CONNECT LTD	C	D	2	0	0	100	0	0	0	0	0	50	10	2		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	50	71	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	0	50	0	148	100	2	2	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	LUTON	RYANAIR	S	A	26	0	4	77	0	12	12	0	0	18	89	7	28	
	LUTON	RYANAIR	S	D	26	0	4	62	27	4	8	0	0	21	79	10	28	
	STANSTED	RYANAIR	S	A	76	0	3	74	12	5	5	3	1	24	80	15	109	
	STANSTED	RYANAIR	S	D	79	0	0	58	23	14	5	0	0	21	65	14	110	
<b>TOTAL GERONA</b>					<b>219</b>	<b>2</b>	<b>13</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>14</b>	<b>14</b>	
GIBRALTAR																		
	GATWICK	GB AIRWAYS LTD	S	A	46	0	0	65	9	17	9	0	0	18	73	31	30	
	GATWICK	GB AIRWAYS LTD	S	D	45	0	0	40	31	24	4	0	0	24	70	11	30	
	LUTON	MONARCH AIRLINES	S	A	25	0	0	52	24	8	12	4	0	34	75	13	20	
	LUTON	MONARCH AIRLINES	S	D	25	0	0	48	36	8	8	0	0	19	68	15	22	
<b>TOTAL GIBRALTAR</b>					<b>141</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>72</b>	<b>19</b>	<b>19</b>	
GLASGOW																		
	STANSTED	AIR BERLIN	S	A	48	0	0	60	27	6	6	0	0	17	32	40	22	
	STANSTED	AIR BERLIN	S	D	48	0	0	65	21	8	6	0	0	18	23	43	22	

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
GLASGOW	BIRMINGHAM	BA CONNECT LTD	S	A	125	6	0	86	5	5	4	1	0	10	91	5	133
	BIRMINGHAM	BA CONNECT LTD	S	D	129	0	0	78	5	10	7	0	0	14	83	11	136
	MANCHESTER	BA CONNECT LTD	S	A	113	0	10	67	13	11	7	2	0	20	80	12	127
	MANCHESTER	BA CONNECT LTD	S	D	115	0	7	67	16	10	6	1	0	17	81	9	128
	HEATHROW	BMI BRITISH MIDLAND	S	A	191	0	4	61	13	12	12	2	0	26	81	11	207
	HEATHROW	BMI BRITISH MIDLAND	S	D	191	0	5	69	10	11	8	2	0	18	81	8	208
	MANCHESTER	BMI REGIONAL	S	A	68	0	0	81	9	3	7	0	0	12	83	10	72
	MANCHESTER	BMI REGIONAL	S	D	68	0	0	82	7	4	4	1	0	11	92	7	72
	GATWICK	BRITISH AIRWAYS PLC	S	A	145	0	2	49	23	16	10	3	0	31	58	24	155
	GATWICK	BRITISH AIRWAYS PLC	S	D	146	0	0	65	13	10	10	1	0	23	69	17	155
	HEATHROW	BRITISH AIRWAYS PLC	S	A	205	1	2	54	14	14	16	2	0	32	67	17	301
	HEATHROW	BRITISH AIRWAYS PLC	S	D	206	0	2	52	17	15	15	1	0	29	60	21	302
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	79	0	3	56	18	11	15	0	0	28	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	79	0	3	67	11	10	10	1	0	21	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	146	2	2	75	11	8	5	1	0	15	90	7	159
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	146	3	2	64	17	13	5	1	0	19	79	12	159
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	129	0	2	78	9	8	5	0	0	11	92	5	136
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	129	0	1	64	15	13	7	1	0	21	76	15	136
	BIRMINGHAM	FLYBE LTD	S	A	106	0	17	84	8	6	2	1	0	9	87	8	126
	BIRMINGHAM	FLYBE LTD	S	D	109	0	13	73	12	8	4	3	0	19	78	15	127
<b>TOTAL GLASGOW</b>					<b>2726</b>	<b>33</b>	<b>75</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>13</b>	<b>13</b>
GOA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	75	0	13	13	0	0	21	43	38	7
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	43	43	14	0	0	0	21	63	25	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	44	50	127	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	45	75	133	4
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	13	19	38	13	19	0	77	32	29	22
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	47	24	6	6	18	0	58	65	15	23
	MANCHESTER	MONARCH AIRLINES	C	A	15	0	0	20	33	20	7	20	0	68	21	152	19
	MANCHESTER	MONARCH AIRLINES	C	D	14	0	0	57	21	7	0	14	0	49	55	31	20
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	0	0	0	40	458	78	15	9
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	20	20	0	20	0	40	518	90	5	10
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	4	100	6	5

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	
GOA																			
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	9	50	16	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	25	25	0	0	25	223	0	64	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	60	0	40	0	0	0	20	50	22	4		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	25	50	0	0	0	25	0	33	5		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	0	5		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	0	25	75	0	0	93	0	0	0		
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	20	0	20	0	0	35	0	0	0		
<b>TOTAL GOA</b>					<b>130</b>	<b>1</b>	<b>0</b>	<b>45</b>	<b>19</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>86</b>	<b>52</b>	<b>44</b>	<b>44</b>		
GOTEBORG																			
	BIRMINGHAM	CITY AIRLINE	S	A	37	0	2	49	35	16	0	0	0	18	78	11	18		
	BIRMINGHAM	CITY AIRLINE	S	D	37	0	2	76	14	8	3	0	0	12	76	11	37		
	MANCHESTER	CITY AIRLINE	S	A	39	1	1	33	33	18	13	3	0	35	39	22	41		
	MANCHESTER	CITY AIRLINE	S	D	40	0	0	73	5	5	13	5	0	30	85	9	41		
	STANSTED	FLYME SWEDEN	S	A	30	0	1	73	7	10	10	0	0	18	0	0	0		
	STANSTED	FLYME SWEDEN	S	D	30	0	1	63	10	7	17	3	0	29	0	0	0		
	HEATHROW	SAS	S	A	46	0	2	46	22	20	11	2	0	34	64	16	56		
	HEATHROW	SAS	S	D	47	0	1	53	17	9	19	2	0	35	82	11	56		
<b>TOTAL GOTEBORG</b>					<b>308</b>	<b>1</b>	<b>10</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>14</b>	<b>14</b>		
GOTEBORG (SAVE)																			
	STANSTED	RYANAIR	S	A	77	0	0	61	14	14	8	3	0	23	57	19	68		
	STANSTED	RYANAIR	S	D	77	0	0	49	21	23	5	1	0	26	38	24	69		
<b>TOTAL GOTEBORG (SAVE)</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>18</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>47</b>	<b>21</b>	<b>21</b>		
GRANADA																			
	GATWICK	MONARCH AIRLINES	S	A	16	0	0	50	6	13	25	6	0	46	92	7	24		
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	63	0	19	19	0	0	29	79	14	24		
	STANSTED	RYANAIR	S	A	28	0	0	39	25	25	7	4	0	34	64	23	42		
	STANSTED	RYANAIR	S	D	28	0	0	64	11	14	7	4	0	23	50	20	42		
<b>TOTAL GRANADA</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>18</b>	<b>18</b>		
GRAND CAYMAN																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	1	89	6	0	6	0	0	9	72	15	18		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	33	39	22	0	6	0	33	28	43	18		
<b>TOTAL GRAND CAYMAN</b>					<b>36</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>29</b>	<b>29</b>		

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
GRAZ	STANSTED	RYANAIR		S A	30	0	0	77	10	3	10	0	0	13	66	17	29
	STANSTED	RYANAIR		S D	30	0	0	57	30	3	10	0	0	18	48	20	29
<b>TOTAL GRAZ</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>57</b>	<b>19</b>	<b>19</b>
GRENADA	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	67	0	11	22	0	0	28	33	64	9
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	67	11	0	22	0	0	30	44	42	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	5	0	0	40	20	20	20	0	0	33	0	114	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	25	25	50	0	0	0	29	40	39	5
	GATWICK	XL AIRWAYS UK LTD		C A	7	0	0	71	0	0	29	0	0	30	100	0	3
	GATWICK	XL AIRWAYS UK LTD		C D	3	0	0	0	67	0	0	33	0	79	50	17	2
<b>TOTAL GRENADA</b>					<b>37</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>14</b>	<b>11</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>39</b>	<b>53</b>	<b>53</b>
GRENOBLE	GATWICK	ASTRAEUS LTD		C A	3	0	0	67	0	0	33	0	0	34	0	186	1
	GATWICK	ASTRAEUS LTD		C D	4	0	0	0	75	0	25	0	0	37	0	144	1
	BIRMINGHAM	BA CONNECT LTD		C A	2	0	0	0	50	50	0	0	0	34	0	0	0
	BIRMINGHAM	BA CONNECT LTD		C D	2	0	0	0	0	100	0	0	0	35	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	50	8	25	17	0	0	32	69	19	13
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	25	50	8	17	0	0	36	54	28	13
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	18	0	0	28	17	17	33	0	6	68	47	27	15
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	18	0	0	22	33	22	17	0	6	58	60	24	15
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	20	0	0	40	10	25	20	5	0	45	70	31	30
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	20	0	0	30	20	25	25	0	0	36	77	14	30
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	11	0	0	36	9	27	18	9	0	53	33	35	6
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	12	0	0	8	42	25	25	0	0	43	50	20	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	9	25	54	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	6	0	0	83	0	17	0	0	0	13	60	23	5
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	0	50	50	0	0	0	33	50	14	2
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	0	0	50	0	0	34	100	7	2
	GATWICK	MONARCH AIRLINES		C A	3	0	0	33	67	0	0	0	0	18	100	0	1
	GATWICK	MONARCH AIRLINES		C D	3	0	0	33	67	0	0	0	0	17	100	0	1
	GATWICK	MY TRAVEL AIRWAYS UK		C D	2	0	0	50	0	50	0	0	0	23	100	0	2
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	2	0	0	100	0	0	0	0	0	2	100	0	2
	STANSTED	RYANAIR		S A	33	0	2	82	0	12	3	3	0	17	78	9	32

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

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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 D	34	0	0	53	26	3	15	3	0	31	66	16	32	
	GATWICK	THOMSONFLY LTD		C A	5	0	0	20	0	60	20	0	0	39	0	0	0	
	GATWICK	THOMSONFLY LTD		C D	6	0	0	17	33	33	17	0	0	32	0	0	0	
	MANCHESTER	XL AIRWAYS UK LTD		C A	2	0	0	0	50	0	50	0	0	73	0	176	1	
	MANCHESTER	XL AIRWAYS UK LTD		C D	3	0	0	67	0	0	33	0	0	35	100	4	2	
<b>TOTAL GRENOBLE</b>					<b>246</b>	<b>0</b>	<b>2</b>	<b>43</b>	<b>20</b>	<b>17</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>36</b>	<b>65</b>	<b>21</b>	<b>21</b>	
GRONINGEN																		
	LONDON CITY	VLM (BELGIUM)		S A	17	0	3	76	12	12	0	0	0	9	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S D	23	0	2	61	22	13	4	0	0	16	0	0	0	
<b>TOTAL GRONINGEN</b>					<b>40</b>	<b>1</b>	<b>5</b>	<b>68</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES		S A	115	0	2	65	10	6	16	2	1	29	78	19	116	
	GATWICK	AURIGNY AIR SERVICES		S D	115	0	2	59	9	14	14	4	0	34	73	21	116	
	MANCHESTER	AURIGNY AIR SERVICES		S A	52	1	2	81	6	6	6	2	0	19	55	23	51	
	MANCHESTER	AURIGNY AIR SERVICES		S D	52	1	2	73	13	6	8	0	0	14	65	25	51	
	STANSTED	AURIGNY AIR SERVICES		S A	27	1	4	89	0	7	4	0	0	8	69	14	29	
	STANSTED	AURIGNY AIR SERVICES		S D	29	0	2	69	14	10	7	0	0	14	62	19	29	
	BIRMINGHAM	FLYBE LTD		S A	21	0	4	52	10	14	24	0	0	33	71	13	24	
	BIRMINGHAM	FLYBE LTD		S D	24	0	1	71	4	13	13	0	0	21	83	7	24	
	GATWICK	FLYBE LTD		S A	106	0	2	85	4	6	5	1	0	12	85	11	131	
	GATWICK	FLYBE LTD		S D	108	0	2	74	10	9	6	1	0	16	84	12	129	
<b>TOTAL GUERNSEY</b>					<b>649</b>	<b>3</b>	<b>23</b>	<b>72</b>	<b>8</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>76</b>	<b>17</b>	<b>17</b>	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
HAHN																		
	STANSTED	RYANAIR		S A	153	2	3	78	10	6	4	1	0	13	74	18	104	
	STANSTED	RYANAIR		S D	156	0	0	59	16	13	8	3	1	31	59	18	105	
<b>TOTAL HAHN</b>					<b>309</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>13</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>18</b>	<b>18</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA		S A	28	0	0	21	32	21	18	4	4	80	56	26	25	
	HEATHROW	AIR CANADA		S D	28	0	0	68	18	14	0	0	0	13	69	12	26	
<b>TOTAL HALIFAX INT</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>25</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>46</b>	<b>62</b>	<b>19</b>	<b>19</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN		S A	12	0	0	42	17	33	8	0	0	30	77	28	13	
	MANCHESTER	AIR BERLIN		S D	12	0	0	50	25	17	0	8	0	30	92	23	13	
	BIRMINGHAM	BA CONNECT LTD		S A	36	0	0	78	17	3	3	0	0	11	83	7	35	
	BIRMINGHAM	BA CONNECT LTD		S D	38	0	0	79	13	5	3	0	0	10	84	9	38	
	EDINBURGH	BA CONNECT LTD		S A	14	0	0	64	7	21	7	0	0	20	0	0	0	
	EDINBURGH	BA CONNECT LTD		S D	14	0	0	57	14	21	7	0	0	22	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	109	0	3	55	14	14	13	5	0	35	69	15	117	
	HEATHROW	BRITISH AIRWAYS PLC		S D	110	0	0	54	14	17	12	4	0	31	62	17	117	
	LONDON CITY	CIRRUS LUFTFAHRT		S A	28	0	0	36	39	25	0	0	0	21	0	0	0	
	LONDON CITY	CIRRUS LUFTFAHRT		S D	28	0	0	21	36	36	7	0	0	29	0	0	0	
	GATWICK	EUROWINGS LUFTVERKEHRS		S A	47	0	0	98	0	2	0	0	0	2	64	22	61	
	GATWICK	EUROWINGS LUFTVERKEHRS		S D	47	0	0	64	19	15	2	0	0	16	44	28	61	
	HEATHROW	LUFTHANSA		S A	82	0	3	66	12	11	9	2	0	24	87	7	87	
	HEATHROW	LUFTHANSA		S D	82	0	3	70	9	11	11	0	0	20	87	8	87	
	MANCHESTER	LUFTHANSA CITY LINE		S A	43	0	0	70	16	12	2	0	0	11	84	9	45	
	MANCHESTER	LUFTHANSA CITY LINE		S D	43	0	0	86	7	5	2	0	0	9	89	7	45	
<b>TOTAL HAMBURG</b>					<b>745</b>	<b>2</b>	<b>9</b>	<b>64</b>	<b>14</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>14</b>	<b>14</b>	
HANOVER																		
	STANSTED	AIR BERLIN		S A	49	0	0	80	10	4	4	2	0	15	81	10	31	
	STANSTED	AIR BERLIN		S D	49	0	0	57	16	12	8	6	0	31	81	14	31	
	BIRMINGHAM	BA CONNECT LTD		S A	29	0	0	83	3	3	10	0	0	11	83	10	29	
	BIRMINGHAM	BA CONNECT LTD		S D	29	0	0	83	3	7	7	0	0	12	90	7	29	
	MANCHESTER	BA CONNECT LTD		S A	29	0	0	79	7	3	7	3	0	17	85	13	41	
	MANCHESTER	BA CONNECT LTD		S D	29	0	0	76	10	3	10	0	0	17	93	6	41	
	HEATHROW	BMI BRITISH MIDLAND		S A	55	0	2	55	11	13	20	2	0	31	88	7	64	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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	55	0	2	64	16	11	9	0	0	18	92	8	64	
	BIRMINGHAM	FLYBE LTD	S	A	26	0	4	73	12	8	8	0	0	14	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	27	0	3	70	7	11	11	0	0	18	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	20	0	0	55	30	10	5	0	0	18	0	0	0	
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	20	0	0	40	45	10	5	0	0	17	0	0	0	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	A	14	0	0	50	21	14	7	7	0	41	80	12	15	
	NEWCASTLE	HAPAG LLOYD EXPRESS	S	D	14	0	0	36	29	21	7	7	0	47	47	20	15	
<b>TOTAL HANOVER</b>					<b>446</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>83</b>	<b>12</b>	<b>12</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	14	0	9	50	7	14	14	14	0	62	14	116	14	
	GATWICK	AIR ZIMBABWE	S	D	14	0	11	7	14	36	29	14	0	87	7	92	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	43	14	21	21	0	0	36	85	14	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	8	8	31	54	0	0	66	50	22	14	
<b>TOTAL HARARE</b>					<b>55</b>	<b>0</b>	<b>20</b>	<b>27</b>	<b>11</b>	<b>25</b>	<b>29</b>	<b>7</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>62</b>	<b>62</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	9	0	0	11	56	0	22	0	11	87	0	41	9	
	GATWICK	AIR ALGERIE	C	D	9	0	0	33	11	11	33	0	11	85	56	32	9	
	GATWICK	ASTRAEUS LTD	S	A	11	0	0	36	36	9	9	0	9	72	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	10	0	1	80	10	0	10	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	63	13	13	13	0	0	21	100	1	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	50	13	25	13	0	0	26	78	8	9	
<b>TOTAL HASSI MESSAOUD</b>					<b>55</b>	<b>1</b>	<b>1</b>	<b>45</b>	<b>24</b>	<b>9</b>	<b>16</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>55</b>	<b>24</b>	<b>24</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	10	1	2	70	10	10	10	0	0	15	93	3	28	
	STANSTED	RYANAIR	S	D	10	1	2	70	20	0	10	0	0	13	93	5	28	
<b>TOTAL HAUGESUND</b>					<b>22</b>	<b>2</b>	<b>4</b>	<b>73</b>	<b>14</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>4</b>	<b>4</b>	
HAVANA																		
	GATWICK	CUBANA	S	A	9	0	0	56	22	22	0	0	0	15	22	40	9	
	GATWICK	CUBANA	S	D	9	0	0	0	44	22	33	0	0	53	0	50	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	33	11	22	33	0	0	40	56	18	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	22	33	22	22	0	0	41	56	19	9	
<b>TOTAL HAVANA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>29</b>	<b>24</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>33</b>	<b>32</b>	<b>32</b>	



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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
HAWARDEN																		
HEATHROW																		
	EDINBURGH	BMI BRITISH MIDLAND	S	A	213	0	7	74	8	9	7	2	0	18	86	7	221	
	EDINBURGH	BMI BRITISH MIDLAND	S	D	213	0	7	69	9	9	9	2	0	25	81	12	220	
	GLASGOW	BMI BRITISH MIDLAND	S	A	192	0	7	72	10	9	8	1	0	17	82	8	208	
	GLASGOW	BMI BRITISH MIDLAND	S	D	190	0	9	68	11	9	11	1	0	22	81	12	207	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	179	1	12	74	8	9	6	3	0	21	74	11	185	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	178	0	13	75	9	7	6	3	1	22	86	9	185	
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	268	1	3	58	16	16	10	1	0	24	58	22	344	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	265	3	3	56	15	13	14	2	0	29	58	26	343	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	205	0	4	50	20	14	16	1	0	30	56	22	302	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	206	1	1	62	13	11	13	2	0	27	69	17	301	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	197	0	1	41	23	19	16	1	0	33	56	22	308	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	197	0	0	66	11	9	10	4	0	27	80	13	308	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	150	1	1	51	17	17	13	1	0	27	60	21	192	
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	151	0	0	76	7	8	8	1	0	16	78	15	194	
<b>TOTAL HEATHROW</b>					<b>2806</b>	<b>15</b>	<b>68</b>	<b>63</b>	<b>13</b>	<b>12</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>70</b>	<b>17</b>	<b>17</b>	
HELSINKI																		
	STANSTED	BLUE 1	S	A	24	0	22	63	21	8	8	0	0	18	0	0	0	
	STANSTED	BLUE 1	S	D	24	0	22	46	21	21	8	4	0	32	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	35	35	12	16	2	0	36	66	21	59	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	46	18	18	19	0	0	28	51	28	59	
	HEATHROW	FINNAIR	S	A	106	0	0	46	19	17	15	3	0	35	72	13	107	
	HEATHROW	FINNAIR	S	D	107	0	0	40	25	20	9	6	0	41	60	23	108	
	MANCHESTER	FINNAIR	S	A	46	0	0	33	22	28	15	2	0	36	43	21	44	
	MANCHESTER	FINNAIR	S	D	46	0	0	63	20	7	9	2	0	22	66	13	44	
<b>TOTAL HELSINKI</b>					<b>467</b>	<b>0</b>	<b>44</b>	<b>45</b>	<b>23</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>62</b>	<b>19</b>	<b>19</b>	
HOLGUIN (FRANK PAIS)																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	1	100	0	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	15	50	17	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	67	33	0	0	0	0	8	100	0	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	18	100	4	3	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	20	20	60	0	0	69	20	111	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	25	25	50	0	0	58	40	51	5	

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
HOLGUIN (FRANK PAIS)	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>21</b>	<b>17</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>45</b>	<b>45</b>
HONG KONG (CHEP LAP KOK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	69	19	9	2	1	0	14	95	2	93
	HEATHROW	BRITISH AIRWAYS PLC	S	D	93	0	0	25	27	31	17	0	0	40	56	22	93
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	124	0	0	66	19	10	2	1	2	20	93	4	124
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	123	0	2	33	15	30	17	3	1	47	56	19	124
	GATWICK	OASIS HONG KONG AIRLINES LTD	S	A	26	0	0	38	19	35	0	4	4	56	0	0	0
	GATWICK	OASIS HONG KONG AIRLINES LTD	S	D	25	0	1	72	28	0	0	0	0	10	0	0	0
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>484</b>	<b>0</b>	<b>3</b>	<b>49</b>	<b>20</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>75</b>	<b>12</b>	<b>12</b>
HOUSTON	GATWICK	BRITISH AIRWAYS PLC	S	A	50	0	0	72	10	12	4	2	0	18	74	13	47
	GATWICK	BRITISH AIRWAYS PLC	S	D	51	0	0	59	18	18	6	0	0	20	59	20	46
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	69	14	7	10	0	0	16	58	27	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	47	30	17	7	0	0	23	61	13	31
	GATWICK	CONTINENTAL AIRLINES	S	A	59	0	0	73	14	10	2	2	0	15	63	24	56
	GATWICK	CONTINENTAL AIRLINES	S	D	59	0	0	58	24	15	2	2	0	20	72	15	57
<b>TOTAL HOUSTON</b>					<b>278</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>19</b>	<b>19</b>
HURGHADA	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	22	0	11	11	0	33	60	11	10
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	33	44	0	22	0	0	41	100	2	10
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	0	0	20	0	58	40	22	5
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	0	40	40	0	20	0	93	40	26	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	20	25	5
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	2	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	23	50	44	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	40	0	0	0	25	40	52	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	60	0	0	0	0	17	0	74	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	9	80	9	5
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	25	23	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	17	50	16	4

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

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
HURGHADA	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	34	33	40	3	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	38	50	16	2	
	BIRMINGHAM	XL AIRWAYS UK LTD	C	A	5	0	0	20	20	40	20	0	0	35	0	0	0	
	BIRMINGHAM	XL AIRWAYS UK LTD	C	D	5	1	0	80	20	0	0	0	0	10	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	20	40	20	0	20	0	72	0	41	5	
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	60	0	20	0	20	0	66	20	34	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	5	0	0	20	60	20	0	0	0	24	0	38	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	5	0	0	60	20	0	0	0	20	290	60	21	5	
<b>TOTAL HURGHADA</b>					<b>104</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>45</b>	<b>42</b>	<b>30</b>	<b>30</b>	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
ILHA DO SAL C.VERDE																		
	GATWICK	ASTRAEUS LTD	S	A	4	0	0	0	25	25	50	0	0	65	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	25	0	50	25	0	0	34	0	0	0	
	MANCHESTER	ASTRAEUS LTD	S	A	5	0	0	60	0	20	20	0	0	27	0	0	0	
	MANCHESTER	ASTRAEUS LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
INNSBRUCK																		
	BIRMINGHAM	BA CONNECT LTD	C	D	2	0	0	0	50	0	50	0	0	60	50	18	2	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	25	100	0	1	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	33	100	0	2	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	35	100	5	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	35	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	29	14	29	29	0	0	52	83	9	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	3	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	100	1	5	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	42	50	19	2	
	GATWICK	GB AIRWAYS LTD	S	A	22	0	0	50	14	27	9	0	0	23	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	36	32	23	9	0	0	28	0	0	0	
	MANCHESTER	LAUDA-AIR	S	D	2	0	0	0	0	50	50	0	0	88	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	36	27	9	18	0	9	124	43	102	7	
	GATWICK	MONARCH AIRLINES	C	D	13	0	0	46	23	8	15	0	8	105	63	29	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	0	67	0	0	68	100	13	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	0	20	60	20	0	107	100	12	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	12	100	0	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	2	0	0	50	0	50	0	0	0	30	0	0	0	
<b>TOTAL INNSBRUCK</b>					<b>120</b>	<b>2</b>	<b>0</b>	<b>42</b>	<b>18</b>	<b>20</b>	<b>18</b>	<b>1</b>	<b>2</b>	<b>50</b>	<b>72</b>	<b>22</b>	<b>22</b>	
INVERNESS																		
	GATWICK	BA CONNECT LTD	S	A	76	0	2	72	12	4	11	1	0	20	75	13	79	
	GATWICK	BA CONNECT LTD	S	D	76	0	2	70	12	9	7	3	0	21	68	16	78	
	HEATHROW	BMI BRITISH MIDLAND	S	A	25	0	1	68	8	8	12	4	0	22	80	16	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	26	0	0	65	12	4	19	0	0	21	83	11	30	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	35	0	11	100	0	0	0	0	0	1	87	10	45	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	33	0	13	94	6	0	0	0	0	2	87	10	47	
	MANCHESTER	EASTERN AIRWAYS	S	A	54	0	3	87	7	4	2	0	0	7	87	8	45	

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

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
INVERNESS																		
	MANCHESTER	EASTERN AIRWAYS	S	D	54	1	3	87	7	2	4	0	0	7	96	4	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	29	0	1	69	3	14	14	0	0	21	63	16	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	17	10	10	0	0	20	70	11	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	17	7	7	0	0	13	67	24	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	13	13	0	0	0	13	47	19	30	
	EDINBURGH	LOGANAIR	S	A	9	0	0	78	11	0	0	11	0	28	82	10	49	
	EDINBURGH	LOGANAIR	S	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL INVERNESS</b>					<b>514</b>	<b>3</b>	<b>36</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>13</b>	<b>13</b>	
ISLAMABAD																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	14	0	0	21	14	14	50	0	0	53	38	44	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0	15	38	46	0	0	63	31	28	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	17	0	1	35	18	29	18	0	0	38	64	21	22	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	17	0	1	71	24	0	6	0	0	13	82	83	22	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	26	0	0	27	27	19	23	4	0	48	53	21	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	19	0	0	5	26	37	32	0	0	49	12	28	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	32	1	2	28	22	28	16	6	0	44	50	29	26	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	19	0	0	53	11	32	5	0	0	25	53	18	17	
	STANSTED	PAKISTAN INTL AIRLINES	S	A	8	0	0	38	25	13	0	25	0	65	0	0	0	
	STANSTED	PAKISTAN INTL AIRLINES	S	D	4	0	0	0	0	25	50	25	0	112	0	0	0	
<b>TOTAL ISLAMABAD</b>					<b>169</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>20</b>	<b>24</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>51</b>	<b>35</b>	<b>35</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	48	4	0	83	2	8	6	0	0	10	83	12	47	
	GLASGOW	LOGANAIR	S	D	49	3	0	86	6	2	6	0	0	12	66	22	47	
<b>TOTAL ISLAY</b>					<b>97</b>	<b>7</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>17</b>	<b>17</b>	
ISLE OF MAN																		
	LUTON	AER ARRAN	S	A	27	1	5	74	11	11	4	0	0	12	76	16	49	
	LUTON	AER ARRAN	S	D	28	1	4	64	25	4	0	0	7	70	67	33	49	
	GATWICK	BA CONNECT LTD	S	A	96	0	9	77	11	8	3	0	0	11	75	10	77	
	GATWICK	BA CONNECT LTD	S	D	96	0	9	67	14	13	5	2	0	21	71	13	77	
	MANCHESTER	BA CONNECT LTD	S	A	121	0	6	50	22	18	7	2	0	26	82	10	127	
	MANCHESTER	BA CONNECT LTD	S	D	121	0	6	69	14	8	9	0	0	16	88	6	129	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	46	0	7	89	0	4	4	2	0	12	84	11	50	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	46	0	7	85	2	7	7	0	0	11	92	5	51	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)													
ISLE OF MAN																			
	NEWCASTLE	EASTERN AIRWAYS	S	A	21	0	1	86	5	5	5	0	0	7	88	8	24		
	NEWCASTLE	EASTERN AIRWAYS	S	D	21	0	1	90	0	10	0	0	0	6	83	12	24		
	LONDON CITY	EUROMANX GMBH	S	A	65	0	7	75	9	6	9	0	0	17	89	6	73		
	LONDON CITY	EUROMANX GMBH	S	D	64	0	8	55	25	11	9	0	0	23	74	13	73		
	MANCHESTER	EUROMANX GMBH	S	A	78	0	4	71	18	8	4	0	0	15	80	11	76		
	MANCHESTER	EUROMANX GMBH	S	D	79	0	4	91	5	3	1	0	0	4	95	3	77		
	STANSTED	FLM AVIATION	S	A	6	0	0	83	0	0	17	0	0	13	0	0	0		
	STANSTED	FLM AVIATION	S	D	6	0	0	83	0	17	0	0	0	11	0	0	0		
	BIRMINGHAM	FLYBE LTD	S	A	23	0	3	61	17	13	4	0	4	97	76	14	25		
	BIRMINGHAM	FLYBE LTD	S	D	23	0	3	78	4	0	13	0	4	95	80	12	25		
	EDINBURGH	LOGANAIR	S	A	25	0	0	68	16	4	12	0	0	19	0	0	0		
	EDINBURGH	LOGANAIR	S	D	25	0	0	84	4	8	4	0	0	17	0	0	0		
	GLASGOW	LOGANAIR	S	A	37	0	0	89	5	3	3	0	0	6	67	13	33		
	GLASGOW	LOGANAIR	S	D	37	1	0	92	3	3	3	0	0	7	70	14	33		
	LONDON CITY	VLM (BELGIUM)	S	A	12	0	4	75	8	8	0	8	0	24	88	7	16		
	LONDON CITY	VLM (BELGIUM)	S	D	12	0	4	75	8	0	17	0	0	24	69	14	16		
<b>TOTAL ISLE OF MAN</b>					<b>1115</b>	<b>8</b>	<b>94</b>	<b>73</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>11</b>	<b>11</b>		
ISTANBUL																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	2	61	10	15	3	8	2	53	52	21	61		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	1	32	30	23	13	2	0	32	52	22	61		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	91	0	1	44	26	14	11	3	1	38	38	29	92		
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	92	0	0	42	21	21	10	5	1	43	53	27	93		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	42	35	19	3	0	0	23	32	28	31		
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	33	0	0	33	33	12	21	0	0	38	26	39	31		
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	74	16	6	3	0	0	11	33	36	9		
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	34	0	0	44	32	18	6	0	0	25	33	62	9		
<b>TOTAL ISTANBUL</b>					<b>433</b>	<b>1</b>	<b>4</b>	<b>45</b>	<b>24</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>39</b>	<b>44</b>	<b>28</b>	<b>28</b>		
ISTANBUL (SABIHA GOKCEN)																			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	28	0	2	25	18	39	11	7	0	53	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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)											
ISTANBUL (SABIHA GOKCEN)	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	27	23	40	10	0	0	32	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>					<b>58</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>21</b>	<b>40</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
IVALO	STANSTED	EUROPEAN AIR CHARTER	C	A	4	0	0	50	25	25	0	0	0	17	0	0	0
	STANSTED	EUROPEAN AIR CHARTER	C	D	4	0	0	25	50	25	0	0	0	26	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	25	0	0	52	16	16	12	0	4	47	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	26	0	0	65	12	8	12	0	4	43	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	32	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	1	0	75	0	0	25	0	0	21	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	0	0	67	0	0	33	209	0	44	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0	67	0	0	0	33	214	0	37	1
	MANCHESTER	VIKING AIRLINES	C	A	12	0	0	42	0	33	17	8	0	51	83	17	6
	MANCHESTER	VIKING AIRLINES	C	D	12	0	0	25	25	25	17	8	0	58	75	9	8
<b>TOTAL IVALO</b>					<b>105</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>19</b>	<b>12</b>	<b>2</b>	<b>4</b>	<b>52</b>	<b>68</b>	<b>24</b>	<b>24</b>
IZMIR (ADNAM MENDERES)	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	0	18	59	18	6	0	59	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	24	47	12	18	0	0	33	0	0	0
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	8	0	1	88	0	0	13	0	0	21	44	41	9
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	67	11	0	11	11	0	61	11	47	9
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	7	0	1	71	0	14	14	0	0	19	33	62	6
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	1	38	38	0	13	0	13	83	33	79	6
<b>TOTAL IZMIR (ADNAM MENDERES)</b>					<b>66</b>	<b>1</b>	<b>3</b>	<b>38</b>	<b>23</b>	<b>20</b>	<b>15</b>	<b>3</b>	<b>2</b>	<b>47</b>	<b>30</b>	<b>54</b>	<b>54</b>

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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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	12	1	3	75	8	8	0	0	8	37	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	0	2	19	29	24	24	5	0	50	0	0	0
	BIRMINGHAM	NOUVELAIR TUNISIE	C	D	2	0	0	0	0	50	50	0	0	72	0	0	0
	STANSTED	NOUVELAIR TUNISIE	C	D	2	0	0	0	0	50	50	0	0	79	0	0	0
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	29	0	0	59	10	17	7	0	7	70	97	4	30
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	29	0	0	21	41	28	3	0	7	63	60	14	30
	MANCHESTER	YEMENIA	C	D	3	0	0	67	0	0	0	0	33	141	0	0	0
<b>TOTAL JEDDAH</b>					<b>98</b>	<b>5</b>	<b>5</b>	<b>39</b>	<b>22</b>	<b>21</b>	<b>10</b>	<b>1</b>	<b>6</b>	<b>62</b>	<b>77</b>	<b>14</b>	<b>14</b>
JEREZ	STANSTED	RYANAIR	S	A	30	0	0	80	3	10	3	3	0	17	77	9	48
	STANSTED	RYANAIR	S	D	30	0	0	67	23	3	3	3	0	19	48	20	48
<b>TOTAL JEREZ</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>14</b>	<b>14</b>
JERSEY	STANSTED	AIR ATLANTIQUE	S	A	40	0	4	80	15	5	0	0	0	8	0	0	0
	STANSTED	AIR ATLANTIQUE	S	D	40	0	4	60	20	18	3	0	0	15	0	0	0
	MANCHESTER	BA CONNECT LTD	S	A	35	0	0	60	11	20	6	3	0	25	81	11	27
	MANCHESTER	BA CONNECT LTD	S	D	35	0	0	74	11	9	6	0	0	16	86	6	28
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	63	13	17	3	3	0	23	50	28	24
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	70	13	7	7	3	0	20	67	18	24
	GATWICK	BRITISH AIRWAYS PLC	S	A	144	1	0	52	19	15	13	1	0	30	70	17	148
	GATWICK	BRITISH AIRWAYS PLC	S	D	144	0	0	58	21	15	5	2	0	22	80	10	148
	BIRMINGHAM	FLYBE LTD	S	A	24	0	2	54	13	8	17	4	4	51	48	25	25
	BIRMINGHAM	FLYBE LTD	S	D	23	0	3	61	4	17	13	4	0	38	65	15	26
	EDINBURGH	FLYBE LTD	S	A	12	0	0	42	8	25	17	8	0	44	0	0	0
	EDINBURGH	FLYBE LTD	S	D	12	0	0	50	17	8	17	8	0	39	0	0	0
	GATWICK	FLYBE LTD	S	A	109	0	4	72	6	8	11	2	0	25	80	12	115
	GATWICK	FLYBE LTD	S	D	107	0	4	64	11	10	10	4	0	28	77	14	113
	LONDON CITY	VLM (BELGIUM)	S	A	14	0	2	71	21	7	0	0	0	14	91	9	22
	LONDON CITY	VLM (BELGIUM)	S	D	14	0	2	7	29	57	0	7	0	48	52	26	21
<b>TOTAL JERSEY</b>					<b>813</b>	<b>6</b>	<b>25</b>	<b>61</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>14</b>	<b>14</b>
JOHANNESBURG	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	84	3	2	10	0	2	37	94	6	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	35	24	23	15	3	0	38	48	24	62



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

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
JOHANNESBURG		GATWICK	NATIONWIDE AIR	S	A	14	0	1	57	14	21	7	0	0	19	33	32	15
		GATWICK	NATIONWIDE AIR	S	D	14	0	1	79	14	7	0	0	0	9	73	27	15
		HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	64	0	0	67	14	13	3	2	2	26	59	18	61
		HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	61	0	1	39	21	23	13	3	0	36	61	16	62
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	16	6	3	0	3	35	29	36	31
		HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	10	19	52	16	3	0	54	43	28	30
<b>TOTAL JOHANNESBURG</b>						<b>339</b>	<b>0</b>	<b>3</b>	<b>55</b>	<b>16</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>34</b>	<b>59</b>	<b>20</b>	<b>20</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)										
KARACHI		HEATHROW	PAKISTAN INTL AIRLINES	S	A	6	0	0	0	17	33	33	17	0	93	38	38	13
		HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	8	31	31	31	0	0	57	31	40	13
		MANCHESTER	PAKISTAN INTL AIRLINES	S	A	27	0	0	26	19	30	19	7	0	55	56	61	43
		MANCHESTER	PAKISTAN INTL AIRLINES	S	D	42	0	0	24	12	31	24	10	0	63	33	57	48
		STANSTED	PAKISTAN INTL AIRLINES	S	D	4	0	1	25	50	0	0	25	0	75	0	0	0
<b>TOTAL KARACHI</b>						<b>92</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>18</b>	<b>29</b>	<b>23</b>	<b>9</b>	<b>0</b>	<b>62</b>	<b>42</b>	<b>55</b>	<b>55</b>
KARLSRUHE/BADEN BADEN		STANSTED	RYANAIR	S	A	47	0	1	74	13	9	4	0	0	13	77	15	47
		STANSTED	RYANAIR	S	D	47	0	1	45	30	21	4	0	0	22	62	23	47
<b>TOTAL KARLSRUHE/BADEN BADEN</b>						<b>94</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>19</b>	<b>19</b>
KATOWICE		EDINBURGH	LOT-POLISH AIRLINES	S	A	11	0	0	91	0	0	0	9	0	27	0	0	0
		EDINBURGH	LOT-POLISH AIRLINES	S	D	11	0	0	91	9	0	0	0	0	4	0	0	0
		LUTON	WIZZ AIR	S	A	48	0	0	96	0	2	2	0	0	3	76	16	46
		LUTON	WIZZ AIR	S	D	48	0	0	58	25	6	10	0	0	22	38	28	45
<b>TOTAL KATOWICE</b>						<b>118</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>22</b>	<b>22</b>
KAUNAS		STANSTED	RYANAIR	S	A	42	0	0	62	17	14	5	2	0	19	80	7	30
		STANSTED	RYANAIR	S	D	42	0	0	48	26	21	5	0	0	25	40	21	30
<b>TOTAL KAUNAS</b>						<b>84</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>21</b>	<b>18</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>14</b>	<b>14</b>
KEFLAVIK		GATWICK	BRITISH AIRWAYS PLC	S	A	16	1	2	19	31	38	13	0	0	35	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	41	29	12	18	0	0	28	0	0	0
		STANSTED	HELLO	S	A	28	0	0	82	11	0	7	0	0	11	0	0	0
		STANSTED	HELLO	S	D	28	0	0	75	11	7	7	0	0	16	0	0	0
		GLASGOW	ICELANDAIR	S	A	16	0	1	50	31	13	0	0	6	41	41	24	17
		GLASGOW	ICELANDAIR	S	D	16	0	1	56	31	6	0	0	6	42	76	17	17
		HEATHROW	ICELANDAIR	S	A	56	0	0	45	18	20	11	7	0	40	64	18	56
		HEATHROW	ICELANDAIR	S	D	56	0	0	29	16	27	21	5	2	58	61	25	56
		MANCHESTER	ICELANDAIR	S	A	9	2	0	56	0	11	0	22	11	135	0	0	0
		MANCHESTER	ICELANDAIR	S	D	8	0	0	63	0	13	0	25	0	84	0	0	0
<b>TOTAL KEFLAVIK</b>						<b>250</b>	<b>5</b>	<b>4</b>	<b>49</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>42</b>	<b>64</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
KERRY COUNTY																		
	MANCHESTER	AER ARRAN	S	A	14	0	1	64	21	7	7	0	0	21	95	3	22	
	MANCHESTER	AER ARRAN	S	D	15	0	2	80	7	7	0	7	0	18	86	6	22	
	STANSTED	RYANAIR	S	A	29	0	1	86	7	3	3	0	0	8	87	9	30	
	STANSTED	RYANAIR	S	D	30	0	0	63	27	7	3	0	0	12	80	11	30	
<b>TOTAL KERRY COUNTY</b>					<b>88</b>	<b>0</b>	<b>4</b>	<b>74</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>8</b>	<b>8</b>	
KHARTOUM																		
	HEATHROW	BMED	S	A	22	0	0	64	18	14	5	0	0	18	72	27	18	
	HEATHROW	BMED	S	D	22	0	0	9	9	23	55	5	0	83	18	43	17	
	HEATHROW	SUDAN AIRWAYS	S	A	7	0	2	57	14	14	14	0	0	20	0	0	0	
	HEATHROW	SUDAN AIRWAYS	S	D	9	0	0	0	0	44	44	11	0	92	0	0	0	
<b>TOTAL KHARTOUM</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>12</b>	<b>22</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>53</b>	<b>46</b>	<b>35</b>	<b>35</b>	
KIEV (BORISPOL)																		
	BIRMINGHAM	AEROSVIT AIRLINES	S	A	8	0	0	38	13	38	0	13	0	48	63	25	8	
	BIRMINGHAM	AEROSVIT AIRLINES	S	D	8	0	0	50	13	13	25	0	0	29	88	3	8	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	1	43	33	0	17	3	3	77	80	16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	67	23	3	7	0	0	15	87	11	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	67	20	7	7	0	0	15	67	18	30	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	53	20	13	13	0	0	25	77	15	30	
	HEATHROW	UKRAINE INTERNATIONAL AIRLINES	S	A	5	0	0	20	20	40	20	0	0	35	0	0	0	
	HEATHROW	UKRAINE INTERNATIONAL AIRLINES	S	D	5	0	0	40	20	0	40	0	0	42	0	0	0	
<b>TOTAL KIEV (BORISPOL)</b>					<b>146</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>23</b>	<b>9</b>	<b>12</b>	<b>1</b>	<b>1</b>	<b>34</b>	<b>77</b>	<b>15</b>	<b>15</b>	
KINGSTON																		
	HEATHROW	AIR JAMAICA	S	A	30	0	1	47	7	20	23	3	0	43	32	36	31	
	HEATHROW	AIR JAMAICA	S	D	30	0	1	10	10	50	23	3	3	74	16	76	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	54	15	15	15	0	0	32	50	66	14	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	23	31	23	15	8	0	46	31	80	13	
<b>TOTAL KINGSTON</b>					<b>86</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>13</b>	<b>30</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>53</b>	<b>29</b>	<b>61</b>	<b>61</b>	
KINLOSS																		
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	46	0	0	89	4	7	0	0	0	6	79	8	24	

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

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					Actual (7)	Plan (8)												
KIRKWALL	EDINBURGH	LOGANAIR	S	D	47	0	0	81	9	4	6	0	0	14	73	13	51	
	GLASGOW	LOGANAIR	S	A	27	1	0	89	4	4	4	0	0	6	0	0	0	
	GLASGOW	LOGANAIR	S	D	27	0	0	74	22	4	0	0	0	9	0	0	0	
<b>TOTAL KIRKWALL</b>					<b>147</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>12</b>	<b>12</b>	
KIRUNA																		
KITTILA	GATWICK	BRITISH AIRWAYS PLC	C	A	3	0	0	0	33	67	0	0	0	31	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	C	D	3	0	0	0	67	33	0	0	0	25	0	0	0	
	BIRMINGHAM	EUROPEAN AIR CHARTER	C	D	2	0	0	50	0	0	50	0	0	46	100	5	1	
	EDINBURGH	EUROPEAN AIR CHARTER	C	A	2	0	0	50	0	0	50	0	0	49	100	0	2	
	EDINBURGH	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	19	0	22	2	
	GATWICK	EUROPEAN AIR CHARTER	C	A	3	0	0	0	33	67	0	0	0	35	0	0	0	
	GATWICK	EUROPEAN AIR CHARTER	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	50	17	17	8	8	0	32	50	39	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	18	45	27	9	0	0	41	57	32	14	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	53	18	18	12	0	0	24	40	52	15	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	79	11	5	5	0	0	14	80	20	15	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	0	67	0	0	0	29	67	10	3	
	STANSTED	JET2.COM LTD	C	A	3	0	0	67	0	0	33	0	0	26	0	0	0	
	STANSTED	JET2.COM LTD	C	D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	7	0	0	29	14	57	0	0	0	33	75	8	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	88	0	13	0	0	0	8	50	14	4	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	27	20	7	40	7	0	65	47	37	17	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	73	0	13	13	0	0	27	83	8	18	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	75	0	17	0	8	0	28	36	38	11	
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	83	8	8	0	0	0	8	73	15	11	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	3	0	0	33	67	0	0	0	0	15	0	0	0	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	1	0	50	50	0	0	0	0	19	0	16	1	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	5	100	1	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	7	0	0	14	14	29	29	0	14	92	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	0	43	29	14	14	0	75	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	62	0	0	0	

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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
KITTILA	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0	33	33	33	0	0	39	0	0	0
	EDINBURGH	THOMAS COOK BELGIUM	C	A	2	0	0	50	0	50	0	0	0	18	100	7	2
	EDINBURGH	THOMAS COOK BELGIUM	C	D	2	0	0	100	0	0	0	0	0	7	100	9	2
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	0	0	0	100	0	0	102	0	25	1
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	0	50	0	50	0	0	79	100	3	1
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	0	0	60	40	0	0	86	0	65	4
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	67	0	17	17	0	0	34	67	17	3
	MANCHESTER	THOMSONFLY LTD	C	A	6	0	0	33	17	33	17	0	0	30	0	21	1
	MANCHESTER	THOMSONFLY LTD	C	D	7	0	0	71	14	14	0	0	0	18	50	76	2
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	25	25	0	25	25	0	119	100	3	2
	GATWICK	XL AIRWAYS UK LTD	C	D	3	0	0	0	33	33	0	33	0	105	50	61	2
	MANCHESTER	XL AIRWAYS UK LTD	C	A	2	0	0	100	0	0	0	0	0	3	100	0	1
<b>TOTAL KITTILA</b>					<b>266</b>	<b>5</b>	<b>0</b>	<b>48</b>	<b>17</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>59</b>	<b>27</b>	<b>27</b>
KLAGENFURT	STANSTED	RYANAIR	S	A	6	0	1	0	33	17	50	0	0	67	0	0	0
	STANSTED	RYANAIR	S	D	5	1	1	40	0	40	20	0	0	48	0	0	0
<b>TOTAL KLAGENFURT</b>					<b>11</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>18</b>	<b>27</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>69</b>	<b>10</b>	<b>10</b>
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	56	16	4	20	4	0	36	52	32	21
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	44	24	8	24	0	0	33	52	28	21
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	1	1	83	10	0	7	0	0	11	75	25	32
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	1	1	76	14	3	7	0	0	14	50	24	32
	NEWCASTLE	JET2.COM LTD	S	A	8	0	1	75	25	0	0	0	0	9	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	8	0	1	63	38	0	0	0	0	12	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	A	21	0	0	62	10	10	14	5	0	32	58	30	31
	GATWICK	LOT-POLISH AIRLINES	S	D	21	0	0	52	10	19	14	5	0	43	65	24	31
	STANSTED	RYANAIR	S	A	59	0	1	75	8	2	7	8	0	28	80	11	56
	STANSTED	RYANAIR	S	D	60	0	0	67	15	13	2	3	0	20	75	13	57
	BIRMINGHAM	SKY EUROPE	S	A	6	0	0	83	0	17	0	0	0	11	0	0	0
	BIRMINGHAM	SKY EUROPE	S	D	6	0	0	67	17	0	17	0	0	21	0	0	0
	MANCHESTER	SKY EUROPE	S	A	14	0	0	64	7	14	14	0	0	26	64	37	14
	MANCHESTER	SKY EUROPE	S	D	14	0	0	64	14	7	14	0	0	26	64	33	14
	STANSTED	SKY EUROPE	S	A	30	0	0	83	0	7	7	3	0	16	87	26	30

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

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
KRAKOW	STANSTED	SKY EUROPE		S D	30	0	0	63	13	10	10	3	0	27	70	36	30
<b>TOTAL KRAKOW</b>					<b>385</b>	<b>2</b>	<b>5</b>	<b>68</b>	<b>12</b>	<b>7</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>24</b>	<b>24</b>
KRISTIANSAND (KJEVIK)	STANSTED	NORWEGIAN AIR SHUTTLE		S A	11	0	0	82	9	0	9	0	0	10	0	0	0
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	11	0	0	82	18	0	0	0	0	8	0	0	0
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
KUALA LUMPUR (SEPANG)	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S A	80	0	0	50	28	15	6	1	0	22	86	10	79
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S D	80	0	0	40	21	30	9	0	0	26	76	13	79
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>24</b>	<b>23</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>81</b>	<b>12</b>	<b>12</b>
KUUSAMO	GATWICK	ASTRAEUS LTD		C A	6	0	0	67	0	17	17	0	0	41	0	0	0
	GATWICK	ASTRAEUS LTD		C D	6	0	0	67	17	0	17	0	0	35	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		C A	4	0	0	25	25	50	0	0	0	24	0	51	3
	GATWICK	BRITISH AIRWAYS PLC		C D	4	0	0	75	25	0	0	0	0	12	100	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	2	0	0	50	0	0	50	0	0	78	0	0	0
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	50	0	0	50	0	0	55	0	0	0
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	12	0	0	0
	MANCHESTER	THOMSONFLY LTD		C D	5	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL KUUSAMO</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>70</b>	<b>18</b>	<b>18</b>
KUWAIT	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	74	6	6	13	0	0	18	93	8	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	26	13	42	16	3	0	49	31	27	29
	HEATHROW	KUWAIT AIRWAYS		S A	31	0	0	52	13	16	16	3	0	33	42	33	31
	HEATHROW	KUWAIT AIRWAYS		S D	31	0	0	29	26	32	10	3	0	36	52	19	31
<b>TOTAL KUWAIT</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>24</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>55</b>	<b>22</b>	<b>22</b>

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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
LA CORUNA																		
	HEATHROW	IBERIA	S	A	29	0	1	79	7	3	7	3	0	20	0	0	0	
	HEATHROW	IBERIA	S	D	30	0	1	73	7	10	7	3	0	27	0	0	0	
<b>TOTAL LA CORUNA</b>					<b>59</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>7</b>	<b>7</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LA ROCHELLE																		
	STANSTED	RYANAIR	S	A	25	0	0	68	16	8	8	0	0	19	79	12	24	
	STANSTED	RYANAIR	S	D	25	0	0	68	16	8	8	0	0	20	58	18	24	
<b>TOTAL LA ROCHELLE</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>15</b>	<b>15</b>	
LA ROMANA																		
LAGOS																		
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)	S	A	2	0	0	0	0	0	100	0	0	63	0	0	0	
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)	S	D	4	0	0	25	0	25	50	0	0	92	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	6	3	0	0	9	39	25	41	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	3	16	52	29	0	0	54	10	50	41	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	94	0	6	0	0	0	4	87	8	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	3	13	45	39	0	0	59	0	39	30	
	GATWICK	VIRGIN NIGERIA AIRWAYS	S	A	34	0	2	62	18	6	9	6	0	32	77	9	13	
	GATWICK	VIRGIN NIGERIA AIRWAYS	S	D	34	0	2	12	6	29	44	9	0	79	7	95	14	
<b>TOTAL LAGOS</b>					<b>198</b>	<b>0</b>	<b>4</b>	<b>41</b>	<b>10</b>	<b>24</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>41</b>	<b>34</b>	<b>35</b>	<b>35</b>	
LAHORE																		
	GLASGOW	PAKISTAN INTL AIRLINES	S	A	9	0	0	67	11	22	0	0	0	14	0	178	3	
	GLASGOW	PAKISTAN INTL AIRLINES	S	D	9	0	0	11	11	33	44	0	0	54	0	183	3	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	12	0	2	8	42	25	17	8	0	49	29	74	14	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	12	0	0	25	17	42	17	0	0	41	21	58	14	
<b>TOTAL LAHORE</b>					<b>42</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>21</b>	<b>31</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>40</b>	<b>21</b>	<b>77</b>	<b>77</b>	
LAMETIA-TERME																		
	STANSTED	RYANAIR	S	A	8	0	0	38	13	25	13	0	13	126	0	0	0	
	STANSTED	RYANAIR	S	D	8	0	0	50	0	38	0	0	13	116	0	0	0	
<b>TOTAL LAMETIA-TERME</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>121</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LARNACA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	45	7	38	3	7	0	41	45	27	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	38	28	24	10	0	0	28	45	32	31	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	BIRMINGHAM	CYPRUS AIRWAYS	S	A	5	0	0	20	0	60	20	0	0	51	60	14	5
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	5	0	0	0	20	20	60	0	0	66	40	25	5
	HEATHROW	CYPRUS AIRWAYS	S	A	61	0	0	46	16	21	11	5	0	38	57	29	61
	HEATHROW	CYPRUS AIRWAYS	S	D	61	0	1	25	25	28	18	3	2	53	41	33	61
	MANCHESTER	CYPRUS AIRWAYS	S	A	15	0	0	47	27	7	13	7	0	34	86	6	14
	MANCHESTER	CYPRUS AIRWAYS	S	D	15	0	0	27	13	33	20	7	0	47	67	12	9
	STANSTED	CYPRUS AIRWAYS	S	A	9	0	0	67	22	0	11	0	0	14	78	35	9
	STANSTED	CYPRUS AIRWAYS	S	D	9	0	0	33	11	44	11	0	0	41	56	45	9
	LUTON	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	0	0	0	0	50	420	50	14	2
	LUTON	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	0	0	0	0	50	424	0	34	2
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	16	50	22	2
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	13	50	28	2
	BIRMINGHAM	XL AIRWAYS UK LTD	C	A	2	0	0	100	0	0	0	0	0	9	0	0	0
	BIRMINGHAM	XL AIRWAYS UK LTD	C	D	2	0	0	50	50	0	0	0	0	17	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	A	2	0	0	0	0	0	0	100	0	203	0	0	0
	LUTON	XL AIRWAYS UK LTD	C	A	3	0	0	0	0	33	33	33	0	123	0	0	0
	LUTON	XL AIRWAYS UK LTD	C	D	4	0	0	0	0	25	0	75	0	186	0	0	0
<b>TOTAL LARNACA</b>					<b>259</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>19</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>51</b>	<b>52</b>	<b>38</b>	<b>38</b>
LAS PALMAS	GATWICK	AIR EUROPA	C	D	2	0	0	50	0	50	0	0	0	16	75	27	4
	MANCHESTER	AIR EUROPA	C	D	3	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	16	100	0	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	22	71	8	7
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	5	100	0	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	80	10	0	10	0	0	10	91	10	11
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	25	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	43	4
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	20	0	20	60	0	0	60	67	16	9
	GLASGOW	FLYGLOBESPAN	S	D	5	0	0	40	20	20	20	0	0	33	33	26	9
	GATWICK	GB AIRWAYS LTD	S	A	28	0	0	54	4	14	29	0	0	35	74	13	31
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	39	21	18	21	0	0	36	50	19	32
	BIRMINGHAM	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	3	67	6	3
	BIRMINGHAM	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	4	100	0	3



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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
LAS PALMAS																		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	75	11	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	14	100	0	4	
	LUTON	MONARCH AIRLINES	S	A	3	0	0	100	0	0	0	0	0	1	100	4	4	
	LUTON	MONARCH AIRLINES	S	D	3	0	0	100	0	0	0	0	0	3	100	4	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	2	75	5	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	6	75	46	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	4	100	1	5	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	100	3	2	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	20	0	0	0	0	5	89	4	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	0	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	2	100	2	4	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	1	75	7	4	
	GATWICK	SILVERJET	C	A	2	0	0	0	0	50	50	0	0	72	0	0	0	
	GATWICK	SILVERJET	C	D	2	0	0	0	50	0	50	0	0	45	0	0	0	
	NEWCASTLE	SILVERJET	C	A	2	0	0	0	0	50	0	0	50	592	0	0	0	
	NEWCASTLE	SILVERJET	C	D	2	0	0	0	50	0	50	0	0	55	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	0	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	0	0	22	0	58	89	4	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	0	0	22	0	51	100	2	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	40	0	0	0	0	12	100	1	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	10	100	3	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	50	13	0	0	0	20	78	13	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	3	73	23	11	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	15	83	43	6	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	6	100	0	6	
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	8	89	14	9	
	BIRMINGHAM	THOMSONFLY LTD	C	D	8	0	0	75	13	13	0	0	0	8	78	19	9	
	GATWICK	THOMSONFLY LTD	C	A	14	0	0	79	7	7	7	0	0	12	86	5	14	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	THOMSONFLY LTD	C	D	14	0	0	57	7	29	7	0	0	24	75	12	16		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	16	100	5	4		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	4		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	11	80	9	5		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	8	5		
	MANCHESTER	THOMSONFLY LTD	C	A	17	0	0	88	6	6	0	0	0	6	69	91	13		
	MANCHESTER	THOMSONFLY LTD	C	D	17	0	0	82	12	6	0	0	0	9	71	18	14		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	46	4		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	12	4		
	GATWICK	XL AIRWAYS UK LTD	C	D	2	0	0	50	0	0	0	0	50	226	60	22	5		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	3	0	0	33	0	33	0	0	33	227	67	17	3		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	2	1	0	100	0	0	0	0	0	4	100	0	3		
<b>TOTAL LAS PALMAS</b>					<b>366</b>	<b>3</b>	<b>1</b>	<b>72</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>81</b>	<b>14</b>	<b>14</b>		
LAS VEGAS																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	44	22	11	22	0	0	42	67	30	9		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	33	33	0	33	0	0	42	89	10	9		
	STANSTED	MAXJET AIRWAYS	S	A	5	1	0	0	0	0	100	0	0	105	0	0	0		
	STANSTED	MAXJET AIRWAYS	S	D	5	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	61	10	10	19	0	0	30	56	32	27		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	23	19	32	26	0	0	47	50	37	26		
<b>TOTAL LAS VEGAS</b>					<b>90</b>	<b>3</b>	<b>2</b>	<b>42</b>	<b>16</b>	<b>16</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>59</b>	<b>31</b>	<b>31</b>		
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	100	0	4	70	14	8	8	0	0	16	86	10	98		
	HEATHROW	BMI BRITISH MIDLAND	S	D	103	0	4	68	18	9	4	1	0	15	84	9	98		
	EDINBURGH	BMI REGIONAL	S	A	52	0	0	92	6	2	0	0	0	3	98	3	58		
	EDINBURGH	BMI REGIONAL	S	D	52	0	0	90	6	0	2	2	0	10	93	4	58		
	GLASGOW	BMI REGIONAL	S	A	45	0	0	84	11	4	0	0	0	6	96	2	49		
	GLASGOW	BMI REGIONAL	S	D	45	0	0	82	7	2	7	2	0	15	96	3	49		
<b>TOTAL LEEDS BRADFORD</b>					<b>397</b>	<b>2</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>90</b>	<b>6</b>	<b>6</b>		
LEIPZIG																			
	STANSTED	AIR BERLIN	S	A	30	0	0	93	3	0	3	0	0	6	80	9	20		
	STANSTED	AIR BERLIN	S	D	29	0	0	66	17	10	7	0	0	24	50	29	20		
<b>TOTAL LEIPZIG</b>					<b>59</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>15</b>	<b>65</b>	<b>19</b>	<b>19</b>		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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		
LIEGE																		
LILLE																		
LIMOGES	STANSTED	RYANAIR	S	A	30	0	0	80	13	3	3	0	0	8	97	3	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	10	0	3	0	0	10	80	12	30	
<b>TOTAL LIMOGES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>88</b>	<b>7</b>	<b>7</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	17	0	0	82	12	0	6	0	0	10	90	5	29	
	STANSTED	RYANAIR	S	D	17	0	0	82	0	12	6	0	0	11	79	10	29	
<b>TOTAL LINZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>8</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	59	0	0	49	14	19	17	2	0	35	58	18	59	
	GATWICK	AIR PORTUGAL	S	D	59	0	0	34	24	17	24	2	0	43	49	28	73	
	HEATHROW	AIR PORTUGAL	S	A	122	0	0	37	17	24	17	5	0	45	47	23	107	
	HEATHROW	AIR PORTUGAL	S	D	125	0	0	49	12	14	18	5	2	48	74	13	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	109	0	2	57	13	16	12	3	0	32	66	17	115	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	0	54	21	12	13	1	0	26	55	23	115	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	50	27	7	17	0	0	26	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	23	7	0	3	0	19	0	0	0	
	GATWICK	MONARCH AIRLINES	S	A	30	0	0	63	3	13	17	3	0	29	62	18	29	
	GATWICK	MONARCH AIRLINES	S	D	30	0	0	57	23	10	10	0	0	21	90	9	29	
	MANCHESTER	SATA	C	A	2	0	0	0	100	0	0	0	0	19	0	0	0	
	MANCHESTER	SATA	C	D	2	0	0	0	50	50	0	0	0	41	0	0	0	
<b>TOTAL LISBON</b>					<b>711</b>	<b>0</b>	<b>2</b>	<b>49</b>	<b>17</b>	<b>15</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>58</b>	<b>20</b>	<b>20</b>	
LIVERPOOL																		
	LONDON CITY	VLM (BELGIUM)	S	A	38	0	9	89	8	0	3	0	0	10	87	6	100	
	LONDON CITY	VLM (BELGIUM)	S	D	37	0	9	73	22	3	3	0	0	14	78	9	100	
<b>TOTAL LIVERPOOL</b>					<b>75</b>	<b>38</b>	<b>18</b>	<b>81</b>	<b>15</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>8</b>	
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	26	0	0	69	19	12	0	0	0	12	64	18	25	
	GATWICK	ADRIA AIRWAYS	S	D	26	0	0	54	23	15	8	0	0	20	64	21	25	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	13	3	13	0	0	17	90	11	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	7	7	13	0	0	17	77	11	30	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
LJUBLJANA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	25	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	LUTON	WIZZ AIR	S	A	12	0	0	67	8	8	17	0	0	20	0	0	0	0
	LUTON	WIZZ AIR	S	D	12	0	0	58	25	8	8	0	0	19	0	0	0	0
<b>TOTAL LJUBLJANA</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>15</b>	<b>15</b>	
LODZ LUBLINEK																		
	STANSTED	RYANAIR	S	A	30	1	0	77	0	13	10	0	0	22	81	25	27	
	STANSTED	RYANAIR	S	D	30	1	0	47	30	10	13	0	0	31	76	10	29	
<b>TOTAL LODZ LUBLINEK</b>					<b>60</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>79</b>	<b>17</b>	<b>17</b>	
LONDON CITY																		
	EDINBURGH	BA CONNECT LTD	S	A	114	0	0	77	13	4	5	0	0	12	76	12	94	
	EDINBURGH	BA CONNECT LTD	S	D	118	0	0	61	22	5	10	2	0	25	71	12	95	
	NEWCASTLE	EASTERN AIRWAYS	S	A	41	0	6	71	20	7	2	0	0	12	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	D	41	0	6	76	12	10	2	0	0	11	0	0	0	
	EDINBURGH	SCOT AIRWAYS	S	A	116	4	19	54	21	16	9	0	0	22	68	18	142	
	EDINBURGH	SCOT AIRWAYS	S	D	120	1	15	69	14	9	8	0	0	18	80	10	142	
	MANCHESTER	VLM (BELGIUM)	S	A	81	0	16	53	16	22	5	2	1	32	74	15	132	
	MANCHESTER	VLM (BELGIUM)	S	D	81	0	10	78	6	10	4	1	1	19	88	6	132	
<b>TOTAL LONDON CITY</b>					<b>714</b>	<b>6</b>	<b>72</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>76</b>	<b>12</b>	<b>12</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	31	0	0	74	10	10	3	0	3	48	80	9	30	
	HEATHROW	AMERICAN AIRLINES	S	D	31	0	0	52	23	23	3	0	0	19	57	18	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	46	18	20	16	0	0	29	70	12	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	61	0	0	28	28	33	11	0	0	33	44	24	61	
	HEATHROW	UNITED AIRLINES	S	A	31	0	0	84	6	6	0	3	0	14	74	8	31	
	HEATHROW	UNITED AIRLINES	S	D	31	0	0	52	23	23	3	0	0	19	87	8	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	48	20	22	7	3	0	31	69	14	58	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	15	27	45	10	3	0	44	50	23	58	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>368</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>25</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>64</b>	<b>16</b>	<b>16</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	5	0	0	40	20	0	40	0	0	39	75	11	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	0	20	40	20	20	0	72	20	17	5	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
LUANDA																		
<b>TOTAL LUANDA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>56</b>	<b>44</b>	<b>14</b>	<b>14</b>	
LUBECK																		
	STANSTED	RYANAIR	S	A	67	1	8	82	9	1	4	3	0	14	76	12	75	
	STANSTED	RYANAIR	S	D	70	0	5	77	10	6	6	1	0	17	76	11	75	
<b>TOTAL LUBECK</b>					<b>137</b>	<b>1</b>	<b>13</b>	<b>80</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>12</b>	<b>12</b>	
LUGANO																		
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	54	31	0	15	0	0	26	79	15	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	38	8	23	8	0	55	23	33	13	
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>41</b>	<b>52</b>	<b>24</b>	<b>24</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	158	0	0	74	12	8	6	0	0	15	82	9	153	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	158	0	0	71	10	12	5	2	0	19	72	13	154	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	148	0	0	76	9	9	5	1	0	14	86	8	159	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	148	0	0	70	14	9	6	1	0	19	84	11	159	
<b>TOTAL LUTON</b>					<b>612</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>11</b>	<b>11</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	39	0	0	69	10	8	10	3	0	26	88	9	42	
	GATWICK	BRITISH AIRWAYS PLC	S	D	39	0	0	72	10	13	3	3	0	20	81	10	42	
	HEATHROW	LUXAIR	S	A	60	1	1	55	28	3	12	2	0	26	68	16	62	
	HEATHROW	LUXAIR	S	D	60	0	1	70	12	3	12	3	0	26	81	13	62	
	LONDON CITY	LUXAIR	S	A	72	0	9	72	14	6	8	0	0	15	90	6	96	
	LONDON CITY	LUXAIR	S	D	71	0	10	69	11	11	8	0	0	17	88	8	96	
	MANCHESTER	LUXAIR	S	A	30	0	0	70	13	10	7	0	0	20	76	11	29	
	MANCHESTER	LUXAIR	S	D	30	0	0	97	3	0	0	0	0	2	80	12	30	
	LONDON CITY	VLM (BELGIUM)	S	A	65	0	7	75	12	8	5	0	0	13	81	12	62	
	LONDON CITY	VLM (BELGIUM)	S	D	65	0	7	66	17	12	5	0	0	17	74	14	62	
	MANCHESTER	VLM (BELGIUM)	S	A	41	0	3	59	15	20	7	0	0	20	0	0	0	
	MANCHESTER	VLM (BELGIUM)	S	D	41	0	5	90	2	5	2	0	0	6	0	0	0	
<b>TOTAL LUXEMBOURG</b>					<b>613</b>	<b>2</b>	<b>43</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>10</b>	<b>10</b>	
LUXOR																		
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0	

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	
LUXOR																			
	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	75	0	0	25	0	0	20	0	0	0		
	HEATHROW	EGYPT AIR	S	A	4	0	0	75	0	25	0	0	0	12	100	3	4		
	HEATHROW	EGYPT AIR	S	D	4	0	0	100	0	0	0	0	0	6	100	5	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	15	75	15	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	11	100	7	4		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	44	22	11	11	11	0	52	20	26	5		
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	22	0	11	0	41	60	15	5		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	0	50	0	0	57	0	30	4		
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	0	75	31	4		
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	25	0	0	0	0	6	75	33	4		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	50	50	0	0	0	0	12	100	1	3		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	400	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	4		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	50	0	0	0	23	100	2	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	34	75	9	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	6	4		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	1	4		
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	25	0	50	0	25	0	86	75	16	4		
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	0	0	25	0	75	100	7	4		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	25	0	50	25	0	0	54	0	0	0		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	0	25	0	0	26	0	0	0		
<b>TOTAL LUXOR</b>					<b>106</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>30</b>	<b>30</b>		
LYON																			
	BIRMINGHAM	BA CONNECT LTD	C	A	2	0	0	100	0	0	0	0	0	14	50	31	2		
	BIRMINGHAM	BA CONNECT LTD	S	A	47	0	0	74	11	6	9	0	0	16	65	20	48		
	BIRMINGHAM	BA CONNECT LTD	C	D	2	0	0	100	0	0	0	0	0	80	7	5			
	BIRMINGHAM	BA CONNECT LTD	S	D	48	0	0	77	10	8	4	0	0	14	81	12	48		
	MANCHESTER	BA CONNECT LTD	S	A	31	0	1	71	6	6	16	0	0	22	94	14	31		
	MANCHESTER	BA CONNECT LTD	C	A	2	0	0	0	50	50	0	0	0	32	0	0	0		
	MANCHESTER	BA CONNECT LTD	S	D	29	0	1	83	0	7	10	0	0	16	87	3	31		
	MANCHESTER	BA CONNECT LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0		

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

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
LYON	GATWICK	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	50	0	50	0	124	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	2	0	0	0	50	0	50	0	0	56	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	16	0	0	69	6	13	13	0	0	22	43	33	21
	HEATHROW	BMI BRITISH MIDLAND	S	D	16	0	0	63	25	13	0	0	0	14	77	14	22
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	41	40	91	5
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	0	50	50	0	0	0	35	60	13	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	82	0	0	59	12	16	12	1	0	28	74	18	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	1	39	26	15	20	0	0	35	57	19	88
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	51	0	1	59	20	8	10	4	0	29	78	14	54
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	51	0	4	55	20	14	8	4	0	30	59	19	54
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	50	0	0	76	20	80	5
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	17	17	67	0	0	0	32	43	31	7
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	0	50	0	0	58	50	18	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	33	0	17	50	0	0	60	50	36	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	30	30	20	10	0	10	69	67	16	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	44	0	31	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	92	0	16	1
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	12	50	14	2
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	50	0	0	0	22	71	14	7
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	20	40	0	0	0	21	63	10	8
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	0	33	33	33	0	0	41	67	51	3
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	20	60	0	20	0	0	31	100	0	4
<b>TOTAL LYON</b>					<b>525</b>	<b>1</b>	<b>8</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>68</b>	<b>18</b>	<b>18</b>
LYON(BRON)																	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
MADRAS/CHENNAI																		
	HEATHROW	AIR INDIA		S D	5	0	0	0	20	0	40	20	20	175	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	86	0	5	9	0	0	12	88	7	26	
	HEATHROW	BRITISH AIRWAYS PLC		S D	23	0	0	39	17	22	17	4	0	42	42	26	26	
<b>TOTAL MADRAS/CHENNAI</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>10</b>	<b>12</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>42</b>	<b>65</b>	<b>17</b>	<b>17</b>	
MADRID																		
	GATWICK	AEROLINEAS ARGENTINAS		S A	31	0	0	58	10	26	6	0	0	21	48	24	31	
	GATWICK	AEROLINEAS ARGENTINAS		S D	31	0	0	65	3	10	19	0	3	40	58	23	31	
	GATWICK	AIR MADRID		S A	13	0	2	62	0	15	23	0	0	36	0	0	0	
	GATWICK	AIR MADRID		S D	13	0	2	62	0	15	23	0	0	35	0	0	0	
	BIRMINGHAM	BA CONNECT LTD		S A	33	0	0	76	6	15	3	0	0	11	81	7	27	
	BIRMINGHAM	BA CONNECT LTD		S D	33	0	0	76	0	9	15	0	0	21	86	8	28	
	EDINBURGH	BA CONNECT LTD		S A	21	0	0	76	5	10	10	0	0	12	82	6	22	
	EDINBURGH	BA CONNECT LTD		S D	14	0	0	50	14	7	29	0	0	35	80	8	15	
	LONDON CITY	BA CONNECT LTD		S A	29	0	0	86	7	3	3	0	0	10	0	0	0	
	LONDON CITY	BA CONNECT LTD		S D	29	0	0	31	38	21	10	0	0	30	0	0	0	
	MANCHESTER	BA CONNECT LTD		S A	44	0	2	89	5	5	2	0	0	7	79	12	47	
	MANCHESTER	BA CONNECT LTD		S D	45	0	1	89	9	2	0	0	0	5	85	10	48	
	GATWICK	BRITISH AIRWAYS PLC		S A	87	0	0	59	13	13	13	2	1	42	53	22	89	
	GATWICK	BRITISH AIRWAYS PLC		S D	87	0	0	54	16	16	10	3	0	30	66	17	89	
	HEATHROW	BRITISH AIRWAYS PLC		S A	137	0	1	58	15	7	14	4	1	39	64	19	148	
	HEATHROW	BRITISH AIRWAYS PLC		S D	138	0	0	59	15	12	12	2	0	29	56	20	148	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	108	0	1	62	9	8	20	0	0	30	81	9	80	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	108	0	0	41	24	15	19	2	0	37	68	18	80	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	59	0	0	73	12	10	5	0	0	15	69	17	58	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	59	0	0	47	32	14	7	0	0	22	66	17	59	
	HEATHROW	IBERIA		S A	201	0	6	54	20	10	10	4	0	36	49	29	178	
	HEATHROW	IBERIA		S D	203	0	7	52	20	13	9	5	1	38	57	27	179	
<b>TOTAL MADRID</b>					<b>1529</b>	<b>1</b>	<b>22</b>	<b>59</b>	<b>16</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>62</b>	<b>20</b>	<b>20</b>	
MAHON																		
	LUTON	MONARCH AIRLINES		S A	9	0	0	67	22	0	11	0	0	12	100	1	9	
	LUTON	MONARCH AIRLINES		S D	9	0	0	89	11	0	0	0	0	6	89	5	9	
	MANCHESTER	MONARCH AIRLINES		S A	5	0	0	100	0	0	0	0	0	4	0	0	0	
	MANCHESTER	MONARCH AIRLINES		S D	5	0	0	100	0	0	0	0	0	2	0	0	0	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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																		
<b>TOTAL MAHON</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>83</b>	<b>8</b>	<b>8</b>	
MALABO																		
	GATWICK	ASTRAEUS LTD	S	A	4	0	0	25	0	50	0	0	25	145	100	3	5	
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	25	25	25	25	0	0	42	75	16	4	
<b>TOTAL MALABO</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>93</b>	<b>89</b>	<b>9</b>	<b>9</b>	
MALAGA																		
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	63	17	17	3	0	0	19	60	18	30	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	33	40	20	7	0	0	26	73	13	30	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	60	7	20	10	0	3	35	50	22	32	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	57	17	10	13	3	0	34	72	13	32	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	53	25	7	13	2	0	30	71	15	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	68	12	10	8	2	0	23	76	13	58	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	0	0	28	0	0	27	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	83	0	11	6	0	0	18	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	1	0	63	16	14	4	0	4	51	77	12	64	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	55	24	18	2	2	0	23	52	19	63	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	23	13	7	0	0	17	83	16	29	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	87	3	3	7	0	0	12	90	5	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	63	0	2	76	13	8	3	0	0	12	81	7	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	64	0	1	78	6	11	5	0	0	16	56	18	63	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	17	100	4	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	6	50	15	2	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	100	0	2	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	2	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	1	0	86	14	0	0	0	0	7	100	2	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	1	0	100	0	0	0	0	0	3	100	0	6	
	BIRMINGHAM	FLYBE LTD	S	A	10	0	0	70	20	10	0	0	0	11	55	87	11	
	BIRMINGHAM	FLYBE LTD	S	D	10	0	0	80	0	10	10	0	0	17	58	15	12	
	EDINBURGH	FLYGLOBESPAN	S	A	30	0	2	97	3	0	0	0	0	1	78	5	9	
	EDINBURGH	FLYGLOBESPAN	S	D	31	0	0	61	16	13	10	0	0	22	56	14	9	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	80	10	7	3	0	0	10	85	4	26	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	87	10	3	0	0	0	6	93	7	30	
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	53	30	10	7	0	0	17	70	13	30	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	60	20	17	3	0	0	19	57	15	30
	HEATHROW	GB AIRWAYS LTD	S	A	59	0	0	47	15	17	12	8	0	41	69	17	59
	HEATHROW	GB AIRWAYS LTD	S	D	59	0	0	59	15	17	3	5	0	30	80	12	59
	MANCHESTER	JET2.COM LTD	S	A	19	1	0	42	26	11	21	0	0	37	81	10	26
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	89	0	0	11	0	0	17	88	12	26
	BIRMINGHAM	MONARCH AIRLINES	S	A	26	0	0	77	8	12	4	0	0	11	77	8	26
	BIRMINGHAM	MONARCH AIRLINES	S	D	26	0	0	85	12	4	0	0	0	6	100	1	26
	GATWICK	MONARCH AIRLINES	S	A	41	0	1	46	15	27	10	2	0	35	51	26	45
	GATWICK	MONARCH AIRLINES	S	D	42	0	0	60	17	10	12	2	0	30	82	17	45
	LUTON	MONARCH AIRLINES	S	A	26	0	0	38	35	19	8	0	0	21	59	20	32
	LUTON	MONARCH AIRLINES	S	D	26	0	0	54	23	23	0	0	0	16	75	13	32
	MANCHESTER	MONARCH AIRLINES	S	A	40	0	0	73	18	0	8	0	3	24	76	15	45
	MANCHESTER	MONARCH AIRLINES	S	D	40	0	0	88	3	3	8	0	0	10	98	3	45
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	83	8	6
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	100	0	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	5	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	4	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	0	25	175	100	0	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	3	0	100	0	0	0	0	0	3	100	0	4
	GATWICK	THOMSONFLY LTD	C	A	19	0	0	79	5	11	5	0	0	9	67	19	9
	GATWICK	THOMSONFLY LTD	C	D	19	0	0	74	16	5	5	0	0	13	78	20	9
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	80	0	0	0	0	20	93	50	15	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	23	25	26	4
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	10	100	3	4
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	12	100	8	4
	MANCHESTER	THOMSONFLY LTD	C	A	22	0	0	77	5	9	9	0	0	15	70	7	10
	MANCHESTER	THOMSONFLY LTD	C	D	23	0	0	70	9	13	0	4	4	35	100	1	9
	NEWCASTLE	THOMSONFLY LTD	C	A	15	0	0	80	7	7	7	0	0	10	100	2	4
	NEWCASTLE	THOMSONFLY LTD	C	D	15	0	0	80	7	7	7	0	0	15	100	0	4
<b>TOTAL MALAGA</b>					<b>1373</b>	<b>10</b>	<b>6</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>73</b>	<b>14</b>	<b>14</b>
MALE INTERNATIONAL	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	16	67	19	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	11	75	13	4

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)												
MALE INTERNATIONAL																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	9	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	0	2	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	25	75	0	0	83	0	33	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	0	40	0	0	61	100	9	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	25	0	0	0	15	50	115	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	0	0	0	25	110	50	12	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	4	0	0	100	0	0	0	0	0	1	75	49	4	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	100	0	0	0	0	0	0	75	40	4	
<b>TOTAL MALE INTERNATIONAL</b>					<b>43</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>30</b>	<b>63</b>	<b>28</b>	<b>28</b>	
MALMO																		
	STANSTED	RYANAIR	S	A	28	0	0	64	11	11	14	0	0	23	58	32	48	
	STANSTED	RYANAIR	S	D	28	0	0	50	25	14	11	0	0	24	42	21	48	
<b>TOTAL MALMO</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>26</b>	<b>26</b>	
MALTA																		
	BIRMINGHAM	AIR MALTA	S	A	17	0	0	76	12	12	0	0	0	8	82	8	11	
	BIRMINGHAM	AIR MALTA	S	D	17	0	0	76	0	18	6	0	0	16	73	14	11	
	GATWICK	AIR MALTA	S	A	42	0	0	69	12	7	12	0	0	22	73	21	37	
	GATWICK	AIR MALTA	S	D	42	0	0	48	24	12	17	0	0	31	68	27	37	
	GLASGOW	AIR MALTA	S	A	12	0	0	75	8	8	8	0	0	17	86	6	7	
	GLASGOW	AIR MALTA	S	D	12	0	0	58	17	17	8	0	0	27	71	10	7	
	HEATHROW	AIR MALTA	S	A	60	0	0	78	3	3	10	5	0	25	87	6	61	
	HEATHROW	AIR MALTA	S	D	60	0	0	47	25	10	12	7	0	42	70	15	61	
	MANCHESTER	AIR MALTA	S	A	30	0	0	67	13	10	7	3	0	23	77	15	31	
	MANCHESTER	AIR MALTA	S	D	30	0	0	57	20	7	13	3	0	31	81	13	32	
	NEWCASTLE	AIR MALTA	S	A	7	0	0	57	14	14	14	0	0	28	100	1	4	
	NEWCASTLE	AIR MALTA	S	D	6	0	0	33	33	17	17	0	0	38	100	1	4	
	STANSTED	AIR MALTA	S	A	5	0	0	60	20	0	20	0	0	23	89	5	9	
	STANSTED	AIR MALTA	S	D	4	0	1	75	25	0	0	0	0	8	88	14	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	35	100	3	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	9	67	11	3	
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	47	13	17	23	0	0	32	77	14	30	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	37	20	27	17	0	0	32	73	15	30	
	BIRMINGHAM	HELLO	C	A	2	0	0	50	50	0	0	0	0	10	100	0	2	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)													
MALTA																			
	BIRMINGHAM	HELLO	C	D	2	0	0	50	50	0	0	0	0	13	50	155	2		
	GATWICK	HELLO	C	A	13	0	0	62	8	15	15	0	0	28	55	49	20		
	GATWICK	HELLO	C	D	13	0	0	62	0	15	23	0	0	34	35	59	20		
	MANCHESTER	HELLO	C	A	6	0	0	83	0	17	0	0	0	12	50	51	10		
	MANCHESTER	HELLO	C	D	6	0	0	33	33	33	0	0	0	28	40	50	10		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	2	0	0	50	0	0	50	0	0	43	100	0	2		
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	2	0	0	50	0	0	50	0	0	49	100	4	2		
	LUTON	RYANAIR	S	A	27	0	3	78	7	11	4	0	0	13	0	0	0		
	LUTON	RYANAIR	S	D	27	0	3	48	37	4	11	0	0	23	0	0	0		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	2	100	0	2		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	6	0	0	0		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	32	50	11	2		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	39	50	10	2		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	32	50	15	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	9	75	12	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	18	0	34	4		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	14	50	26	4		
<b>TOTAL MALTA</b>					<b>549</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>19</b>	<b>19</b>		
MANAUS-EDUARDO GOMES																			
MANCHESTER																			
	STANSTED	AIR BERLIN	S	A	48	0	0	67	13	10	6	4	0	24	26	31	23		
	STANSTED	AIR BERLIN	S	D	48	0	0	63	10	17	10	0	0	20	30	29	23		
	EDINBURGH	BA CONNECT LTD	S	A	129	0	0	63	13	13	10	1	0	23	77	12	127		
	EDINBURGH	BA CONNECT LTD	S	D	131	0	0	60	18	12	9	2	0	24	70	15	128		
	GLASGOW	BA CONNECT LTD	S	A	115	0	0	60	19	12	7	2	0	21	72	13	128		
	GLASGOW	BA CONNECT LTD	S	D	115	0	0	64	10	15	8	3	0	23	74	14	127		
	HEATHROW	BMI BRITISH MIDLAND	S	A	177	0	3	67	10	11	8	3	1	27	84	11	185		
	HEATHROW	BMI BRITISH MIDLAND	S	D	178	0	2	71	12	8	6	3	0	21	77	11	185		
	EDINBURGH	BMI REGIONAL	S	A	91	0	0	90	10	0	0	0	0	4	91	4	93		
	EDINBURGH	BMI REGIONAL	S	D	92	0	0	84	9	7	1	0	0	8	82	10	95		

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
MANCHESTER																		
	GLASGOW	BMI REGIONAL	S	A	68	0	0	79	9	6	4	1	0	13	89	8	72	
	GLASGOW	BMI REGIONAL	S	D	68	0	0	78	12	4	6	0	0	13	89	10	71	
	GATWICK	BRITISH AIRWAYS PLC	S	A	176	0	0	44	15	23	14	5	0	39	56	20	181	
	GATWICK	BRITISH AIRWAYS PLC	S	D	176	0	0	65	12	11	11	1	0	21	82	9	181	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	0	1	48	21	13	14	3	0	35	70	17	307	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	197	0	2	48	23	15	13	1	0	28	63	19	307	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	27	25	19	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	1	0	75	0	0	25	0	0	35	100	0	4	
	GATWICK	JET2.COM LTD	S	A	39	0	0	64	13	10	13	0	0	27	81	7	67	
	GATWICK	JET2.COM LTD	S	D	39	0	0	59	18	8	10	5	0	35	84	8	67	
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	50	50	0	0	0	0	15	100	0	1	
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2	
	LONDON CITY	VLM (BELGIUM)	S	A	121	0	17	66	18	7	7	1	1	21	76	10	131	
	LONDON CITY	VLM (BELGIUM)	S	D	120	1	19	55	19	15	8	2	1	28	77	15	132	
	GATWICK	XL AIRWAYS UK LTD	C	A	2	0	0	50	0	0	50	0	0	37	0	0	0	
<b>TOTAL MANCHESTER</b>					<b>2345</b>	<b>69</b>	<b>45</b>	<b>62</b>	<b>15</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>13</b>	
MARRAKESH																		
	GATWICK	ATLAS BLUE	S	A	32	0	0	63	13	9	16	0	0	24	64	17	22	
	GATWICK	ATLAS BLUE	S	D	32	0	0	59	6	9	22	3	0	37	68	19	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	38	0	0	42	21	34	3	0	0	25	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	38	0	0	47	24	24	5	0	0	21	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	53	27	13	7	0	0	20	76	11	17	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	45	19	29	6	0	0	25	68	15	22	
	HEATHROW	GB AIRWAYS LTD	S	A	59	0	0	61	12	8	17	2	0	31	83	13	30	
	HEATHROW	GB AIRWAYS LTD	S	D	59	0	0	58	17	15	8	0	2	31	67	19	30	
	HEATHROW	ROYAL AIR MAROC	S	D	30	0	0	40	23	17	10	10	0	49	58	21	26	
	LUTON	RYANAIR	S	A	16	1	1	44	38	19	0	0	0	19	0	0	0	
	LUTON	RYANAIR	S	D	17	0	0	82	18	0	0	0	0	9	0	0	0	
	LUTON	THOMSONFLY LTD	S	A	17	0	0	6	35	47	6	6	0	48	0	0	0	
	LUTON	THOMSONFLY LTD	S	D	17	0	0	53	18	24	0	6	0	29	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	A	17	0	0	12	24	59	0	0	6	63	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	D	17	0	0	82	12	0	0	6	0	23	0	0	0	
<b>TOTAL MARRAKESH</b>					<b>450</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>19</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>18</b>	<b>18</b>	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
MARSA ALAM																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	17	100	11	1	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	6	2	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	50	0	0	0	28	0	50	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	35	20	42	5	
<b>TOTAL MARSA ALAM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>6</b>	<b>25</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>31</b>	<b>37</b>	<b>37</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	79	0	0	68	11	9	9	3	0	23	74	15	87	
	GATWICK	BRITISH AIRWAYS PLC	S	D	79	0	0	67	13	13	5	1	1	29	83	9	86	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	47	13	13	23	3	0	43	67	18	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	13	10	23	3	0	42	67	18	30	
	STANSTED	RYANAIR	S	A	29	0	0	79	7	10	3	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	D	28	0	0	71	7	7	14	0	0	20	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>275</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>75</b>	<b>14</b>	<b>14</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	26	0	0	31	12	38	19	0	0	39	26	90	23	
	HEATHROW	AIR MAURITIUS LTD	S	D	27	0	0	15	11	37	37	0	0	59	43	64	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	8	23	46	15	8	0	74	57	24	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	0	21	36	43	0	0	63	54	30	13	
<b>TOTAL MAURITIUS</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>15</b>	<b>39</b>	<b>29</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>42</b>	<b>58</b>	<b>58</b>	
MEDINA																		
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL MEDINA</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>15</b>	<b>25</b>	<b>135</b>	<b>135</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	62	0	0	48	19	16	16	0	0	33	84	11	31	
	HEATHROW	QANTAS	S	D	62	0	0	8	31	35	24	2	0	48	57	19	30	
<b>TOTAL MELBOURNE</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>25</b>	<b>26</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>67</b>	<b>31</b>	<b>31</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	8	23	15	8	0	55	79	9	14	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0	23	31	38	8	0	78	31	28	13	
<b>TOTAL MEXICO CITY</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>27</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>66</b>	<b>56</b>	<b>18</b>	<b>18</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	45	0	0	89	2	2	7	0	0	8	68	15	44	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR DECEMBER 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)												
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	D	45	0	0	73	16	9	2	0	0	12	80	9	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	0	0	69	10	8	13	0	0	24	77	13	73	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	1	17	32	28	20	3	0	47	24	34	74	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	71	10	10	3	6	0	26	23	32	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	23	32	32	10	3	0	41	26	27	31	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>273</b>	<b>0</b>	<b>1</b>	<b>56</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>51</b>	<b>23</b>	<b>23</b>	
MILAN (LINATE)																		
	LONDON CITY	AIR ONE	S	A	43	0	6	74	14	5	7	0	0	14	0	0	0	
	LONDON CITY	AIR ONE	S	D	43	0	6	63	9	19	7	2	0	25	0	0	0	
	HEATHROW	ALITALIA	S	A	112	0	3	62	19	11	9	0	0	19	71	15	120	
	HEATHROW	ALITALIA	S	D	115	0	1	58	16	13	10	3	0	29	64	18	117	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	1	54	19	11	13	4	0	38	44	34	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	0	1	52	22	16	8	1	1	28	58	26	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	30	17	23	30	0	0	51	60	26	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	20	33	20	27	0	0	47	63	27	30	
<b>TOTAL MILAN (LINATE)</b>					<b>596</b>	<b>6</b>	<b>18</b>	<b>55</b>	<b>18</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>23</b>	<b>23</b>	
MILAN (MALPENSA)																		
	HEATHROW	ALITALIA	S	A	84	0	0	36	13	30	21	0	0	37	36	31	89	
	HEATHROW	ALITALIA	S	D	81	0	2	28	28	22	19	2	0	41	53	26	92	
	BIRMINGHAM	BA CONNECT LTD	S	A	43	1	0	77	7	7	7	2	0	16	83	10	46	
	BIRMINGHAM	BA CONNECT LTD	S	D	44	0	0	84	2	7	7	0	0	13	87	5	47	
	LONDON CITY	BA CONNECT LTD	S	A	14	0	0	79	7	14	0	0	0	10	0	0	0	
	LONDON CITY	BA CONNECT LTD	S	D	14	0	0	14	71	7	7	0	0	29	0	0	0	
	MANCHESTER	BA CONNECT LTD	S	A	61	0	3	77	7	7	7	3	0	22	73	12	45	
	MANCHESTER	BA CONNECT LTD	S	D	62	0	2	76	8	10	6	0	0	16	80	7	46	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	136	0	4	62	13	9	10	7	0	33	76	15	119	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	137	0	0	45	20	19	12	4	0	34	60	21	119	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	100	0	1	44	18	12	17	9	0	53	66	27	50	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	100	0	2	37	19	22	18	4	0	43	38	26	50	
<b>TOTAL MILAN (MALPENSA)</b>					<b>880</b>	<b>1</b>	<b>14</b>	<b>52</b>	<b>16</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>63</b>	<b>20</b>	<b>20</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES	S	A	31	0	0	87	3	6	3	0	0	10	0	0	0	
	GATWICK	NORTHWEST AIRLINES	S	D	31	0	0	58	26	10	6	0	0	18	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
MINNEAPOLIS-ST PAUL																		
<b>TOTAL MINNEAPOLIS-ST PAUL</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>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
MINSK																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	A	8	0	0	38	25	25	0	13	0	50	100	2	7	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)	S	D	8	0	0	25	25	13	25	13	0	58	86	8	7	
<b>TOTAL MINSK</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>25</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>93</b>	<b>5</b>	<b>5</b>	
MITIGA																		
MOLDE																		
MOMBASA																		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	A	5	0	0	40	20	0	40	0	0	41	83	9	6	
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA	C	D	6	0	0	33	0	50	17	0	0	41	67	13	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	29	20	48	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	15	100	1	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	53	1	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	50	25	4	
	GATWICK	MONARCH AIRLINES	C	D	4	1	0	100	0	0	0	0	0	2	75	7	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	0	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	9	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	25	29	4	
<b>TOTAL MOMBASA</b>					<b>50</b>	<b>9</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>18</b>	<b>18</b>	
MONASTIR																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	10	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	5	100	3	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	7	100	7	2	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	100	0	1	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	12	100	0	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	14	50	19	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	3	0	0	100	0	0	0	0	0	0	100	0	2	



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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
MONASTIR																		
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	4	0	0	100	0	0	0	0	0	0	100	0	3	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	7	0	0	100	0	0	0	0	0	1	100	0	4	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	7	0	0	100	0	0	0	0	0	4	80	10	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	6	0	0	100	0	0	0	0	0	3	60	28	5	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	7	0	0	100	0	0	0	0	0	2	67	19	6	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	2	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	38	0	13	0	0	20	83	9	6	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	11	11	0	50	67	23	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	41	75	8	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	30	100	2	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	75	10	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	5	75	17	4	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	89	0	11	0	0	0	5	75	24	8	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	33	11	0	0	0	12	75	18	8	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	6	38	63	8	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	67	11	22	0	0	0	14	63	49	8	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	6	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	2	4	
<b>TOTAL MONASTIR</b>					<b>150</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>19</b>	<b>19</b>	
MONTEGO BAY																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	30	50	11	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	12	0	35	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	5	0	56	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	26	0	45	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	5	0	0	40	20	20	20	0	0	40	60	33	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	2	5	0	0	0	50	50	0	0	51	50	15	6	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	60	40	0	0	0	0	9	100	5	4	
	GATWICK	THOMSONFLY LTD	C	A	3	1	0	33	33	0	0	33	0	125	50	19	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	25	0	25	25	0	80	25	21	4	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	0	20	40	0	0	52	0	70	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	0	25	25	0	0	39	40	19	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	63	25	0	13	0	0	22	0	0	0	

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
MONTEGO BAY	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	0	25	25	38	13	0	67	0	0	0
<b>TOTAL MONTEGO BAY</b>					<b>52</b>	<b>10</b>	<b>0</b>	<b>38</b>	<b>21</b>	<b>15</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>26</b>	<b>26</b>
MONTPELLIER	STANSTED	RYANAIR	S	A	26	0	0	81	4	8	4	4	0	20	86	5	29
	STANSTED	RYANAIR	S	D	27	0	0	67	7	26	0	0	0	15	79	12	29
<b>TOTAL MONTPELLIER</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>6</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>83</b>	<b>8</b>	<b>8</b>
MONTREAL (DORVAL)	HEATHROW	AIR CANADA	S	A	31	0	0	61	16	16	6	0	0	20	45	36	31
	HEATHROW	AIR CANADA	S	D	31	0	0	58	13	19	6	3	0	33	55	23	31
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	26	10	13	39	13	0	74	58	22	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	19	19	16	39	6	0	72	58	14	31
<b>TOTAL MONTREAL (DORVAL)</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>15</b>	<b>16</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>49</b>	<b>54</b>	<b>24</b>	<b>24</b>
MOSCOW (DOMODEDOVO)	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	33	23	30	13	0	0	36	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	80	3	13	3	0	0	13	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	2	75	12	10	1	0	1	19	80	13	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	0	0	46	25	22	7	0	0	23	63	20	59
	HEATHROW	TRANSAERO AIRLINES	S	A	30	0	0	27	33	20	17	0	3	45	0	0	0
	HEATHROW	TRANSAERO AIRLINES	S	D	30	0	1	33	17	27	20	0	3	54	0	0	0
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>298</b>	<b>0</b>	<b>3</b>	<b>54</b>	<b>19</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>68</b>	<b>20</b>	<b>20</b>
MOSCOW (SHEREMETYEVO)	HEATHROW	AEROFLOT	S	A	76	0	0	38	28	29	5	0	0	23	70	13	76
	HEATHROW	AEROFLOT	S	D	76	0	0	57	13	24	7	0	0	21	63	16	76
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>152</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>14</b>	<b>14</b>
MOSCOW (VNUKOVO)																	
MUMBAI	HEATHROW	AIR INDIA	S	A	76	0	0	32	20	25	16	5	3	59	44	54	63
	HEATHROW	AIR INDIA	S	D	69	0	0	3	9	22	54	9	4	105	20	67	64
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	55	16	15	15	0	0	25	76	14	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	8	27	35	29	0	0	54	44	27	62
	HEATHROW	JET AIRWAYS	S	A	62	0	0	65	16	8	10	2	0	21	71	11	31
	HEATHROW	JET AIRWAYS	S	D	62	0	0	40	26	24	8	2	0	28	65	13	31

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
MUMBAI	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	3	10	10	30	37	13	0	78	81	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	2	20	27	23	30	0	0	48	55	18	31
<b>TOTAL MUMBAI</b>					<b>453</b>	<b>1</b>	<b>7</b>	<b>31</b>	<b>19</b>	<b>22</b>	<b>24</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>52</b>	<b>35</b>	<b>35</b>
MUNICH	GLASGOW	BA CONNECT LTD	S	A	19	0	0	74	16	5	5	0	0	10	83	7	23
	GLASGOW	BA CONNECT LTD	S	D	13	0	0	69	15	15	0	0	0	11	93	5	15
	HEATHROW	BRITISH AIRWAYS PLC	S	A	175	0	1	54	19	15	7	3	1	35	58	25	140
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	0	1	52	24	17	6	0	0	21	52	22	141
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	76	6	5	10	3	0	20	65	23	62
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	60	16	13	9	3	0	26	48	28	62
	BIRMINGHAM	LUFTHANSA	S	A	27	0	2	78	15	7	0	0	0	10	0	0	0
	BIRMINGHAM	LUFTHANSA	S	D	26	0	2	85	0	12	4	0	0	11	0	0	0
	HEATHROW	LUFTHANSA	S	A	198	0	4	60	19	11	10	1	0	23	65	19	197
	HEATHROW	LUFTHANSA	S	D	198	1	5	72	10	10	7	2	0	18	69	18	197
	MANCHESTER	LUFTHANSA	S	A	85	0	1	85	8	5	2	0	0	8	0	0	0
	MANCHESTER	LUFTHANSA	S	D	86	0	1	92	3	3	1	0	0	5	0	0	0
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	50	1	0	86	6	6	2	0	0	8	73	16	74
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	51	0	0	80	14	4	2	0	0	10	63	18	75
	LONDON CITY	LUFTHANSA CITY LINE	S	A	31	0	0	58	19	10	13	0	0	20	0	0	0
	LONDON CITY	LUFTHANSA CITY LINE	S	D	30	0	0	33	27	23	17	0	0	31	0	0	0
<b>TOTAL MUNICH</b>					<b>1325</b>	<b>3</b>	<b>17</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>64</b>	<b>19</b>	<b>19</b>
MUNSTER-OSNABRUCK	BIRMINGHAM	AIR BERLIN	C	A	5	0	0	80	20	0	0	0	0	5	0	0	0
	BIRMINGHAM	AIR BERLIN	C	D	5	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	AIR BERLIN	S	A	30	0	0	97	0	0	3	0	0	3	94	4	31
	STANSTED	AIR BERLIN	S	D	29	0	0	72	14	7	3	3	0	19	74	15	31
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>10</b>	<b>10</b>
MURCIA SAN JAVIER	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	3	10	17	0	0	23	87	6	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	13	17	13	0	0	25	80	10	30
	EDINBURGH	FLYGLOBESPAN	S	A	3	0	0	67	0	33	0	0	0	15	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	89	0	0	11	0	0	16	100	0	16

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

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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)												
MURCIA SAN JAVIER																		
	MANCHESTER	JET2.COM LTD		S D	18	0	0	89	11	0	0	0	0	3	100	0	16	
	NEWCASTLE	JET2.COM LTD		S A	15	0	0	87	13	0	0	0	0	3	80	23	15	
	NEWCASTLE	JET2.COM LTD		S D	15	0	0	80	7	13	0	0	0	10	73	27	15	
	BIRMINGHAM	MONARCH AIRLINES		S A	12	0	0	92	0	0	8	0	0	9	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		S D	12	0	0	92	0	0	8	0	0	15	0	0	0	
	LUTON	RYANAIR		S A	30	0	0	73	10	13	3	0	0	12	90	5	30	
	LUTON	RYANAIR		S D	30	0	0	67	23	7	3	0	0	15	93	9	30	
	STANSTED	RYANAIR		S A	60	0	0	75	7	10	3	5	0	22	70	16	57	
	STANSTED	RYANAIR		S D	60	0	0	63	17	10	7	3	0	23	51	23	57	
<b>TOTAL MURCIA SAN JAVIER</b>					<b>336</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>15</b>	<b>15</b>	
MURMANSK																		
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	90	10	0	0	0	0	3	97	1	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	31	0	0	48	16	19	16	0	0	33	32	27	31	
	HEATHROW	GULF AIR		S A	46	0	1	83	11	7	0	0	0	6	74	13	39	
	HEATHROW	GULF AIR		S D	46	0	0	28	26	22	22	2	0	43	49	23	41	
<b>TOTAL MUSCAT</b>					<b>154</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>16</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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	25	27	25	16	2	5	72	55	17	44	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	1	16	21	42	21	0	0	44	31	32	45	
	HEATHROW	KENYA AIRWAYS	S	A	36	0	0	50	8	19	11	0	11	79	71	14	38	
	HEATHROW	KENYA AIRWAYS	S	D	33	2	1	36	18	36	9	0	0	31	66	12	38	
<b>TOTAL NAIROBI</b>					<b>156</b>	<b>2</b>	<b>2</b>	<b>31</b>	<b>19</b>	<b>31</b>	<b>15</b>	<b>1</b>	<b>4</b>	<b>57</b>	<b>55</b>	<b>19</b>	<b>19</b>	
NANTES																		
	STANSTED	RYANAIR	S	A	29	0	0	69	10	7	10	3	0	25	0	0	0	
	STANSTED	RYANAIR	S	D	28	0	0	71	7	7	14	0	0	20	0	0	0	
<b>TOTAL NANTES</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>7</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>84</b>	<b>9</b>	<b>9</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	1	60	15	8	15	2	0	24	71	16	59	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	52	20	17	12	0	0	24	61	17	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	10	10	7	3	0	26	90	12	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	57	23	10	10	0	0	26	87	10	30	
<b>TOTAL NAPLES</b>					<b>180</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>17</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>74</b>	<b>15</b>	<b>15</b>	
NASSAU																		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	4	100	4	3	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	9	100	7	4	
<b>TOTAL NASSAU</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>6</b>	<b>6</b>	
NATAL																		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	25	25	50	0	0	58	0	35	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	0	75	0	25	0	0	35	75	15	4	
<b>TOTAL NATAL</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>38</b>	<b>25</b>	<b>25</b>	
NEW ORLEANS																		
<b>TOTAL NEW ORLEANS</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>8</b>	<b>25</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	30	0	0	13	23	23	27	10	3	87	16	67	31	
	HEATHROW	AIR INDIA	S	D	31	0	0	6	3	39	32	13	6	110	13	71	31	
	HEATHROW	AMERICAN AIRLINES	S	A	172	0	0	60	17	14	8	2	0	23	44	33	173	
	HEATHROW	AMERICAN AIRLINES	S	D	172	0	0	59	21	17	3	0	0	17	73	12	171	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	0	0	43	17	21	19	0	0	35	50	38	208	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	236	0	1	23	21	33	21	2	0	45	53	23	209	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
NEW YORK (JF KENNEDY)																		
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	0	83	10	7	0	0	0	5	90	8	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	83	3	3	7	3	0	15	83	11	30	
	GATWICK	DELTA AIRLINES	S	A	31	0	0	65	16	16	3	0	0	15	0	0	0	
	GATWICK	DELTA AIRLINES	S	D	31	0	0	87	3	6	3	0	0	7	0	0	0	
	MANCHESTER	DELTA AIRLINES	S	A	22	0	0	68	9	14	5	5	0	28	0	0	0	
	MANCHESTER	DELTA AIRLINES	S	D	22	0	0	50	14	9	27	0	0	37	0	0	0	
	STANSTED	EOS AIRLINES	S	A	40	0	2	73	8	15	5	0	0	16	64	22	25	
	STANSTED	EOS AIRLINES	S	D	40	0	2	80	13	0	8	0	0	17	76	16	25	
	HEATHROW	KUWAIT AIRWAYS	S	A	14	0	0	36	21	21	21	0	0	38	62	15	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	15	8	15	54	8	0	86	7	56	14	
	STANSTED	MAXJET AIRWAYS	S	A	21	0	0	29	14	24	19	5	10	125	43	36	23	
	STANSTED	MAXJET AIRWAYS	S	D	22	0	0	41	27	14	9	9	0	48	68	29	22	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	24	0	0	8	13	46	29	4	0	62	71	21	17	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	23	0	0	26	13	17	43	0	0	62	22	175	18	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	120	0	0	38	21	31	10	0	1	43	53	21	89	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	119	0	1	37	22	19	21	1	0	36	53	20	88	
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1480</b>	<b>8</b>	<b>9</b>	<b>45</b>	<b>17</b>	<b>21</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>55</b>	<b>29</b>	<b>29</b>	
NEW YORK (NEWARK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	81	7	11	1	0	0	9	71	15	86	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	0	0	44	20	19	17	0	0	33	50	25	86	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	73	7	13	7	0	0	15	74	18	31	
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	63	13	17	7	0	0	21	61	28	31	
	EDINBURGH	CONTINENTAL AIRLINES	S	A	31	0	0	68	10	19	3	0	0	14	61	17	31	
	EDINBURGH	CONTINENTAL AIRLINES	S	D	31	0	0	65	16	19	0	0	0	15	52	18	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	74	0	0	54	15	20	11	0	0	22	56	29	66	
	GATWICK	CONTINENTAL AIRLINES	S	D	74	0	0	62	18	8	12	0	0	19	68	19	66	
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	61	13	23	0	0	3	43	65	18	31	
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	55	16	19	3	0	6	88	58	27	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	A	59	0	0	68	14	15	3	0	0	16	58	18	31	
	MANCHESTER	CONTINENTAL AIRLINES	S	D	59	0	0	63	20	8	8	0	0	18	71	15	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	41	19	22	17	2	0	35	53	24	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	58	0	0	29	19	26	26	0	0	41	66	20	58	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>735</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>61</b>	<b>21</b>	<b>21</b>	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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																		
	GATWICK	BRITISH AIRWAYS PLC		S A	83	1	0	58	23	6	12	1	0	26	67	17	106	
	GATWICK	BRITISH AIRWAYS PLC		S D	84	0	0	75	13	1	10	1	0	20	68	15	107	
	HEATHROW	BRITISH AIRWAYS PLC		S A	151	0	0	62	17	9	11	1	0	21	79	15	194	
	HEATHROW	BRITISH AIRWAYS PLC		S D	150	0	0	53	17	15	13	1	0	26	66	19	192	
	BIRMINGHAM	EASTERN AIRWAYS		S A	48	0	15	85	10	2	2	0	0	6	89	9	57	
	BIRMINGHAM	EASTERN AIRWAYS		S D	44	0	19	95	0	2	2	0	0	4	93	6	56	
	LONDON CITY	EASTERN AIRWAYS		S A	40	0	7	78	15	3	5	0	0	10	0	0	0	
	LONDON CITY	EASTERN AIRWAYS		S D	40	0	7	58	28	15	0	0	0	15	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	130	0	2	72	8	9	9	2	0	21	71	24	113	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	131	0	2	51	21	14	12	2	0	28	47	29	113	
<b>TOTAL NEWCASTLE</b>					<b>903</b>	<b>5</b>	<b>52</b>	<b>65</b>	<b>16</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>18</b>	<b>18</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST		S A	15	0	2	60	20	7	13	0	0	26	0	0	0	
	GATWICK	AIR SOUTHWEST		S D	97	0	4	62	18	9	10	1	0	24	78	13	78	
	MANCHESTER	AIR SOUTHWEST		S A	44	0	4	68	18	5	9	0	0	19	0	0	0	
	MANCHESTER	AIR SOUTHWEST		S D	45	0	3	67	20	7	2	4	0	25	0	0	0	
	STANSTED	RYANAIR		S A	26	0	1	73	0	12	12	4	0	28	79	9	28	
	STANSTED	RYANAIR		S D	26	0	1	65	15	8	8	4	0	26	72	11	29	
<b>TOTAL NEWQUAY</b>					<b>253</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>16</b>	<b>8</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>12</b>	<b>12</b>	
NICE																		
	BIRMINGHAM	BMIBABY LTD		S A	13	0	0	54	15	15	15	0	0	21	88	5	16	
	BIRMINGHAM	BMIBABY LTD		S D	13	0	0	54	23	0	23	0	0	26	88	6	16	
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	73	7	10	10	0	0	18	80	16	35	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	70	13	10	7	0	0	16	75	17	36	
	HEATHROW	BRITISH AIRWAYS PLC		S A	139	0	2	72	7	9	9	2	0	24	73	12	114	
	HEATHROW	BRITISH AIRWAYS PLC		S D	141	0	0	45	22	16	16	1	0	31	58	21	114	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	45	22	12	20	2	0	33	62	18	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	48	18	18	15	0	0	27	47	24	30	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	73	0	1	73	12	10	5	0	0	15	77	11	82	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	74	0	0	61	26	9	4	0	0	17	50	19	82	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	23	0	0	74	9	9	9	0	0	18	81	14	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	23	0	1	61	26	9	4	0	0	19	67	19	21	
<b>TOTAL NICE</b>					<b>679</b>	<b>1</b>	<b>4</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>16</b>	<b>16</b>	

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

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
NIEDERRHEIN																		
	STANSTED	RYANAIR	S	A	63	0	2	79	8	8	5	0	0	13	80	11	45	
	STANSTED	RYANAIR	S	D	65	0	0	52	23	17	6	2	0	24	62	21	47	
<b>TOTAL NIEDERRHEIN</b>					<b>128</b>	<b>0</b>	<b>2</b>	<b>66</b>	<b>16</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>16</b>	<b>16</b>	
NIMES																		
	LUTON	RYANAIR	S	A	28	0	0	54	29	7	11	0	0	25	76	12	29	
	LUTON	RYANAIR	S	D	28	0	0	50	11	25	14	0	0	32	52	22	29	
<b>TOTAL NIMES</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>16</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>64</b>	<b>17</b>	<b>17</b>	
NIS																		
	GATWICK	THOMSONFLY LTD	C	D	2	0	0	0	50	50	0	0	0	30	50	75	2	
<b>TOTAL NIS</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>0</b>	<b>27</b>	<b>33</b>	<b>69</b>	<b>69</b>	
NORTHOLT																		
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	43	0	6	81	5	9	5	0	0	13	71	12	28	
	EDINBURGH	FLYBE LTD	S	D	43	0	6	60	14	14	7	5	0	32	86	7	29	
	GLASGOW	FLYBE LTD	S	A	27	0	3	78	11	0	7	4	0	25	71	21	28	
	GLASGOW	FLYBE LTD	S	D	27	0	3	89	4	0	7	0	0	13	83	16	29	
	MANCHESTER	FLYBE LTD	S	A	42	0	7	71	14	5	10	0	0	16	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	41	0	8	76	10	7	5	0	2	22	0	0	0	
<b>TOTAL NORWICH</b>					<b>223</b>	<b>0</b>	<b>33</b>	<b>75</b>	<b>10</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>9</b>	<b>9</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMIBABY LTD	S	A	71	0	0	65	17	7	10	1	0	23	84	12	69	
	EDINBURGH	BMIBABY LTD	S	D	71	0	0	54	18	15	11	1	0	28	74	13	70	
	GLASGOW	BMIBABY LTD	S	A	87	0	4	78	6	13	3	0	0	11	88	9	74	
	GLASGOW	BMIBABY LTD	S	D	86	0	5	70	10	14	6	0	0	15	77	13	73	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>315</b>	<b>1</b>	<b>9</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>81</b>	<b>12</b>	<b>12</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	48	0	0	85	10	2	2	0	0	8	80	7	45	
	STANSTED	AIR BERLIN	S	D	48	0	0	56	21	10	10	2	0	24	64	15	45	
	LONDON CITY	CONTACTAIR FLUGDIENST	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0	
	LONDON CITY	CONTACTAIR FLUGDIENST	S	D	13	0	0	85	8	8	0	0	0	7	0	0	0	
<b>TOTAL NUREMBERG</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>11</b>	<b>11</b>	



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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
OLBIA																		
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL		S A	20	0	1	45	25	10	15	5	0	37	13	38	23	
	GATWICK	AIR PORTUGAL		S D	19	1	1	79	5	5	5	5	0	23	89	10	9	
	HEATHROW	AIR PORTUGAL		S A	59	0	0	47	17	19	14	3	0	41	43	34	30	
	HEATHROW	AIR PORTUGAL		S D	60	0	0	50	13	17	12	8	0	44	57	26	49	
	STANSTED	RYANAIR		S A	54	0	0	59	17	13	11	0	0	25	40	25	57	
	STANSTED	RYANAIR		S D	54	0	0	41	26	20	11	2	0	31	33	25	57	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>272</b>	<b>1</b>	<b>2</b>	<b>51</b>	<b>18</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>42</b>	<b>27</b>	<b>27</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	65	16	13	6	0	0	16	63	15	30	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	58	19	6	16	0	0	27	70	21	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	61	0	0	34	11	15	36	3	0	58	42	40	60	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	61	0	1	20	11	23	43	3	0	64	34	45	61	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S A	36	0	1	56	8	22	14	0	0	27	63	37	27	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S D	36	0	0	42	25	17	14	3	0	36	70	27	27	
<b>TOTAL ORLANDO</b>					<b>256</b>	<b>0</b>	<b>2</b>	<b>41</b>	<b>14</b>	<b>17</b>	<b>25</b>	<b>2</b>	<b>0</b>	<b>43</b>	<b>52</b>	<b>34</b>	<b>34</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES		S A	31	0	0	26	48	23	3	0	0	25	100	0	31	
	HEATHROW	JAPAN AIRLINES		S D	31	0	0	35	29	23	13	0	0	28	55	16	31	
<b>TOTAL OSAKA (KANSAI)</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>39</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>8</b>	<b>8</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	110	0	0	52	12	15	18	3	0	35	63	19	115	
	HEATHROW	BRITISH AIRWAYS PLC		S D	110	0	0	34	18	20	26	2	0	42	59	23	115	
	STANSTED	NORWEGIAN AIR SHUTTLE		S A	55	0	1	69	16	9	5	0	0	15	75	10	51	
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	55	0	1	58	18	11	11	2	0	26	63	18	54	
	HEATHROW	SAS		S A	129	0	1	60	16	9	9	6	0	34	64	19	139	
	HEATHROW	SAS		S D	130	0	1	55	15	15	8	6	1	42	59	24	140	
	MANCHESTER	SAS		S A	19	0	0	68	16	5	11	0	0	16	47	27	17	
	MANCHESTER	SAS		S D	19	0	0	63	16	16	0	0	5	35	71	17	17	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>627</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>16</b>	<b>14</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>64</b>	<b>19</b>	<b>19</b>	
OSTERSUND / FROSON																		
	HEATHROW	BMI BRITISH MIDLAND		C A	2	0	0	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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)												
OSTERSUND / FROSON	HEATHROW	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0	
<b>TOTAL OSTERSUND / FROSON</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>25</b>	<b>26</b>	<b>26</b>	
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	27	0	0	81	4	0	7	7	0	30	76	14	25	
	HEATHROW	AIR CANADA	S	D	28	0	0	68	14	18	0	0	0	14	65	15	26	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>55</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>14</b>	<b>14</b>	
OVDA	LUTON	ASTRAEUS LTD	C	D	2	0	0	50	0	0	0	50	0	111	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	EL AL	S	A	4	0	0	100	0	0	0	0	0	3	75	16	4	
	HEATHROW	EL AL	S	D	4	0	0	100	0	0	0	0	0	1	50	251	4	
<b>TOTAL OVDA</b>					<b>19</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>5</b>	<b>5</b>	<b>21</b>	<b>11</b>	<b>0</b>	<b>46</b>	<b>59</b>	<b>46</b>	<b>46</b>	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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	3	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	AIR BERLIN	C	D	3	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	AIR BERLIN	S	A	14	0	0	71	0	7	21	0	0	22	88	6	17	
	MANCHESTER	AIR BERLIN	S	D	14	0	0	71	0	14	14	0	0	19	76	17	17	
	STANSTED	AIR BERLIN	S	A	29	0	0	93	0	0	7	0	0	7	70	13	30	
	STANSTED	AIR BERLIN	S	D	30	0	0	67	20	7	7	0	0	17	63	15	30	
<b>TOTAL PADERBORN</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>12</b>	<b>12</b>	
PALANGA																		
PALERMO																		
	STANSTED	RYANAIR	S	A	25	0	0	64	16	16	4	0	0	17	75	9	28	
	STANSTED	RYANAIR	S	D	25	0	0	68	20	8	4	0	0	18	83	9	29	
<b>TOTAL PALERMO</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>79</b>	<b>9</b>	<b>9</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN	S	A	13	0	0	31	31	15	23	0	0	33	58	15	12	
	STANSTED	AIR BERLIN	S	D	13	0	0	85	0	8	8	0	0	14	75	13	12	
	HEATHROW	BMI BRITISH MIDLAND	S	A	15	0	0	67	13	7	0	13	0	39	95	4	20	
	HEATHROW	BMI BRITISH MIDLAND	S	D	15	0	0	53	7	33	7	0	0	20	90	8	20	
	BIRMINGHAM	BMIBABY LTD	S	A	13	0	0	92	8	0	0	0	0	4	93	3	14	
	BIRMINGHAM	BMIBABY LTD	S	D	13	0	0	92	8	0	0	0	0	8	86	9	14	
	MANCHESTER	BMIBABY LTD	S	A	21	0	0	90	5	0	5	0	0	8	57	20	23	
	MANCHESTER	BMIBABY LTD	S	D	21	0	0	90	5	5	0	0	0	8	78	11	23	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	13	17	17	0	0	31	70	13	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	47	20	17	17	0	0	30	47	21	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	24	0	0	71	4	25	0	0	0	14	59	13	22	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	24	0	0	46	29	17	8	0	0	24	50	23	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	77	9	5	9	0	0	15	72	31	18	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	77	9	5	9	0	0	17	83	22	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	58	12	4	27	0	0	30	85	9	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	50	12	12	27	0	0	34	58	16	26	
	EDINBURGH	FLYGLOBESPAN	S	A	8	1	1	100	0	0	0	0	0	1	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	89	11	0	0	0	0	5	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	89	0	11	0	0	0	4	100	2	6	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	100	0	0	0	0	0	2	0	0	0	

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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																			
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	31	17	26	6		
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	20	20	0	60	0	0	68	50	16	6		
	GATWICK	THOMSONFLY LTD	C	A	6	0	0	83	0	17	0	0	0	8	60	23	5		
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	83	17	0	0	0	0	4	40	28	5		
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	3	5		
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	3	5		
	MANCHESTER	THOMSONFLY LTD	C	A	6	0	0	100	0	0	0	0	0	0	57	15	7		
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	9	50	18	6		
<b>TOTAL PALMA DE MALLORCA</b>					<b>407</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>9</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>14</b>		
PAPHOS																			
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	32	0	104	2		
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	50	0	50	0	0	49	0	112	2		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	15	0	29	2		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	52	2		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	6	0	0	0		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0		
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0		
	GATWICK	GB AIRWAYS LTD	S	A	26	0	0	58	15	15	8	4	0	25	53	27	17		
	GATWICK	GB AIRWAYS LTD	S	D	26	0	0	46	23	12	19	0	0	33	47	29	17		
	MANCHESTER	GB AIRWAYS LTD	S	A	11	0	0	82	9	9	0	0	0	10	88	4	8		
	MANCHESTER	GB AIRWAYS LTD	S	D	12	0	0	75	8	17	0	0	0	13	100	3	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	39	80	4	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	60	0	0	0	0	14	100	2	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	0	22	0	0	0	13	82	15	11		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	0	11	0	0	16	82	5	11		
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	40	20	0	40	0	0	42	100	0	4		

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
PAPHOS	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	40	0	20	40	0	0	50	100	4	5
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	56	0	22	11	11	0	40	63	14	8
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	44	22	11	11	11	0	52	56	11	9
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	8	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	9	4
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	3	5
	LUTON	THOMSONFLY LTD	C	D	5	0	0	20	60	0	20	0	0	31	40	23	5
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	22	44	11	11	0	11	88	100	3	8
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	44	22	11	11	0	11	84	89	18	9
	STANSTED	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	0	1
	STANSTED	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	A	6	0	0	67	0	0	17	17	0	57	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	D	8	0	0	38	13	0	13	38	0	111	0	0	0
	MANCHESTER	XL AIRWAYS UK LTD	C	A	8	0	0	38	13	0	25	25	0	104	100	0	1
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	33	11	11	11	33	0	97	100	8	1
<b>TOTAL PAPHOS</b>					<b>244</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>36</b>	<b>73</b>	<b>16</b>	<b>16</b>
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	313	0	7	43	18	22	17	1	0	33	69	17	331
	HEATHROW	AIR FRANCE	S	D	312	0	8	44	16	22	17	1	0	36	64	19	330
	MANCHESTER	AIR FRANCE	S	A	155	0	0	59	16	12	12	1	0	24	73	15	152
	MANCHESTER	AIR FRANCE	S	D	154	0	0	67	14	6	12	1	0	20	82	9	153
	BIRMINGHAM	BA CONNECT LTD	S	A	112	3	0	79	4	10	6	1	0	15	88	7	117
	BIRMINGHAM	BA CONNECT LTD	S	D	114	0	0	84	3	5	7	1	0	15	83	7	120
	EDINBURGH	BA CONNECT LTD	S	A	73	0	0	78	5	10	5	1	0	14	82	13	76
	EDINBURGH	BA CONNECT LTD	S	D	73	0	0	71	15	8	5	0	0	16	67	16	76
	GLASGOW	BA CONNECT LTD	S	A	28	0	0	82	7	7	4	0	0	11	91	9	22
	GLASGOW	BA CONNECT LTD	S	D	31	0	0	97	0	0	3	0	0	7	0	0	0
	MANCHESTER	BA CONNECT LTD	S	A	117	1	4	67	12	10	10	1	0	23	67	20	119
	MANCHESTER	BA CONNECT LTD	S	D	117	0	4	79	6	9	6	1	0	14	71	14	121
	HEATHROW	BMI BRITISH MIDLAND	S	A	116	0	0	56	22	9	9	5	0	33	77	17	126
	HEATHROW	BMI BRITISH MIDLAND	S	D	116	0	2	55	15	20	6	4	0	29	74	13	127
	NEWCASTLE	BRIT AIR	S	A	78	0	0	65	10	15	9	0	0	19	64	18	81
	NEWCASTLE	BRIT AIR	S	D	78	0	0	67	14	13	6	0	0	17	57	20	82

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)	HEATHROW	BRITISH AIRWAYS PLC	S	A	249	0	0	53	15	18	12	2	0	30	73	16	272
	HEATHROW	BRITISH AIRWAYS PLC	S	D	247	1	0	40	22	22	16	0	0	32	61	19	272
	BIRMINGHAM	CITY JET	S	A	164	0	0	84	5	5	5	0	0	11	87	7	160
	BIRMINGHAM	CITY JET	S	D	165	0	0	85	7	4	4	0	0	10	86	6	161
	EDINBURGH	CITY JET	S	A	88	0	0	75	13	7	6	0	0	12	78	13	59
	EDINBURGH	CITY JET	S	D	88	0	0	53	25	14	8	0	0	20	71	18	58
	LONDON CITY	CITY JET	S	A	21	0	0	62	29	0	10	0	0	17	85	6	20
	LONDON CITY	CITY JET	S	D	17	0	0	41	29	18	12	0	0	30	44	26	16
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	110	0	1	52	21	15	11	1	0	25	69	16	95
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	110	0	1	56	20	14	10	0	0	22	60	22	96
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	38	24	20	18	0	0	32	73	24	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	40	28	16	16	0	0	31	70	27	30
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3351</b>	<b>6</b>	<b>27</b>	<b>60</b>	<b>15</b>	<b>14</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>72</b>	<b>15</b>	<b>15</b>
PARIS (LE BOURGET)																	
<b>TOTAL PARIS (LE BOURGET)</b>					<b>2</b>	<b>8</b>	<b>0</b>	<b>100</b>	<b>0</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>
PARIS (ORLY)	LONDON CITY	CITY JET	S	A	84	0	0	79	11	4	7	0	0	14	83	11	72
	LONDON CITY	CITY JET	S	D	87	0	0	46	28	14	11	1	0	29	68	14	76
<b>TOTAL PARIS (ORLY)</b>					<b>171</b>	<b>4</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>13</b>	<b>13</b>
PARMA	STANSTED	RYANAIR	S	A	17	0	0	29	24	35	6	6	0	41	0	0	0
	STANSTED	RYANAIR	S	D	17	0	0	47	18	24	12	0	0	29	0	0	0
<b>TOTAL PARMA</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>18</b>	<b>26</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	<b>0</b>
PAU	STANSTED	RYANAIR	S	A	27	0	1	67	15	4	7	7	0	32	90	8	29
	STANSTED	RYANAIR	S	D	27	0	0	56	15	19	7	4	0	28	73	12	30
<b>TOTAL PAU</b>					<b>54</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>30</b>	<b>81</b>	<b>10</b>	<b>10</b>
PERPIGNAN	MANCHESTER	BMIBABY LTD	S	A	17	0	0	88	12	0	0	0	0	6	0	0	0
	MANCHESTER	BMIBABY LTD	S	D	17	0	0	100	0	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	A	18	0	0	89	0	0	6	6	0	22	71	15	28
	STANSTED	RYANAIR	S	D	17	0	0	82	6	6	6	0	0	11	61	18	28

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

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)											
PERPIGNAN																	
<b>TOTAL PERPIGNAN</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>16</b>
PERTH (AUSTRALIA)																	
PERUGIA																	
	STANSTED	RYANAIR	S	A	6	0	0	67	0	17	17	0	0	26	0	0	0
	STANSTED	RYANAIR	S	D	6	0	0	50	17	17	17	0	0	25	0	0	0
<b>TOTAL PERUGIA</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
PESCARA																	
	STANSTED	RYANAIR	S	A	13	0	0	77	8	8	8	0	0	11	86	21	14
	STANSTED	RYANAIR	S	D	13	0	0	85	0	8	8	0	0	14	86	8	14
<b>TOTAL PESCARA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>14</b>	<b>14</b>
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	2	73	8	13	2	2	3	41	78	32	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	37	26	31	5	0	2	43	46	28	59
	GATWICK	US AIRWAYS	S	A	29	0	0	79	17	3	0	0	0	7	65	14	31
	GATWICK	US AIRWAYS	S	D	29	0	0	45	14	34	7	0	0	25	65	21	31
	MANCHESTER	US AIRWAYS	S	A	30	0	0	83	7	3	7	0	0	9	68	34	31
	MANCHESTER	US AIRWAYS	S	D	30	0	0	77	10	3	10	0	0	13	71	22	31
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>242</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>14</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>28</b>	<b>65</b>	<b>26</b>	<b>26</b>
PHOENIX																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	77	0	23	0	0	0	13	88	5	25
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	8	27	38	27	0	0	45	38	23	26
<b>TOTAL PHOENIX</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>13</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>14</b>	<b>14</b>
PHUKET																	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	21	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	60	20	20	0	0	0	16	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL PHUKET</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
PISA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	62	15	10	10	3	0	28	82	14	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	55	20	12	12	2	0	27	77	15	60
	STANSTED	RYANAIR	S	A	86	0	0	64	20	9	5	2	0	20	54	26	69

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

Origin / Destinations: P

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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)											
PISA	STANSTED	RYANAIR		S D	86	0	0	59	26	9	5	1	0	20	67	19	69
<b>TOTAL PISA</b>					<b>292</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>19</b>	<b>19</b>
PLOVDIV	BIRMINGHAM	BH AIR		C D	2	0	0	0	0	100	0	0	0	57	0	285	2
	GATWICK	BH AIR		C D	2	0	0	0	0	50	50	0	0	112	25	56	4
	GATWICK	MONARCH AIRLINES		C D	2	0	0	0	0	0	50	50	0	176	0	0	0
	GATWICK	THOMSONFLY LTD		C D	2	0	0	0	0	0	100	0	0	76	100	2	2
	MANCHESTER	THOMSONFLY LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PLOVDIV</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>71</b>	<b>48</b>	<b>64</b>	<b>64</b>
PLYMOUTH	GATWICK	AIR SOUTHWEST		S A	110	0	3	66	11	12	10	1	0	22	75	12	110
	GATWICK	AIR SOUTHWEST		S D	28	0	1	54	21	18	7	0	0	22	63	15	32
	MANCHESTER	AIR SOUTHWEST		S A	26	2	2	69	15	4	12	0	0	17	53	20	49
	MANCHESTER	AIR SOUTHWEST		S D	27	0	1	74	15	7	4	0	0	12	75	14	48
<b>TOTAL PLYMOUTH</b>					<b>191</b>	<b>2</b>	<b>7</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>15</b>	<b>15</b>
POITIERS	STANSTED	RYANAIR		S A	26	0	1	92	0	0	4	4	0	16	83	13	29
	STANSTED	RYANAIR		S D	27	0	0	59	37	4	0	0	0	11	77	11	30
<b>TOTAL POITIERS</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>12</b>
PORLAMAR	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	0	13	50	13	2
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	0	0	50	0	0	40	0	23	2
<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>26</b>	<b>25</b>	<b>18</b>	<b>18</b>
PORT HARCOURT																	
PORT OF SPAIN	HEATHROW	BWIA		S A	31	0	0	35	13	23	29	0	0	39	16	51	31
	HEATHROW	BWIA		S D	31	0	0	10	16	35	39	0	0	60	3	69	31
<b>TOTAL PORT OF SPAIN</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>15</b>	<b>29</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>55</b>	<b>55</b>
PORTLAND (MAINE)																	
POZNAN	STANSTED	RYANAIR		S A	29	1	1	79	14	0	3	3	0	13	90	13	29
	STANSTED	RYANAIR		S D	30	0	0	77	7	10	7	0	0	16	47	22	30



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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
POZNAN	LUTON	WIZZ AIR	S	A	22	0	0	55	18	14	9	5	0	39	79	15	19
	LUTON	WIZZ AIR	S	D	22	0	0	45	18	23	0	14	0	47	70	26	20
<b>TOTAL POZNAN</b>					<b>103</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>27</b>	<b>70</b>	<b>19</b>	<b>19</b>
PRAGUE	BIRMINGHAM	BMIBABY LTD	S	A	32	0	0	75	6	16	0	0	3	38	71	24	28
	BIRMINGHAM	BMIBABY LTD	S	D	28	4	0	75	14	7	4	0	0	12	71	20	28
	MANCHESTER	BMIBABY LTD	S	A	35	0	0	80	6	9	6	0	0	11	40	29	30
	MANCHESTER	BMIBABY LTD	S	D	35	0	0	83	9	6	3	0	0	7	61	12	31
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	60	17	10	13	0	0	26	48	72	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	60	20	10	10	0	0	20	62	18	29
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	0	0	55	13	16	14	1	1	31	55	33	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	0	0	50	20	15	14	1	0	29	27	36	89
	EDINBURGH	CSA CZECH AIRLINES	S	A	31	0	0	97	0	3	0	0	0	2	67	17	54
	EDINBURGH	CSA CZECH AIRLINES	S	D	31	0	0	97	0	3	0	0	0	3	65	14	55
	HEATHROW	CSA CZECH AIRLINES	S	A	76	0	2	59	13	17	11	0	0	23	62	36	74
	HEATHROW	CSA CZECH AIRLINES	S	D	77	0	2	62	17	12	9	0	0	21	47	29	75
	MANCHESTER	CSA CZECH AIRLINES	S	A	55	0	0	75	15	2	9	0	0	13	79	20	70
	MANCHESTER	CSA CZECH AIRLINES	S	D	56	0	0	79	7	11	4	0	0	10	63	23	71
	STANSTED	CSA CZECH AIRLINES	S	A	53	2	0	87	8	6	0	0	0	6	82	13	50
	STANSTED	CSA CZECH AIRLINES	S	D	54	1	0	80	7	6	6	2	0	15	71	19	51
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	48	13	17	18	3	0	35	55	23	56
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	30	30	18	20	2	0	40	51	21	57
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	3	10	17	0	0	20	62	34	29
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	7	3	17	0	0	18	69	28	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	59	1	2	75	0	10	14	0	2	24	68	22	82
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	1	63	15	5	13	3	0	29	52	20	84
	EDINBURGH	FLYGLOBESPAN	S	A	7	3	0	86	0	14	0	0	0	9	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	7	3	0	86	0	14	0	0	0	14	0	0	0
	GLASGOW	FLYGLOBESPAN	S	A	19	0	0	74	16	0	11	0	0	16	63	24	30
	GLASGOW	FLYGLOBESPAN	S	D	19	0	0	53	26	5	16	0	0	27	97	9	30
	LUTON	THOMSONFLY LTD	S	A	21	0	0	67	19	5	5	5	0	22	0	0	0
	LUTON	THOMSONFLY LTD	S	D	21	1	0	52	14	24	10	0	0	25	0	0	0
<b>TOTAL PRAGUE</b>					<b>1189</b>	<b>19</b>	<b>10</b>	<b>66</b>	<b>12</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>25</b>	<b>25</b>

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

Origin / Destinations: P

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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)											
PRESTWICK	STANSTED	RYANAIR	S	A	145	0	0	86	7	3	3	1	0	10	83	7	137
	STANSTED	RYANAIR	S	D	145	0	0	74	14	6	6	0	0	13	75	11	138
<b>TOTAL PRESTWICK</b>					<b>290</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>9</b>
PRETORIA																	
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	15	0	1	73	7	7	13	0	0	16	69	25	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	1	44	19	25	13	0	0	28	31	40	13
	STANSTED	JET2.COM LTD	C	A	2	0	0	50	0	50	0	0	0	18	67	16	3
<b>TOTAL PRISTINA</b>					<b>34</b>	<b>3</b>	<b>2</b>	<b>56</b>	<b>12</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>31</b>	<b>31</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	25	0	0	0	13	50	39	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	60	40	0	0	0	0	11	50	17	4
<b>TOTAL PROVIDENCIALES</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>12</b>	<b>50</b>	<b>28</b>	<b>28</b>
PUERTO PLATA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	1	0	40	0	20	40	0	0	57	100	0	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	25	0	13	13	0	45	75	9	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	100	6	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	75	5	4
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	50	0	50	0	0	0	28	0	30	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	9	75	18	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	17	100	10	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	0	40	0	0	32	25	26	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	0	60	0	0	62	80	12	5
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	0	0	25	0	91	100	0	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	0	25	101	50	18	4
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	25	0	65	80	11	5
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	0	0	25	0	91	75	13	4
<b>TOTAL PUERTO PLATA</b>					<b>53</b>	<b>2</b>	<b>0</b>	<b>58</b>	<b>9</b>	<b>8</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>50</b>	<b>78</b>	<b>10</b>	<b>10</b>
PUERTO VALLARTA	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	0	0	100	0	271	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	0	0	100	0	291	0	0	0
<b>TOTAL PUERTO VALLARTA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>281</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

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					Actual (7)	Plan (8)												
PULA																		
	STANSTED	RYANAIR	S	A	12	1	0	67	8	17	8	0	0	17	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	54	8	31	8	0	0	24	0	0	0	
<b>TOTAL PULA</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>8</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PUNTA ARENAS																		
PUNTA CANA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	67	10	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	9	100	7	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	0	0	100	0	0	0	55	100	4	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	10	100	4	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	0	32	20	25	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	50	0	25	0	0	47	60	14	5	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	25	0	25	50	0	0	61	50	345	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	31	50	357	4	
<b>TOTAL PUNTA CANA</b>					<b>34</b>	<b>8</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>62</b>	<b>106</b>	<b>106</b>	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	80	3	10	7	0	0	14	86	6	29
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	80	13	3	3	0	0	12	76	11	29
<b>TOTAL RALEIGH</b>					<b>60</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>13</b>	<b>81</b>	<b>9</b>	<b>9</b>
REUS	LUTON	RYANAIR	S	A	24	2	2	83	13	0	4	0	0	11	93	3	30
	LUTON	RYANAIR	S	D	24	2	2	71	17	8	4	0	0	16	83	10	30
	STANSTED	RYANAIR	S	A	28	0	1	86	7	4	4	0	0	8	92	5	38
	STANSTED	RYANAIR	S	D	28	0	1	79	7	11	4	0	0	16	79	11	38
<b>TOTAL REUS</b>					<b>104</b>	<b>4</b>	<b>6</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>7</b>	<b>7</b>
RIGA	GATWICK	AIR BALTIC CORPORATION SIA	S	A	32	0	0	75	9	3	9	3	0	22	0	0	0
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	32	0	0	69	9	3	16	3	0	27	0	0	0
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	A	9	0	0	78	0	11	0	11	0	36	91	5	11
	MANCHESTER	AIR BALTIC CORPORATION SIA	S	D	9	0	0	78	0	11	0	11	0	33	82	8	11
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	60	10	17	13	0	0	24	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	23	10	20	0	0	28	0	0	0
	STANSTED	RYANAIR	S	A	55	2	3	64	18	15	4	0	0	18	67	13	43
	STANSTED	RYANAIR	S	D	57	0	1	86	5	7	2	0	0	11	72	13	43
<b>TOTAL RIGA</b>					<b>254</b>	<b>2</b>	<b>4</b>	<b>69</b>	<b>11</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>13</b>	<b>13</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	46	31	15	8	0	0	21	92	3	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	14	0	0	7	7	36	50	0	0	63	54	32	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>19</b>	<b>26</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>73</b>	<b>18</b>	<b>18</b>
RIYADH	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	67	25	8	0	0	0	10	90	4	10
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	42	33	17	8	0	0	31	90	7	10
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	10	0	0	60	20	10	0	0	10	86	89	4	9
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	10	0	0	40	30	20	0	0	10	67	45	16	11
<b>TOTAL RIYADH</b>					<b>44</b>	<b>1</b>	<b>0</b>	<b>52</b>	<b>27</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>46</b>	<b>78</b>	<b>8</b>	<b>8</b>
RODEZ	STANSTED	RYANAIR	S	A	11	0	1	100	0	0	0	0	0	4	92	4	13
	STANSTED	RYANAIR	S	D	12	0	0	75	17	8	0	0	0	11	79	10	14

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
RODEZ																		
<b>TOTAL RODEZ</b>					<b>23</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>7</b>	<b>7</b>	
ROME (CIAMPINO)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	56	0	2	52	20	16	13	0	0	25	55	25	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	56	28	9	7	0	0	19	71	19	58	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	20	7	7	0	0	13	70	42	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	13	13	7	0	0	15	80	17	30	
	LUTON	RYANAIR	S	A	29	0	1	52	21	14	10	3	0	29	59	18	29	
	LUTON	RYANAIR	S	D	29	0	1	45	28	24	3	0	0	21	72	12	29	
	STANSTED	RYANAIR	S	A	141	0	2	67	16	8	7	2	0	21	67	16	138	
	STANSTED	RYANAIR	S	D	141	0	1	70	12	11	7	0	0	17	64	15	138	
<b>TOTAL ROME (CIAMPINO)</b>					<b>513</b>	<b>4</b>	<b>8</b>	<b>63</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>19</b>	<b>19</b>	
ROME (FIUMICINO)																		
	HEATHROW	ALITALIA	S	A	139	0	0	64	12	10	13	1	0	23	68	16	148	
	HEATHROW	ALITALIA	S	D	142	0	0	38	22	16	20	4	0	41	51	29	150	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	53	17	13	17	0	0	33	53	25	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	43	23	13	20	0	0	33	70	12	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	0	0	60	14	10	10	5	1	40	63	22	147	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	0	0	56	17	14	12	1	0	25	64	18	148	
	MANCHESTER	JET2.COM LTD	S	A	20	0	2	35	25	35	5	0	0	28	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	20	0	2	85	5	10	0	0	0	9	0	0	0	
<b>TOTAL ROME (FIUMICINO)</b>					<b>667</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>17</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>61</b>	<b>21</b>	<b>21</b>	
ROTTERDAM																		
	HEATHROW	KLM CITYHOPPER	S	A	51	0	0	67	14	12	8	0	0	17	96	2	67	
	HEATHROW	KLM CITYHOPPER	S	D	49	0	0	47	14	22	16	0	0	30	75	12	67	
	STANSTED	TRANSAVIA	S	A	59	0	0	85	7	5	3	0	0	7	91	5	55	
	STANSTED	TRANSAVIA	S	D	59	0	0	73	15	3	7	2	0	15	83	11	54	
	LONDON CITY	VLM (BELGIUM)	S	A	158	0	13	81	9	8	1	1	0	11	93	6	122	
	LONDON CITY	VLM (BELGIUM)	S	D	158	0	13	64	20	14	2	0	0	15	83	11	122	
<b>TOTAL ROTTERDAM</b>					<b>535</b>	<b>1</b>	<b>26</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>87</b>	<b>8</b>	<b>8</b>	
ROVANIEMI																		
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	0	0	50	50	0	0	62	75	18	4	
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	50	0	50	0	0	0	34	75	14	4	

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

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
ROVANIEMI	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	25	100	8	2
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	11	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	40	40	7	13	0	31	50	24	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	47	27	20	7	0	21	62	17	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	64	29	7	0	0	13	58	22	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	73	27	0	0	0	9	83	7	12	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	8	100	0	2	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	6	50	14	2	
	MANCHESTER	JET2.COM LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	
	MANCHESTER	JET2.COM LTD	C	D	3	0	0	100	0	0	0	0	7	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	2	0	0	100	0	0	0	0	3	0	0	0	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	2	0	0	100	0	0	0	0	0	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	1	0	20	40	20	10	0	10	70	100	6	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	9	18	0	9	39	67	13	6	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	67	0	0	0	17	50	18	2	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	12	100	4	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	25	38	0	0	23	60	20	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	29	0	0	0	8	60	8	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	0	33	0	0	22	100	0	2	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	6	100	6	2	
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	0	0	50	50	0	68	100	0	2	
	GATWICK	THOMSONFLY LTD	C	A	15	0	0	13	13	33	27	13	92	31	52	13	
	GATWICK	THOMSONFLY LTD	C	D	14	0	0	36	21	21	21	0	41	75	13	12	
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	0	0	0	100	0	118	43	45	7	
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	1	83	18	6	
	GATWICK	XL AIRWAYS UK LTD	C	A	3	0	0	0	33	67	0	0	36	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	D	3	0	0	67	33	0	0	0	17	0	0	0	
<b>TOTAL ROVANIEMI</b>					<b>197</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>62</b>	<b>22</b>	<b>22</b>
RZESZOW	STANSTED	RYANAIR	S	A	29	0	0	76	7	7	10	0	17	55	17	29	
	STANSTED	RYANAIR	S	D	29	0	0	52	17	24	7	0	26	48	20	29	
<b>TOTAL RZESZOW</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>12</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>52</b>	<b>19</b>	<b>19</b>

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
SAARBRUCKEN																		
SALAMANCA																		
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	67	5	5	19	5	0	39	68	22	19	
	GATWICK	BRITISH AIRWAYS PLC		S D	21	0	0	19	43	10	24	5	0	52	70	25	20	
	GATWICK	OLYMPIC AIRLINES		S A	21	0	0	71	10	10	10	0	0	16	75	17	20	
	GATWICK	OLYMPIC AIRLINES		S D	21	0	0	71	14	0	14	0	0	21	70	23	20	
	GATWICK	XL AIRWAYS UK LTD		C A	2	0	0	0	0	50	50	0	0	65	0	0	0	
	GATWICK	XL AIRWAYS UK LTD		C D	2	0	0	0	0	50	50	0	0	90	0	0	0	
<b>TOTAL SALONIKA</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>8</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>34</b>	<b>71</b>	<b>22</b>	<b>22</b>	
SALVADOR																		
	GATWICK	MY TRAVEL AIRWAYS UK		C A	5	0	0	0	20	40	0	0	40	392	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	5	0	0	0	0	20	60	0	20	192	0	0	0	
<b>TOTAL SALVADOR</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>30</b>	<b>292</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SALZBURG																		
	BIRMINGHAM	BA CONNECT LTD		C D	2	0	0	0	50	50	0	0	0	33	50	18	2	
	GATWICK	BRITISH AIRWAYS PLC		S A	25	0	0	76	8	8	8	0	0	11	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		C D	2	0	0	0	0	100	0	0	0	51	0	29	2	
	GATWICK	BRITISH AIRWAYS PLC		S D	25	0	0	56	12	20	12	0	0	27	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	0	50	0	0	0	24	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	0	50	0	0	0	27	67	19	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	2	100	0	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	10	100	0	2	
	BIRMINGHAM	FLYBE LTD		S A	2	1	1	0	0	50	50	0	0	59	67	10	3	
	BIRMINGHAM	FLYBE LTD		S D	3	0	0	0	0	67	33	0	0	66	67	8	3	
	MANCHESTER	GB AIRWAYS LTD		S A	10	0	1	70	10	20	0	0	0	11	0	0	0	
	MANCHESTER	GB AIRWAYS LTD		S D	10	0	1	90	0	10	0	0	0	5	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	2	0	0	0	0	0	100	0	0	106	0	93	2	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	0	0	0	100	0	0	101	0	101	2	
	MANCHESTER	MONARCH AIRLINES		C A	2	0	0	100	0	0	0	0	0	2	100	12	2	
	MANCHESTER	MONARCH AIRLINES		C D	2	0	0	100	0	0	0	0	0	9	100	6	2	
	GATWICK	MY TRAVEL AIRWAYS UK		C D	2	0	0	100	0	0	0	0	0	9	50	49	2	
	MANCHESTER	MY TRAVEL AIRWAYS UK		C D	2	0	0	100	0	0	0	0	0	0	50	26	2	
	STANSTED	RYANAIR		S A	64	0	4	55	13	17	13	3	0	35	52	22	60	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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	STANSTED	RYANAIR	S	D	67	0	1	45	22	19	10	3	0	33	47	23	60
	MANCHESTER	SKY EUROPE	S	A	9	0	0	78	22	0	0	0	0	5	67	18	9
	MANCHESTER	SKY EUROPE	S	D	9	0	0	89	0	11	0	0	0	4	67	12	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	50	50	0	0	0	35	100	5	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	0	50	0	50	262	100	0	1
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	1	0	0	0	0	50	0	50	263	100	4	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	3	100	0	3
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	2	0	50	0	0	50	0	0	37	50	73	2
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	25	75	0	0	0	43	50	12	4
	GATWICK	THOMSONFLY LTD	S	A	27	0	0	81	0	4	15	0	0	20	0	0	0
	GATWICK	THOMSONFLY LTD	S	D	27	0	0	67	7	11	15	0	0	24	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	33	17	33	17	0	0	26	67	14	6
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	50	0	0	50	0	0	88	100	3	2
	LUTON	THOMSONFLY LTD	C	D	2	0	0	0	50	0	50	0	0	45	100	12	2
	MANCHESTER	THOMSONFLY LTD	S	A	23	0	2	70	9	9	13	0	0	23	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	50	0	50	0	0	0	23	100	5	2
	MANCHESTER	THOMSONFLY LTD	S	D	24	0	0	50	13	21	17	0	0	31	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	10	67	36	3
	NEWCASTLE	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	9	50	22	2
	STANSTED	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	4	50	28	2
<b>TOTAL SALZBURG</b>					<b>398</b>	<b>5</b>	<b>10</b>	<b>58</b>	<b>12</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>29</b>	<b>57</b>	<b>21</b>	<b>21</b>
SAMEDAN/ST MORITZ																	
SAN FRANCISCO	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	73	17	8	2	0	0	10	88	6	58
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	41	25	24	10	0	0	29	54	22	57
	HEATHROW	UNITED AIRLINES	S	A	62	0	0	69	13	13	5	0	0	14	82	7	62
	HEATHROW	UNITED AIRLINES	S	D	62	0	0	76	10	8	5	2	0	15	79	11	62
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	23	3	0	0	0	9	43	23	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	33	47	20	0	0	0	21	53	27	30
<b>TOTAL SAN FRANCISCO</b>					<b>303</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>14</b>	<b>14</b>
SAN JUAN (PUERTO RICO)	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	0	25	25	25	0	73	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	0	25	50	0	0	67	0	0	0



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Origin / Destinations: S

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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)											
SAN JUAN (PUERTO RICO)					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAN JUAN (PUERTO RICO)					<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>61</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANAA																	
	HEATHROW	YEMENIA	S	A	9	0	2	44	33	11	11	0	0	22	44	25	9
	HEATHROW	YEMENIA	S	D	9	0	2	0	22	67	11	0	0	45	40	21	10
	MANCHESTER	YEMENIA	C	D	3	0	0	33	0	33	33	0	0	37	0	90	7
<b>TOTAL SANAA</b>					<b>21</b>	<b>0</b>	<b>4</b>	<b>24</b>	<b>24</b>	<b>38</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>31</b>	<b>41</b>	<b>41</b>
SANDEFJORD(TORP)																	
	NEWCASTLE	RYANAIR	S	A	15	0	15	93	0	7	0	0	0	4	77	33	30
	NEWCASTLE	RYANAIR	S	D	15	0	15	80	13	7	0	0	0	9	60	37	30
	STANSTED	RYANAIR	S	A	74	0	3	70	12	9	5	3	0	21	66	22	73
	STANSTED	RYANAIR	S	D	74	0	3	57	22	14	7	1	0	23	63	19	75
<b>TOTAL SANDEFJORD(TORP)</b>					<b>178</b>	<b>0</b>	<b>36</b>	<b>67</b>	<b>15</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>65</b>	<b>25</b>	<b>25</b>
SANFORD																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	22	75	7	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	46	80	7	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	30	100	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	0	60	20	0	0	66	80	10	5
	GLASGOW	FLYGLOBESPAN	S	A	11	0	0	73	9	0	9	9	0	35	0	0	0
	GLASGOW	FLYGLOBESPAN	S	D	10	0	0	10	20	60	0	10	0	53	0	0	0
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	5	0	0	80	0	20	0	0	0	7	100	6	4
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	10	60	12	5
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	0	4
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	13	100	4	5
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	20	20	20	40	0	0	44	20	47	5
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	60	0	0	40	0	0	41	60	43	5
	GATWICK	XL AIRWAYS UK LTD	C	A	14	1	0	93	0	7	0	0	0	5	13	51	8
	GATWICK	XL AIRWAYS UK LTD	C	D	14	0	0	50	14	29	7	0	0	23	56	21	9
	MANCHESTER	XL AIRWAYS UK LTD	C	A	10	0	0	70	0	20	0	0	10	157	0	0	0
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	56	22	11	11	0	0	20	0	0	0
<b>TOTAL SANFORD</b>					<b>118</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>9</b>	<b>18</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>38</b>	<b>61</b>	<b>27</b>	<b>27</b>
SANTANDER																	
	STANSTED	RYANAIR	S	A	17	0	0	82	6	6	6	0	0	14	83	15	29

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					Actual (7)	Plan (8)											
SANTANDER	STANSTED	RYANAIR		S D	17	0	0	76	18	0	6	0	0	13	60	14	30
<b>TOTAL SANTANDER</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>71</b>	<b>14</b>	<b>14</b>
SANTIAGO DE COMPOSTELA	STANSTED	RYANAIR		S A	25	0	0	68	12	12	8	0	0	16	70	11	30
	STANSTED	RYANAIR		S D	25	0	0	44	28	28	0	0	0	21	33	27	30
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>61</b>	<b>20</b>	<b>20</b>
SAO PAULO (GUARULHOS)	HEATHROW	BRITISH AIRWAYS PLC		S A	12	0	0	0	0	42	42	8	8	126	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	15	23	46	8	8	0	51	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>12</b>	<b>44</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>87</b>	<b>38</b>	<b>38</b>	<b>38</b>
SARMELLEK/BALATON	STANSTED	RYANAIR		S A	11	0	1	73	18	0	9	0	0	11	0	0	0
	STANSTED	RYANAIR		S D	12	0	0	50	42	8	0	0	0	20	0	0	0
<b>TOTAL SARMELLEK/BALATON</b>					<b>23</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>30</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
SEATTLE (TACOMA)	HEATHROW	BRITISH AIRWAYS PLC		S A	44	0	0	55	16	16	14	0	0	26	97	2	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	43	0	1	21	16	30	30	2	0	50	23	31	31
<b>TOTAL SEATTLE (TACOMA)</b>					<b>87</b>	<b>0</b>	<b>1</b>	<b>38</b>	<b>16</b>	<b>23</b>	<b>22</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>60</b>	<b>17</b>	<b>17</b>
SEOUL (INCHEON)	HEATHROW	ASIANA AIRLINES		S A	16	0	0	19	6	38	31	6	0	65	79	9	14
	HEATHROW	ASIANA AIRLINES		S D	16	0	0	56	13	13	19	0	0	25	86	10	14
	HEATHROW	KOREAN AIR		S A	31	0	0	29	13	45	13	0	0	34	71	11	31
	HEATHROW	KOREAN AIR		S D	31	0	0	48	16	32	3	0	0	24	68	12	31
<b>TOTAL SEOUL (INCHEON)</b>					<b>94</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>34</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>73</b>	<b>11</b>	<b>11</b>
SEVILLE	HEATHROW	IBERIA		S A	31	0	0	58	13	16	6	6	0	34	57	23	30
	HEATHROW	IBERIA		S D	30	0	0	80	3	3	3	10	0	31	73	18	30
	STANSTED	RYANAIR		S A	27	0	1	74	15	7	4	0	0	12	80	9	44
	STANSTED	RYANAIR		S D	28	0	0	75	11	11	4	0	0	14	80	15	44
<b>TOTAL SEVILLE</b>					<b>121</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>11</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>17</b>	<b>17</b>
SEYCHELLES	HEATHROW	AIR SEYCHELLES		S A	8	0	2	13	13	25	50	0	0	69	11	30	9

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					Actual (7)	Plan (8)											
SEYCHELLES	HEATHROW	AIR SEYCHELLES		S D	9	0	0	56	11	11	11	11	0	43	56	27	9
<b>TOTAL SEYCHELLES</b>					<b>17</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>12</b>	<b>18</b>	<b>29</b>	<b>6</b>	<b>0</b>	<b>55</b>	<b>33</b>	<b>28</b>	<b>28</b>
SHANGHAI (PU DONG)	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	27	9	32	27	5	0	49	55	25	22
	HEATHROW	BRITISH AIRWAYS PLC		S D	23	0	0	22	17	35	26	0	0	44	41	20	22
	HEATHROW	CHINA EASTERN AIRLINES		S A	18	0	0	6	6	6	83	0	0	86	28	35	18
	HEATHROW	CHINA EASTERN AIRLINES		S D	18	0	0	28	17	39	17	0	0	33	59	13	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	1	33	17	23	23	3	0	45	60	17	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	47	27	20	3	3	0	30	61	21	31
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>141</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>16</b>	<b>26</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>46</b>	<b>52</b>	<b>22</b>	<b>22</b>
SHANNON	HEATHROW	AER LINGUS		S A	90	0	1	73	6	4	11	6	0	31	88	8	90
	HEATHROW	AER LINGUS		S D	90	0	0	71	6	4	11	7	1	40	88	13	90
	EDINBURGH	RYANAIR		S A	13	0	0	92	0	0	8	0	0	9	0	0	0
	EDINBURGH	RYANAIR		S D	13	0	0	92	0	0	8	0	0	11	0	0	0
	GATWICK	RYANAIR		S A	30	0	0	57	37	3	3	0	0	15	97	1	30
	GATWICK	RYANAIR		S D	30	0	0	43	30	20	7	0	0	22	76	9	29
	MANCHESTER	RYANAIR		S A	12	2	2	75	8	8	8	0	0	14	0	0	0
	MANCHESTER	RYANAIR		S D	12	2	2	75	17	0	8	0	0	14	0	0	0
	STANSTED	RYANAIR		S A	80	0	1	74	8	8	5	4	3	34	90	6	82
	STANSTED	RYANAIR		S D	79	0	5	68	14	11	6	0	0	19	82	11	82
<b>TOTAL SHANNON</b>					<b>450</b>	<b>4</b>	<b>11</b>	<b>70</b>	<b>11</b>	<b>7</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>27</b>	<b>83</b>	<b>11</b>	<b>11</b>
SHARJAH																	
SHARM EL SHEIKH (OPHIRA)	MANCHESTER	AMC AVIATION		C A	5	0	0	80	20	0	0	0	0	5	0	0	0
	MANCHESTER	AMC AVIATION		C D	5	0	0	80	20	0	0	0	0	6	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	7	60	16	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	100	2	5
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	7	1	0	71	14	14	0	0	0	9	60	12	5
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	7	0	0	57	29	14	0	0	0	16	100	3	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	38	50	13	0	0	0	16	33	30	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	63	25	13	0	0	0	14	33	31	9

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																	MATCHED	UNMATCHED
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	GB AIRWAYS LTD		S A	22	0	0	45	27	5	23	0	0	29	100	0	13	
	GATWICK	GB AIRWAYS LTD		S D	22	0	0	32	23	23	23	0	0	37	92	4	13	
	GATWICK	MONARCH AIRLINES		C A	9	0	0	78	11	11	0	0	0	8	50	29	10	
	GATWICK	MONARCH AIRLINES		C D	10	0	0	60	20	10	10	0	0	16	80	22	10	
	NEWCASTLE	SILVERJET		C A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	SILVERJET		C D	5	0	0	80	0	0	0	20	0	73	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	7	0	0	29	29	14	29	0	0	35	56	20	9	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	8	0	0	38	25	13	25	0	0	35	73	15	11	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	9	0	0	67	33	0	0	0	0	9	100	4	7	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	9	0	0	78	22	0	0	0	0	6	88	20	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	0	40	0	0	0	15	22	60	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	6	0	0	83	0	0	17	0	0	26	57	55	7	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	5	0	0	100	0	0	0	0	0	2	67	7	3	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	75	0	25	0	0	0	14	40	61	5	
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	50	25	0	25	0	0	24	50	16	4	
	GATWICK	THOMSONFLY LTD		C A	13	0	0	69	15	8	8	0	0	17	62	19	13	
	GATWICK	THOMSONFLY LTD		C D	13	0	0	38	31	23	8	0	0	29	85	13	13	
	GLASGOW	THOMSONFLY LTD		C A	4	0	0	0	100	0	0	0	0	25	0	75	5	
	GLASGOW	THOMSONFLY LTD		C D	4	0	0	50	50	0	0	0	0	13	60	16	5	
	LUTON	THOMSONFLY LTD		C A	4	0	0	75	0	25	0	0	0	9	50	11	4	
	LUTON	THOMSONFLY LTD		C D	4	0	0	50	25	25	0	0	0	16	100	3	4	
	MANCHESTER	THOMSONFLY LTD		C A	9	0	0	78	22	0	0	0	0	8	29	34	14	
	MANCHESTER	THOMSONFLY LTD		C D	9	0	0	56	44	0	0	0	0	12	67	13	15	
	NEWCASTLE	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	0	0	52	5	
	NEWCASTLE	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	7	60	19	5	
	STANSTED	THOMSONFLY LTD		C A	4	0	0	75	0	0	25	0	0	16	40	33	5	
	STANSTED	THOMSONFLY LTD		C D	4	0	0	50	25	25	0	0	0	18	20	332	5	
	BIRMINGHAM	XL AIRWAYS UK LTD		C A	5	0	0	60	20	20	0	0	0	12	0	0	0	
	BIRMINGHAM	XL AIRWAYS UK LTD		C D	5	0	0	80	0	0	20	0	0	22	0	0	0	
	GATWICK	XL AIRWAYS UK LTD		C A	15	0	0	40	20	20	13	7	0	42	67	27	9	
	GATWICK	XL AIRWAYS UK LTD		C D	18	0	0	22	17	39	17	6	0	49	55	19	11	
	MANCHESTER	XL AIRWAYS UK LTD		C A	15	0	0	33	20	20	13	13	0	66	100	3	3	

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

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
SHARM EL SHEIKH (OPHIRA)	MANCHESTER	XL AIRWAYS UK LTD	C	D	17	0	0	65	6	0	12	18	0	60	67	13	3
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>333</b>	<b>4</b>	<b>0</b>	<b>57</b>	<b>20</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>33</b>	<b>33</b>
SINGAPORE	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	81	3	3	13	0	0	17	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	10	23	39	19	10	0	60	0	0	0
	HEATHROW	SINGAPORE AIRLINES	S	A	93	0	0	82	10	5	3	0	0	10	95	3	93
	HEATHROW	SINGAPORE AIRLINES	S	D	93	0	0	49	17	25	9	0	0	24	65	14	93
	MANCHESTER	SINGAPORE AIRLINES	S	A	31	0	0	55	26	10	6	3	0	24	70	10	30
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	81	6	3	6	3	0	24	71	11	31
<b>TOTAL SINGAPORE</b>					<b>311</b>	<b>8</b>	<b>0</b>	<b>62</b>	<b>14</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>9</b>	<b>9</b>
SION	GATWICK	FLYBE LTD	C	A	2	0	0	0	50	0	50	0	0	97	0	116	1
	GATWICK	FLYBE LTD	C	D	2	0	0	50	0	0	0	50	0	98	100	0	2
<b>TOTAL SION</b>					<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>97</b>	<b>75</b>	<b>32</b>	<b>32</b>
SOFIA	GATWICK	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	50	50	0	0	100	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	29	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	27	0	1	59	7	15	7	11	0	48	33	35	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	66	24	7	3	0	0	15	53	24	30
	GATWICK	BULGARIA AIR	S	A	29	0	2	52	14	3	10	10	10	95	62	46	34
	GATWICK	BULGARIA AIR	S	D	31	0	1	19	19	23	13	13	13	116	47	64	34
	MANCHESTER	BULGARIA AIR	S	A	9	1	1	33	11	0	22	22	11	139	63	77	8
	MANCHESTER	BULGARIA AIR	S	D	9	0	0	44	0	0	22	22	11	136	75	74	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	100	0	0	2
	HEATHROW	HEMUS AIR	S	A	16	0	3	25	13	25	19	13	6	91	0	0	0
	HEATHROW	HEMUS AIR	S	D	16	0	3	13	25	25	13	19	6	100	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	2	0	0	0	0	50	50	0	0	90	0	68	2
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	1	100	3	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	50	0	50	0	148	100	2	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	0	0	50	189	50	110	2
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	0	0	50	50	0	0	93	0	46	1
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	0	33	33	33	0	0	56	50	28	2

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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)												
SOFIA																		
	MANCHESTER	THOMSONFLY LTD	C	D	2	0	0	50	0	0	50	0	0	33	50	16	2	
	STANSTED	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	14	0	0	0	
	LUTON	WIZZ AIR	S	A	16	0	0	69	0	0	6	13	13	138	0	0	0	
	LUTON	WIZZ AIR	S	D	15	0	0	40	13	20	13	7	7	114	0	0	0	
<b>TOTAL SOFIA</b>					<b>230</b>	<b>8</b>	<b>11</b>	<b>42</b>	<b>13</b>	<b>15</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>85</b>	<b>53</b>	<b>44</b>	<b>44</b>	
SONDERBORG																		
SOUTHAMPTON																		
	EDINBURGH	BA CONNECT LTD	S	A	80	0	0	85	6	5	4	0	0	10	83	9	87	
	EDINBURGH	BA CONNECT LTD	S	D	81	0	0	83	9	4	5	0	0	13	83	8	88	
	MANCHESTER	BA CONNECT LTD	S	A	88	0	12	82	8	3	7	0	0	14	84	8	100	
	MANCHESTER	BA CONNECT LTD	S	D	89	0	10	83	4	7	6	0	0	11	88	7	100	
	NEWCASTLE	EASTERN AIRWAYS	S	A	47	0	2	77	15	6	2	0	0	9	92	3	51	
	NEWCASTLE	EASTERN AIRWAYS	S	D	50	0	0	84	12	2	2	0	0	6	94	4	51	
	EDINBURGH	FLYBE LTD	S	A	108	0	10	66	15	7	9	2	1	28	87	9	117	
	EDINBURGH	FLYBE LTD	S	D	111	1	7	57	19	11	10	3	1	32	73	12	117	
	GLASGOW	FLYBE LTD	S	A	122	0	12	80	6	7	7	0	0	14	83	8	119	
	GLASGOW	FLYBE LTD	S	D	124	0	10	67	12	10	8	2	0	24	74	11	120	
	MANCHESTER	FLYBE LTD	S	A	72	0	13	81	8	7	3	1	0	13	77	17	86	
	MANCHESTER	FLYBE LTD	S	D	71	0	14	83	6	6	3	3	0	15	80	14	86	
	NEWCASTLE	FLYBE LTD	S	A	67	1	6	79	13	4	1	1	0	12	85	9	54	
	NEWCASTLE	FLYBE LTD	S	D	67	0	6	72	12	10	1	4	0	22	81	12	54	
<b>TOTAL SOUTHAMPTON</b>					<b>1179</b>	<b>5</b>	<b>102</b>	<b>76</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>82</b>	<b>10</b>	<b>10</b>	
SPLIT																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	10	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	8	15	15	0	0	27	0	0	0	
<b>TOTAL SPLIT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST ETIENNE																		
ST KITTS																		
	GATWICK	XL AIRWAYS UK LTD	C	A	2	0	0	0	50	0	0	50	0	114	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	D	2	0	0	50	50	0	0	0	0	21	20	64	5	
<b>TOTAL ST KITTS</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>53</b>	<b>53</b>	
ST LUCIA (HEWANORRA)																		

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

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					Actual (7)	Plan (8)												
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	8	0	0	63	25	0	13	0	0	16	78	8	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	67	0	11	22	0	0	35	63	17	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	69	8	15	8	0	0	14	38	30	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	14	0	1	21	43	21	14	0	0	35	54	33	13	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S A	5	0	0	80	0	0	20	0	0	14	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	25	50	0	25	0	0	53	0	0	0	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>21</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>55</b>	<b>25</b>	<b>25</b>	
ST MAARTEN																		
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	0	0	45	31	10	14	0	0	25	47	29	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	0	0	48	14	24	14	0	0	24	40	26	30	
	GATWICK	PULKOVO AVIATION ENTERPRISE		S A	5	0	0	60	20	20	0	0	0	19	100	4	2	
	GATWICK	PULKOVO AVIATION ENTERPRISE		S D	5	0	0	60	0	0	40	0	0	33	100	5	2	
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S A	5	0	0	20	20	40	20	0	0	46	100	8	4	
	HEATHROW	PULKOVO AVIATION ENTERPRISE		S D	4	0	1	25	25	25	25	0	0	54	50	15	4	
<b>TOTAL ST PETERSBURG</b>					<b>77</b>	<b>0</b>	<b>1</b>	<b>45</b>	<b>21</b>	<b>18</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>25</b>	<b>25</b>	
STANSTED																		
	GLASGOW	AIR BERLIN		S A	48	0	0	73	13	10	4	0	0	15	26	40	23	
	GLASGOW	AIR BERLIN		S D	48	0	0	60	29	4	6	0	0	17	26	43	23	
	MANCHESTER	AIR BERLIN		S A	48	0	0	63	10	15	13	0	0	22	22	32	23	
	MANCHESTER	AIR BERLIN		S D	48	0	0	77	6	8	4	4	0	19	39	24	23	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	155	0	0	70	10	10	9	2	0	21	78	11	160	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	155	0	0	70	14	6	9	2	0	22	73	13	160	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	130	0	0	72	10	11	6	1	0	18	88	10	136	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	130	0	0	72	13	10	5	0	0	15	87	7	136	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	131	0	3	66	8	15	11	1	0	23	56	24	113	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	130	0	2	67	11	12	8	2	0	24	69	28	113	
<b>TOTAL STANSTED</b>					<b>1027</b>	<b>2</b>	<b>5</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>15</b>	<b>15</b>	
STAVANGER																		
	HEATHROW	SAS		S A	45	0	1	58	7	20	13	2	0	36	76	16	50	

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					Actual (7)	Plan (8)											
STAVANGER	HEATHROW	SAS		S D	46	0	0	50	7	17	17	9	0	51	68	18	50
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	15	0	0	53	13	20	13	0	0	22	74	13	23
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	15	0	0	53	13	20	13	0	0	25	78	14	23
<b>TOTAL STAVANGER</b>					<b>121</b>	<b>1</b>	<b>1</b>	<b>54</b>	<b>8</b>	<b>19</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>39</b>	<b>73</b>	<b>16</b>	<b>16</b>
STOCKHOLM (ARLANDA)	HEATHROW	BRITISH AIRWAYS PLC		S A	163	0	0	60	13	12	13	2	1	32	69	15	170
	HEATHROW	BRITISH AIRWAYS PLC		S D	163	0	0	58	12	14	15	2	0	29	55	24	168
	HEATHROW	SAS		S A	143	0	3	24	29	25	16	6	0	49	75	13	152
	HEATHROW	SAS		S D	146	0	1	33	16	25	16	9	1	60	61	17	153
	LONDON CITY	SAS		S A	30	0	3	40	20	33	3	3	0	28	0	0	0
	LONDON CITY	SAS		S D	29	0	4	7	21	59	10	3	0	45	0	0	0
	MANCHESTER	SAS		S A	32	0	0	59	19	13	9	0	0	22	75	12	32
	MANCHESTER	SAS		S D	32	0	0	81	3	6	6	3	0	17	88	8	32
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>738</b>	<b>2</b>	<b>11</b>	<b>45</b>	<b>17</b>	<b>20</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>40</b>	<b>67</b>	<b>16</b>	<b>16</b>
STOCKHOLM (BROMMA)																	
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR		S A	107	0	6	72	17	6	3	3	0	19	61	18	79
	STANSTED	RYANAIR		S D	107	0	5	69	21	5	5	0	0	15	72	14	79
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>214</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>19</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>66</b>	<b>16</b>	<b>16</b>
STORNOWAY	EDINBURGH	LOGANAIR		S A	70	1	0	66	17	10	7	0	0	18	92	4	24
	EDINBURGH	LOGANAIR		S D	72	1	0	60	21	13	6	1	0	23	67	23	46
	GLASGOW	LOGANAIR		S A	88	1	0	82	13	5	1	0	0	8	79	13	87
	GLASGOW	LOGANAIR		S D	88	1	0	80	13	8	0	0	0	10	64	19	88
<b>TOTAL STORNOWAY</b>					<b>318</b>	<b>4</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>14</b>	<b>14</b>
STRASBOURG	GATWICK	BRIT AIR		S A	44	0	0	73	11	5	11	0	0	21	86	10	57
	GATWICK	BRIT AIR		S D	43	0	0	67	9	12	12	0	0	26	77	12	57
<b>TOTAL STRASBOURG</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>11</b>	<b>11</b>
STUTT GART	BIRMINGHAM	BA CONNECT LTD		S A	55	0	0	85	7	5	2	0	0	8	81	9	59
	BIRMINGHAM	BA CONNECT LTD		S D	54	0	0	91	2	7	0	0	0	5	90	5	58



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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
STUTT GART	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	57	16	15	6	6	0	32	59	22	88
	HEATHROW	BRITISH AIRWAYS PLC	S	D	80	0	0	58	20	13	9	1	0	23	72	15	87
	LONDON CITY	CONTACTAIR FLUGDIENST	S	A	17	0	0	100	0	0	0	0	0	1	0	0	0
	LONDON CITY	CONTACTAIR FLUGDIENST	S	D	17	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	EUROWINGS LUFTVERKEHRS	S	A	54	0	0	83	9	4	2	2	0	9	76	12	59
	STANSTED	EUROWINGS LUFTVERKEHRS	S	D	53	0	0	55	26	11	6	2	0	24	61	20	59
	MANCHESTER	HAPAG LLOYD EXPRESS	S	A	20	0	0	60	20	20	0	0	0	14	57	18	21
	MANCHESTER	HAPAG LLOYD EXPRESS	S	D	20	0	0	55	15	25	5	0	0	18	67	13	21
	HEATHROW	LUFTHANSA CITY LINE	S	A	55	0	0	73	11	11	5	0	0	14	67	14	55
	HEATHROW	LUFTHANSA CITY LINE	S	D	55	0	0	64	15	13	7	2	0	19	73	12	55
<b>TOTAL STUTT GART</b>					<b>561</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>14</b>	<b>14</b>
SULAYMANIYAH INT																	
SUMBURGH	EDINBURGH	LOGANAIR	S	A	44	0	0	64	20	9	5	2	0	21	74	19	47
	EDINBURGH	LOGANAIR	S	D	44	0	0	61	14	16	9	0	0	22	61	19	44
	GLASGOW	LOGANAIR	S	A	27	0	0	96	4	0	0	0	0	4	59	22	51
	GLASGOW	LOGANAIR	S	D	27	0	0	70	22	7	0	0	0	12	67	20	51
<b>TOTAL SUMBURGH</b>					<b>142</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>20</b>	<b>20</b>
SYDNEY	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	69	8	15	6	2	0	21	89	7	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	13	21	40	24	2	0	52	44	25	62
	HEATHROW	QANTAS	S	A	62	0	0	53	15	8	11	13	0	50	75	17	79
	HEATHROW	QANTAS	S	D	62	0	0	6	26	34	32	2	0	54	44	22	79
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	26	13	42	16	3	0	43	87	7	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	10	26	39	26	0	0	45	26	22	31
<b>TOTAL SYDNEY</b>					<b>310</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>18</b>	<b>27</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>60</b>	<b>20</b>	<b>20</b>
SZCZECIN (GOLENOW)	STANSTED	RYANAIR	S	A	18	1	0	83	0	0	11	6	0	22	87	12	30
	STANSTED	RYANAIR	S	D	18	1	0	56	17	11	17	0	0	31	50	25	30
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>36</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
TABA																		
	GATWICK	ASTRAEUS LTD	C	A	6	0	0	17	0	50	33	0	0	57	55	28	11	
	GATWICK	ASTRAEUS LTD	C	D	7	0	0	57	0	29	14	0	0	24	50	26	12	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	0	25	25	0	0	39	50	108	4	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	0	0	25	0	0	19	25	111	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	41	50	14	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	41	50	10	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	3	1	0	67	0	0	33	0	0	47	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	19	75	8	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	60	10	5	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	8	67	7	6	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	0	40	0	0	0	23	0	55	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	0	40	0	0	0	21	40	27	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	58	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	6	60	24	5	
	GATWICK	XL AIRWAYS UK LTD	C	A	3	0	0	0	0	0	67	0	33	176	100	0	2	
	GATWICK	XL AIRWAYS UK LTD	C	D	3	0	0	33	0	33	0	33	0	133	75	23	4	
<b>TOTAL TABA</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>3</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>51</b>	<b>31</b>	<b>31</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	27	0	0	52	11	11	26	0	0	36	30	27	27	
	HEATHROW	EVA AIR	S	D	27	0	0	37	11	26	26	0	0	38	46	20	26	
<b>TOTAL TAIPEI</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>19</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>38</b>	<b>23</b>	<b>23</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	27	0	3	67	11	15	7	0	0	19	80	8	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	23	10	7	0	0	20	67	16	30	
	GATWICK	ESTONIAN AIR	S	A	29	0	0	48	28	10	10	3	0	37	83	9	36	
	GATWICK	ESTONIAN AIR	S	D	29	0	0	38	31	14	10	7	0	44	83	11	36	
<b>TOTAL TALLIN</b>					<b>115</b>	<b>0</b>	<b>3</b>	<b>53</b>	<b>23</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>30</b>	<b>80</b>	<b>10</b>	<b>10</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	68	9	5	14	5	0	31	67	14	21	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	50	14	14	23	0	0	34	64	20	22	
<b>TOTAL TAMPA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>11</b>	<b>9</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>17</b>	<b>17</b>	
TAMPERE																		

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
TAMPERE	STANSTED	RYANAIR	S	A	50	0	2	66	14	10	6	4	0	23	74	14	42
	STANSTED	RYANAIR	S	D	50	0	2	62	22	10	2	4	0	21	76	14	42
<b>TOTAL TAMPERE</b>					<b>100</b>	<b>1</b>	<b>4</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>75</b>	<b>14</b>	<b>14</b>
TANGIERS (IBN BATUTA)	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	56	0	33	11	0	0	20	50	15	8
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	33	11	22	33	0	0	42	88	7	8
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>6</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>69</b>	<b>11</b>	<b>11</b>
TARBES-LOURDES INTERNA																	
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>20</b>
TASHKENT	BIRMINGHAM	UZBEKISTAN AIRLINES	S	A	13	0	0	23	15	15	23	8	15	133	42	55	12
	BIRMINGHAM	UZBEKISTAN AIRLINES	S	D	13	0	0	23	15	15	23	8	15	140	45	56	11
	HEATHROW	UZBEKISTAN AIRLINES	S	A	11	0	3	45	0	18	18	9	9	98	47	48	15
	HEATHROW	UZBEKISTAN AIRLINES	S	D	12	0	2	17	0	17	50	8	8	123	27	66	15
<b>TOTAL TASHKENT</b>					<b>49</b>	<b>0</b>	<b>5</b>	<b>27</b>	<b>8</b>	<b>16</b>	<b>29</b>	<b>8</b>	<b>12</b>	<b>124</b>	<b>35</b>	<b>62</b>	<b>62</b>
TATRY-POPRAD	STANSTED	SKY EUROPE	S	A	9	0	0	89	0	11	0	0	0	5	56	42	9
	STANSTED	SKY EUROPE	S	D	9	0	0	67	22	0	11	0	0	17	67	14	9
<b>TOTAL TATRY-POPRAD</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>28</b>	<b>28</b>
TBILISI	HEATHROW	BMED	S	A	13	0	0	69	8	8	8	8	0	37	75	32	12
	HEATHROW	BMED	S	D	13	0	0	15	8	31	38	0	8	86	42	24	12
<b>TOTAL TBILISI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>8</b>	<b>19</b>	<b>23</b>	<b>4</b>	<b>4</b>	<b>61</b>	<b>58</b>	<b>28</b>	<b>28</b>
TEHRAN	HEATHROW	BMED	S	A	22	0	0	36	23	23	18	0	0	36	84	9	31
	HEATHROW	BMED	S	D	23	0	0	17	30	30	22	0	0	44	52	19	31
	HEATHROW	IRAN AIR	S	A	13	0	0	0	15	46	38	0	0	60	23	28	13
	HEATHROW	IRAN AIR	S	D	13	0	3	8	38	23	23	8	0	59	46	26	13
	BIRMINGHAM	MAHAN AIR	S	A	8	1	0	13	38	25	25	0	0	47	22	110	9
	BIRMINGHAM	MAHAN AIR	S	D	8	1	0	13	13	38	38	0	0	59	22	118	9
	MANCHESTER	MAHAN AIR	S	A	9	0	0	56	11	11	0	11	11	93	40	80	10
	MANCHESTER	MAHAN AIR	S	D	9	0	0	0	22	11	44	11	11	137	27	70	11

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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
TEHRAN																		
<b>TOTAL TEHRAN</b>					<b>105</b>	<b>2</b>	<b>3</b>	<b>19</b>	<b>25</b>	<b>27</b>	<b>25</b>	<b>3</b>	<b>2</b>	<b>60</b>	<b>49</b>	<b>41</b>	<b>41</b>	
TEL AVIV																		
	STANSTED	ARKIA	C	A	2	0	0	0	50	50	0	0	0	33	0	0	0	0
	STANSTED	ARKIA	C	D	2	0	0	0	0	50	50	0	0	98	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	56	18	10	8	8	0	35	81	14	62	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	62	0	0	40	23	26	8	3	0	33	66	16	62	62
	HEATHROW	EL AL	S	A	52	0	0	58	21	10	12	0	0	24	74	11	50	50
	HEATHROW	EL AL	S	D	51	0	0	59	20	8	14	0	0	25	62	17	50	50
	STANSTED	EL AL	S	A	14	0	0	79	7	7	7	0	0	12	75	8	20	20
	STANSTED	EL AL	S	D	14	0	0	43	7	21	29	0	0	36	24	29	21	21
	STANSTED	ISRAIR LTD	C	A	11	0	0	64	27	0	9	0	0	19	0	0	0	0
	STANSTED	ISRAIR LTD	C	D	11	0	0	64	9	18	9	0	0	21	0	0	0	0
<b>TOTAL TEL AVIV</b>					<b>282</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>19</b>	<b>14</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>67</b>	<b>16</b>	<b>16</b>	
TENERIFE (NORTE LOS ROD																		
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	11	11	11	11	0	41	78	10	9	9
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	22	33	22	11	11	0	46	56	22	9	9
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	3	20	50	5	5
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	10	20	43	5	5
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	0	40	17	5	5
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	11	100	7	5	5
<b>TOTAL TENERIFE (NORTE LOS RODEOS)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>30</b>	<b>55</b>	<b>23</b>	<b>23</b>	
TENERIFE (SURREINA SOFIA)																		
	GATWICK	AIR EUROPA	C	A	2	0	0	50	0	0	50	0	0	75	100	0	1	1
	GATWICK	AIR EUROPA	C	D	3	0	0	33	0	33	33	0	0	78	100	4	4	4
	MANCHESTER	AIR EUROPA	C	A	5	0	0	60	20	0	0	20	0	48	100	0	3	3
	MANCHESTER	AIR EUROPA	C	D	7	0	0	71	14	0	0	14	0	35	100	3	4	4
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	100	0	0	0	0	0	4	100	7	1	1
	BIRMINGHAM	AIR MALTA	C	D	2	0	0	100	0	0	0	0	0	0	100	13	2	2
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	54	1	1
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	100	0	0	0	0	0	0	33	23	3	3
	GATWICK	BRITISH AIRWAYS PLC	C	A	2	0	0	50	0	0	50	0	0	74	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	D	2	0	0	50	0	0	50	0	0	79	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	9	89	10	9	9

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	0	11	0	0	0	6	89	13	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	54	15	23	0	8	0	29	67	19	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	47	20	33	0	0	0	21	53	23	19	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	1	100	0	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	4	88	10	8	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	33	90	3	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	17	33	113	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	64	9	9	9	9	0	28	88	5	25	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	53	33	7	7	0	0	18	86	8	29	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	10	100	0	7	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	0	29	0	0	0	14	100	7	7	
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	40	20	40	0	0	0	24	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	5	0	0	40	20	20	20	0	0	28	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	29	0	1	55	14	24	7	0	0	18	87	9	30	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	63	20	7	10	0	0	17	90	5	30	
	STANSTED	FLYGLOBESPAN	S	A	30	0	0	73	7	10	7	0	3	34	55	23	29	
	STANSTED	FLYGLOBESPAN	S	D	30	0	0	60	17	13	7	0	3	37	63	21	30	
	GATWICK	GB AIRWAYS LTD	S	A	62	0	2	53	15	13	18	2	0	31	66	14	58	
	GATWICK	GB AIRWAYS LTD	S	D	62	0	0	32	23	31	15	0	0	35	53	18	62	
	MANCHESTER	GB AIRWAYS LTD	S	A	27	1	0	48	11	22	15	4	0	32	62	29	34	
	MANCHESTER	GB AIRWAYS LTD	S	D	28	1	0	61	18	11	11	0	0	18	74	19	34	
	EDINBURGH	IBERWORLD	C	A	5	0	0	80	20	0	0	0	0	6	60	10	5	
	EDINBURGH	IBERWORLD	C	D	5	0	0	80	20	0	0	0	0	5	60	15	5	
	MANCHESTER	JET2.COM LTD	S	A	14	0	1	43	21	29	7	0	0	26	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	67	27	0	7	0	0	16	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	44	33	11	0	0	11	52	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	9	0	0	67	22	0	0	0	11	48	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	C	A	7	0	0	57	14	14	14	0	0	21	88	7	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	27	0	2	81	4	15	0	0	0	9	93	4	30	
	BIRMINGHAM	MONARCH AIRLINES	S	D	28	0	0	82	11	4	4	0	0	8	93	3	30	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	50	25	13	13	0	0	21	100	2	8	
	GATWICK	MONARCH AIRLINES	S	A	13	0	1	38	31	15	15	0	0	29	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	0	40	0	0	0	23	46	71	13	

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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	38	25	0	38	0	0	55	33	66	15	
	GATWICK	MONARCH AIRLINES	S	D	14	0	0	50	0	36	14	0	0	30	0	0	0	
	LUTON	MONARCH AIRLINES	S	A	33	0	0	64	15	15	6	0	0	16	60	15	35	
	LUTON	MONARCH AIRLINES	S	D	33	0	0	76	12	9	3	0	0	11	74	9	35	
	MANCHESTER	MONARCH AIRLINES	C	A	9	1	0	67	22	11	0	0	0	10	71	9	14	
	MANCHESTER	MONARCH AIRLINES	S	A	30	0	2	47	23	13	13	3	0	30	43	27	30	
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	77	13	3	7	0	0	14	90	7	30	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	91	0	9	0	0	0	6	87	9	15	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	2	89	4	9	
	BIRMINGHAM	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	2	89	10	9	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	A	5	0	0	100	0	0	0	0	0	0	60	43	5	
	EDINBURGH	MY TRAVEL AIRWAYS UK	C	D	5	0	0	80	20	0	0	0	0	5	60	48	5	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	75	0	0	25	0	0	15	78	8	9	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	75	0	0	25	0	0	28	100	3	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	A	9	0	0	100	0	0	0	0	0	0	67	35	9	
	GLASGOW	MY TRAVEL AIRWAYS UK	C	D	9	0	0	100	0	0	0	0	0	4	89	24	9	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	A	9	0	0	78	11	0	0	0	11	48	81	12	21	
	MANCHESTER	MY TRAVEL AIRWAYS UK	C	D	9	0	0	89	0	0	0	0	11	46	83	8	23	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	A	8	0	0	88	0	0	13	0	0	9	67	22	9	
	NEWCASTLE	MY TRAVEL AIRWAYS UK	C	D	8	0	0	88	0	0	13	0	0	18	67	26	9	
	NEWCASTLE	SILVERJET	C	A	8	0	0	38	13	13	38	0	0	67	0	0	0	
	NEWCASTLE	SILVERJET	C	D	9	0	0	33	33	11	22	0	0	41	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	10	1	0	80	10	10	0	0	0	8	100	0	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	12	0	0	92	0	8	0	0	0	6	100	2	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	33	27	33	7	0	0	31	67	30	15	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	15	0	0	27	27	27	13	7	0	46	80	15	15	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	11	0	0	82	9	9	0	0	0	6	85	7	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	17	0	0	82	6	6	6	0	0	14	57	16	14	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	27	1	0	33	26	11	15	15	0	65	59	30	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	31	0	0	71	6	6	6	10	0	37	78	18	23	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	5	63	30	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	78	35	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	25	100	1	6	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)																			
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	20	20	0	0	0	13	71	21	7		
	BIRMINGHAM	THOMSONFLY LTD	C	A	10	0	0	90	10	0	0	0	0	2	44	16	9		
	BIRMINGHAM	THOMSONFLY LTD	C	D	10	0	0	100	0	0	0	0	0	4	22	34	9		
	GATWICK	THOMSONFLY LTD	C	A	23	0	0	57	9	22	13	0	0	24	67	23	18		
	GATWICK	THOMSONFLY LTD	C	D	24	0	0	46	21	25	8	0	0	25	56	20	18		
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	89	0	11	0	0	0	4	78	17	9		
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	3	100	2	9		
	LUTON	THOMSONFLY LTD	C	A	10	0	0	80	0	10	10	0	0	17	100	2	9		
	LUTON	THOMSONFLY LTD	C	D	10	0	0	70	10	10	10	0	0	25	67	12	9		
	MANCHESTER	THOMSONFLY LTD	C	A	23	0	0	78	9	9	4	0	0	11	56	58	18		
	MANCHESTER	THOMSONFLY LTD	C	D	25	0	0	76	12	8	4	0	0	13	67	59	18		
	NEWCASTLE	THOMSONFLY LTD	C	A	10	0	0	80	20	0	0	0	0	6	78	18	9		
	NEWCASTLE	THOMSONFLY LTD	C	D	10	0	0	100	0	0	0	0	0	2	78	20	9		
	STANSTED	THOMSONFLY LTD	C	A	9	0	0	78	0	11	11	0	0	17	63	22	8		
	STANSTED	THOMSONFLY LTD	C	D	9	0	0	89	0	0	11	0	0	12	78	25	9		
	GATWICK	XL AIRWAYS UK LTD	C	A	8	0	0	38	13	38	13	0	0	34	9	42	11		
	GATWICK	XL AIRWAYS UK LTD	C	D	10	0	0	10	30	40	20	0	0	41	15	29	13		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	10	0	0	30	10	30	20	0	10	73	38	23	8		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	13	0	0	69	8	8	15	0	0	21	44	39	9		
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1259</b>	<b>10</b>	<b>9</b>	<b>64</b>	<b>13</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>70</b>	<b>18</b>	<b>18</b>		
TETERBORO																			
TIRANA																			
	STANSTED	ALBANIAN AIRLINES	S	A	17	0	1	100	0	0	0	0	0	1	0	0	0		
	STANSTED	ALBANIAN AIRLINES	S	D	17	0	1	71	24	6	0	0	0	10	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	56	11	17	17	0	0	34	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	44	17	22	17	0	0	38	0	0	0		
<b>TOTAL TIRANA</b>					<b>71</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>13</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>		
TIREE																			
	GLASGOW	LOGANAIR	S	A	23	0	0	61	22	17	0	0	0	16	85	12	26		
	GLASGOW	LOGANAIR	S	D	23	0	0	74	17	4	4	0	0	15	81	13	26		
<b>TOTAL TIREE</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>12</b>	<b>12</b>		
TOBAGO																			

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC		S A	14	0	0	71	7	0	21	0	0	24	31	41	13	
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	38	54	0	8	0	0	19	79	14	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	4	0	0	0	50	0	50	0	0	46	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	4	0	0	25	50	0	25	0	0	45	0	0	0	
	GATWICK	XL AIRWAYS UK LTD		C A	5	0	0	80	0	0	0	0	20	250	75	14	8	
	GATWICK	XL AIRWAYS UK LTD		C D	7	0	0	14	43	0	29	14	0	71	50	10	4	
<b>TOTAL TOBAGO</b>					<b>47</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>0</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>59</b>	<b>22</b>	<b>22</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS		S A	31	0	0	61	23	13	3	0	0	15	97	2	31	
	HEATHROW	ALL NIPPON AIRWAYS		S D	30	1	1	57	23	13	3	3	0	27	77	13	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	35	0	0	69	17	11	3	0	0	15	95	7	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	34	0	0	35	26	35	3	0	0	27	52	19	62	
	HEATHROW	JAPAN AIRLINES		S A	31	0	0	87	10	3	0	0	0	7	86	18	56	
	HEATHROW	JAPAN AIRLINES		S D	31	0	0	39	32	26	3	0	0	25	55	24	56	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	1	77	13	7	3	0	0	11	100	0	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	1	0	43	30	17	10	0	0	22	33	23	30	
<b>TOTAL TOKYO (NARITA)</b>					<b>252</b>	<b>3</b>	<b>2</b>	<b>58</b>	<b>22</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>14</b>	<b>14</b>	
TORONTO																		
	HEATHROW	AIR CANADA		S A	124	0	0	75	10	8	5	1	1	15	69	20	124	
	HEATHROW	AIR CANADA		S D	124	0	0	53	20	15	11	0	0	24	66	18	123	
	BIRMINGHAM	AIR INDIA		S A	19	2	3	26	16	16	16	21	5	112	36	134	14	
	BIRMINGHAM	AIR INDIA		S D	20	3	3	35	10	10	25	10	10	130	8	141	13	
	GATWICK	AIR TRANSAT		S A	9	0	0	89	11	0	0	0	0	4	50	18	10	
	GATWICK	AIR TRANSAT		S D	9	0	0	44	11	44	0	0	0	24	60	24	10	
	GLASGOW	AIR TRANSAT		S A	3	0	1	100	0	0	0	0	0	3	60	9	5	
	GLASGOW	AIR TRANSAT		S D	4	0	0	75	0	25	0	0	0	13	20	32	5	
	MANCHESTER	AIR TRANSAT		S A	4	0	0	50	50	0	0	0	0	12	20	28	5	
	MANCHESTER	AIR TRANSAT		S D	4	0	0	75	0	0	25	0	0	29	20	37	5	
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	0	0	77	8	3	11	0	0	17	85	8	61	
	HEATHROW	BRITISH AIRWAYS PLC		S D	61	0	0	25	21	28	26	0	0	48	46	22	61	
	MANCHESTER	FLYGLOBESPAN		S A	5	0	0	20	0	40	20	20	0	89	0	0	0	
	MANCHESTER	FLYGLOBESPAN		S D	5	0	0	20	40	0	20	20	0	76	0	0	0	
	GATWICK	ZOOM AIRLINES		S A	11	0	0	73	0	18	9	0	0	15	40	51	10	



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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
TORONTO																		
	GATWICK	ZOOM AIRLINES		S D	10	0	0	30	40	20	10	0	0	28	56	146	9	
	GLASGOW	ZOOM AIRLINES		S A	12	0	0	67	17	0	8	8	0	30	83	6	6	
	GLASGOW	ZOOM AIRLINES		S D	13	0	0	62	23	8	8	0	0	21	67	41	6	
	MANCHESTER	ZOOM AIRLINES		S A	5	0	0	60	0	0	20	20	0	69	67	24	6	
	MANCHESTER	ZOOM AIRLINES		S D	6	0	0	50	17	17	17	0	0	31	67	40	6	
	STANSTED	ZOOM AIRLINES		S A	2	0	0	50	50	0	0	0	0	12	0	16	1	
	STANSTED	ZOOM AIRLINES		S D	2	0	0	50	0	50	0	0	0	21	0	20	1	
<b>TOTAL TORONTO</b>					<b>513</b>	<b>6</b>	<b>7</b>	<b>57</b>	<b>15</b>	<b>13</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>32</b>	<b>60</b>	<b>31</b>	<b>31</b>	
TORREJON DE ARDOZ																		
TOULON / HYERES																		
	STANSTED	RYANAIR		S A	17	0	0	76	0	12	12	0	0	21	86	13	29	
	STANSTED	RYANAIR		S D	17	0	0	35	41	6	18	0	0	32	63	23	30	
<b>TOTAL TOULON / HYERES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>21</b>	<b>9</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>75</b>	<b>18</b>	<b>18</b>	
TOULOUSE (BLAGNAC)																		
	MANCHESTER	BMI REGIONAL		S A	25	0	0	88	4	4	4	0	0	9	79	10	29	
	MANCHESTER	BMI REGIONAL		S D	25	0	0	92	4	0	4	0	0	8	90	8	29	
	GATWICK	BRITISH AIRWAYS PLC		S A	79	0	0	67	6	9	16	1	0	27	64	18	80	
	GATWICK	BRITISH AIRWAYS PLC		S D	78	0	0	56	14	13	15	1	0	29	72	13	79	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	61	0	0	49	20	7	23	2	0	35	76	13	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	61	0	0	46	23	15	16	0	0	32	69	16	58	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	2	100	0	2	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	1	100	2	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	33	0	0	0	0	11	100	2	3	
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	2	50	18	2	
	BIRMINGHAM	FLYBE LTD		S A	17	0	0	71	6	6	18	0	0	31	83	58	23	
	BIRMINGHAM	FLYBE LTD		S D	17	0	0	65	6	12	12	6	0	36	80	20	25	
	GATWICK	MONARCH AIRLINES		C D	2	0	0	50	50	0	0	0	0	12	100	4	2	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	2	0	0	50	0	0	50	0	0	69	50	12	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	2	0	0	100	0	0	0	0	0	1	50	13	2	
	GATWICK	THOMSONFLY LTD		C A	3	0	0	33	0	33	33	0	0	45	50	11	2	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	50	25	0	25	0	0	30	100	3	3	
	MANCHESTER	THOMSONFLY LTD		C A	2	0	0	50	0	50	0	0	0	27	0	0	0	
	MANCHESTER	THOMSONFLY LTD		C D	3	0	0	100	0	0	0	0	0	2	100	0	1	

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

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)												
TOULOUSE (BLAGNAC)																		
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>397</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>10</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>74</b>	<b>16</b>	<b>16</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	18	0	1	89	6	0	6	0	0	9	94	4	18	
	STANSTED	RYANAIR	S	D	20	0	0	70	15	10	5	0	0	14	79	9	19	
<b>TOTAL TOURS</b>					<b>38</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>7</b>	<b>7</b>	
TOZEUR																		
TREVISO																		
	STANSTED	RYANAIR	S	A	74	0	6	68	15	7	8	3	0	22	81	7	68	
	STANSTED	RYANAIR	S	D	80	0	0	63	20	10	6	1	0	20	69	16	70	
<b>TOTAL TREVISO</b>					<b>154</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>18</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>72</b>	<b>16</b>	<b>16</b>	
TRIESTE (RONCHI DEI LEGIO)																		
	STANSTED	RYANAIR	S	A	17	0	0	71	12	12	6	0	0	14	63	15	30	
	STANSTED	RYANAIR	S	D	17	0	0	65	18	12	6	0	0	17	40	22	30	
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>18</b>	<b>18</b>	
TRIPOLI																		
	GATWICK	AFRIQYAH AIRWAYS	S	A	26	1	1	12	19	27	38	4	0	65	14	89	22	
	GATWICK	AFRIQYAH AIRWAYS	S	D	27	0	0	4	15	4	67	11	0	99	0	123	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	28	0	0	68	14	14	4	0	0	14	61	21	28	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	28	0	0	71	7	14	7	0	0	15	61	19	28	
	HEATHROW	LIBYAN ARAB AIRLINES	S	A	9	0	0	78	11	11	0	0	0	8	11	78	9	
	HEATHROW	LIBYAN ARAB AIRLINES	S	D	9	0	0	33	22	22	11	11	0	57	11	83	9	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	A	9	0	1	56	22	22	0	0	0	19	0	0	0	
	MANCHESTER	LIBYAN ARAB AIRLINES	S	D	9	0	0	44	33	11	11	0	0	26	0	0	0	
<b>TOTAL TRIPOLI</b>					<b>145</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>16</b>	<b>15</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>61</b>	<b>61</b>	
TRIVANDRUM																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	94	0	82	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	0	100	0	0	80	0	32	2	
	GATWICK	MY TRAVEL AIRWAYS UK	C	A	4	0	0	25	25	25	25	0	0	45	0	0	0	
	GATWICK	MY TRAVEL AIRWAYS UK	C	D	4	0	0	50	0	50	0	0	0	25	0	0	0	
<b>TOTAL TRIVANDRUM</b>					<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>8</b>	<b>25</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>57</b>	<b>57</b>	
TRONDHEIM (VAERNES)																		
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	11	0	0	82	18	0	0	0	0	5	74	11	23	

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
TRONDHEIM (VAERNES)	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	11	0	0	82	0	9	9	0	0	18	70	20	23
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>16</b>	<b>16</b>
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	57	14	10	19	0	0	33	70	13	23
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	38	14	29	19	0	0	34	65	18	20
	HEATHROW	TUNISAIR	S	A	17	0	0	29	35	18	12	6	0	43	33	30	18
	HEATHROW	TUNISAIR	S	D	17	0	0	29	29	24	0	18	0	56	44	27	18
<b>TOTAL TUNIS</b>					<b>76</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>22</b>	<b>20</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>54</b>	<b>22</b>	<b>22</b>
TURIN	BIRMINGHAM	BA CONNECT LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	45	2
	GATWICK	BMI BRITISH MIDLAND	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	29	0	0	59	17	14	7	3	0	25	61	19	28
	GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	62	14	14	10	0	0	22	69	19	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	32	27	23	14	5	0	36	39	27	33
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	50	5	32	9	5	0	35	48	25	33
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	33	33	0	0	0	24	33	87	3
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	25	54	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	0	50	0	105	0	52	1
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	1	67	21	3
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	118	1
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	19	50	40	2
	EDINBURGH	FLYGLOBESPAN	C	D	2	0	0	50	0	0	0	50	0	99	0	0	0
	STANSTED	JET2.COM LTD	C	D	2	0	0	50	50	0	0	0	0	8	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	100	0	0	0	0	0	12	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	RYANAIR	S	A	37	0	3	43	14	22	22	0	0	33	73	16	30
	STANSTED	RYANAIR	S	D	38	0	2	50	24	18	5	3	0	29	68	22	31
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	36	100	4	2
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	12	2
	BIRMINGHAM	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	3	0	53	2
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	33	67	0	0	0	0	17	0	120	3
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	67	33	0	0	0	0	15	60	40	5

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

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2005				
					MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
TURIN	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	50	0	0	50	0	0	40	0	50	1
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	1	50	10	2
	STANSTED	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	5	100	0	1
<b>TOTAL TURIN</b>					<b>236</b>	<b>1</b>	<b>5</b>	<b>53</b>	<b>16</b>	<b>17</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>58</b>	<b>27</b>	<b>27</b>

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

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							DEC 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)											
URALSK	GATWICK	ASTRAEUS LTD	S	A	3	0	1	33	0	0	67	0	0	81	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	50	0	0	25	25	0	74	0	0	0
<b>TOTAL URALSK</b>					<b>7</b>	<b>1</b>	<b>1</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</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 DECEMBER 2006

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 2005					
					MISMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
VAGAR																		
VALENCIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	57	17	3	23	0	0	30	59	26	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	17	17	17	0	0	29	77	17	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	1	0	83	3	7	3	3	0	15	87	14	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	13	3	7	0	0	15	60	24	30	
	HEATHROW	IBERIA	S	A	28	0	1	57	21	18	0	4	0	22	57	28	30	
	HEATHROW	IBERIA	S	D	28	0	1	46	21	21	7	4	0	35	63	25	30	
	STANSTED	RYANAIR	S	A	58	0	0	72	5	16	5	0	2	30	74	13	50	
	STANSTED	RYANAIR	S	D	58	0	0	66	17	12	5	0	0	18	60	16	50	
<b>TOTAL VALENCIA</b>					<b>296</b>	<b>4</b>	<b>2</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>18</b>	<b>18</b>	
VALLADOLID																		
	STANSTED	RYANAIR	S	A	28	0	1	61	21	4	11	4	0	24	90	5	30	
	STANSTED	RYANAIR	S	D	29	0	0	41	31	14	10	3	0	29	83	9	30	
<b>TOTAL VALLADOLID</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>26</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>27</b>	<b>87</b>	<b>7</b>	<b>7</b>	
VANCOUVER																		
	HEATHROW	AIR CANADA	S	A	48	0	0	65	15	13	6	0	2	26	61	18	31	
	HEATHROW	AIR CANADA	S	D	49	0	0	61	20	2	14	2	0	28	68	14	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	19	3	32	39	6	0	65	55	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	31	0	0	6	10	35	45	3	0	69	35	24	31	
	GATWICK	ZOOM AIRLINES	S	A	7	0	0	0	29	43	29	0	0	50	0	246	8	
	GATWICK	ZOOM AIRLINES	S	D	7	0	0	0	14	71	14	0	0	50	22	214	9	
	GLASGOW	ZOOM AIRLINES	S	A	6	0	0	50	0	33	17	0	0	41	50	22	4	
	GLASGOW	ZOOM AIRLINES	S	D	5	1	0	60	0	20	20	0	0	46	60	14	5	
	MANCHESTER	ZOOM AIRLINES	S	A	6	0	0	17	33	33	17	0	0	52	60	9	5	
	MANCHESTER	ZOOM AIRLINES	S	D	5	0	0	60	0	20	20	0	0	45	80	7	5	
<b>TOTAL VANCOUVER</b>					<b>195</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>13</b>	<b>22</b>	<b>22</b>	<b>2</b>	<b>1</b>	<b>44</b>	<b>50</b>	<b>40</b>	<b>40</b>	
VARADERO																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	100	1	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	44	50	9	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	100	0	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	15	50	16	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	100	0	1	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
VARADERO																		
<b>TOTAL VARADERO</b>					<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>28</b>	<b>28</b>	
VARNA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	89	0	0	11	0	0	13	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	33	0	11	0	0	19	0	0	0	
	GATWICK	BULGARIA AIR	S	A	12	0	0	92	0	0	0	8	0	17	55	60	11	
	GATWICK	BULGARIA AIR	S	D	12	0	0	75	0	8	8	8	0	35	45	64	11	
	MANCHESTER	BULGARIA AIR	S	A	4	0	0	25	50	0	0	0	25	132	0	0	0	
	MANCHESTER	BULGARIA AIR	S	D	4	0	0	75	0	0	0	0	25	118	0	0	0	
<b>TOTAL VARNA</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>38</b>	<b>50</b>	<b>62</b>	<b>62</b>	
VASTERAS																		
VENICE																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	28	0	0	68	14	4	4	11	0	36	83	12	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	28	0	0	64	7	14	14	0	0	24	73	10	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	67	10	10	10	2	2	29	88	7	59	
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	63	15	15	5	2	0	22	85	10	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	58	0	0	62	9	10	17	2	0	24	76	13	58	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	57	0	1	65	19	7	9	0	0	18	67	16	58	
<b>TOTAL VENICE</b>					<b>291</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>13</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>79</b>	<b>11</b>	<b>11</b>	
VERONA VILAFRANCA																		
	GATWICK	ASTRAEUS LTD	C	A	3	0	0	0	0	33	33	33	0	133	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	3	0	0	0	0	33	33	33	0	126	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	53	13	17	17	0	0	30	73	13	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	20	20	13	0	0	27	70	14	30	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	21	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	7	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	50	50	0	0	60	100	0	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	100	0	0	0	50	100	4	2	
<b>TOTAL VERONA VILAFRANCA</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>15</b>	<b>21</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>37</b>	<b>67</b>	<b>14</b>	<b>14</b>	
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES	S	A	151	0	0	61	21	11	8	0	0	20	71	13	155	
	HEATHROW	AUSTRIAN AIRLINES	S	D	151	0	0	50	23	16	10	1	0	27	58	20	155	

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

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							DEC 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																			
	MANCHESTER	BA CONNECT LTD	S	A	30	0	0	80	10	3	7	0	0	10	63	29	30		
	MANCHESTER	BA CONNECT LTD	S	D	30	0	0	90	0	7	3	0	0	7	87	14	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	112	0	0	61	12	13	13	2	0	28	71	14	116		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	0	0	44	21	16	17	2	0	34	57	19	116		
	STANSTED	NIKI	S	A	30	0	0	83	17	0	0	0	0	6	77	11	13		
	STANSTED	NIKI	S	D	30	0	0	57	10	23	10	0	0	29	54	19	13		
<b>TOTAL VIENNA</b>					<b>646</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>17</b>	<b>17</b>		
VILNIUS																			
	GATWICK	AIR BALTIC CORPORATION SIA	S	A	31	0	0	71	13	3	6	3	3	32	80	14	30		
	GATWICK	AIR BALTIC CORPORATION SIA	S	D	31	0	0	61	19	6	6	3	3	36	77	15	30		
	GATWICK	LITHUANIAN AIRLINES	S	A	30	0	0	57	33	3	3	3	0	21	94	6	36		
	GATWICK	LITHUANIAN AIRLINES	S	D	30	0	0	47	17	20	13	3	0	35	89	8	36		
<b>TOTAL VILNIUS</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>80</b>	<b>15</b>	<b>15</b>		
VITORIA																			
	STANSTED	RYANAIR	S	A	18	0	0	83	11	0	6	0	0	7	0	0	0		
	STANSTED	RYANAIR	S	D	18	0	0	61	28	11	0	0	0	16	0	0	0		
<b>TOTAL VITORIA</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</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>		



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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					DEC 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)											
WARSAW	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	0	0	61	13	13	10	2	1	41	58	25	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	83	1	0	53	18	19	10	0	0	24	62	17	89
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	62	20	13	4	0	0	17	74	37	53
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	36	40	16	9	0	0	25	58	16	53
	EDINBURGH	LOT-POLISH AIRLINES	S	A	15	0	0	93	0	7	0	0	0	4	62	43	13
	EDINBURGH	LOT-POLISH AIRLINES	S	D	15	0	0	80	13	0	0	7	0	23	69	43	13
	GATWICK	LOT-POLISH AIRLINES	S	A	26	0	0	77	12	4	4	4	0	18	76	16	55
	GATWICK	LOT-POLISH AIRLINES	S	D	27	0	0	67	15	4	15	0	0	23	63	25	52
	HEATHROW	LOT-POLISH AIRLINES	S	A	85	0	0	42	24	22	11	1	0	30	53	27	88
	HEATHROW	LOT-POLISH AIRLINES	S	D	86	0	0	59	20	12	7	2	0	25	69	19	89
	MANCHESTER	LOT-POLISH AIRLINES	S	A	22	0	0	77	18	5	0	0	0	11	69	17	26
	MANCHESTER	LOT-POLISH AIRLINES	S	D	23	0	0	96	4	0	0	0	0	3	81	11	27
	STANSTED	LOT-POLISH AIRLINES	S	A	7	0	1	86	0	14	0	0	0	5	0	0	0
	STANSTED	LOT-POLISH AIRLINES	S	D	7	0	1	71	29	0	0	0	0	9	0	0	0
	LUTON	WIZZ AIR	S	A	45	0	1	78	7	11	2	2	0	14	63	21	54
	LUTON	WIZZ AIR	S	D	46	0	1	26	39	22	9	4	0	34	52	30	54
<b>TOTAL WARSAW</b>					<b>661</b>	<b>5</b>	<b>4</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>23</b>	<b>23</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	0	0	56	15	10	19	0	0	28	87	9	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	25	20	39	15	0	0	41	48	24	61
	STANSTED	MAXJET AIRWAYS	S	A	10	1	0	20	10	40	30	0	0	64	0	0	0
	STANSTED	MAXJET AIRWAYS	S	D	10	0	0	40	10	10	40	0	0	43	0	0	0
	HEATHROW	UNITED AIRLINES	S	A	91	1	0	78	10	8	4	0	0	12	86	6	91
	HEATHROW	UNITED AIRLINES	S	D	93	0	0	66	20	10	3	1	0	17	73	14	92
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	60	23	17	0	0	0	15	53	24	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	27	33	30	10	0	0	29	23	33	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>382</b>	<b>5</b>	<b>1</b>	<b>55</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>68</b>	<b>15</b>	<b>15</b>
WATERFORD	LUTON	AER ARRAN	S	A	50	1	10	72	10	12	4	2	0	15	85	17	52
	LUTON	AER ARRAN	S	D	53	1	8	62	17	11	8	2	0	20	79	19	53
	MANCHESTER	AER ARRAN	S	A	19	0	2	84	0	16	0	0	0	8	82	21	11
	MANCHESTER	AER ARRAN	S	D	19	0	2	79	11	11	0	0	0	8	92	22	12
<b>TOTAL WATERFORD</b>					<b>141</b>	<b>2</b>	<b>22</b>	<b>71</b>	<b>11</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>18</b>	<b>18</b>

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

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)											
WICK																	
<b>TOTAL WICK</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
WINDHOEK																	
	GATWICK	AIR NAMIBIA	S	A	14	0	0	100	0	0	0	0	0	2	77	10	13
	GATWICK	AIR NAMIBIA	S	D	14	0	0	79	7	14	0	0	0	9	69	12	13
<b>TOTAL WINDHOEK</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>73</b>	<b>11</b>	<b>11</b>	
WROCLAW																	
	GATWICK	LOT-POLISH AIRLINES	S	A	21	0	2	76	0	10	10	5	0	26	0	0	0
	GATWICK	LOT-POLISH AIRLINES	S	D	21	0	0	57	10	5	24	5	0	40	0	0	0
	STANSTED	RYANAIR	S	A	42	0	1	57	19	19	2	2	0	22	93	3	30
	STANSTED	RYANAIR	S	D	43	0	0	51	26	19	5	0	0	24	77	11	30
<b>TOTAL WROCLAW</b>					<b>127</b>	<b>1</b>	<b>4</b>	<b>58</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>85</b>	<b>7</b>	<b>7</b>

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

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						DEC 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)												
ZAGREB																		
	HEATHROW	CROATIA AIRLINES		S A	33	0	0	64	9	15	12	0	0	28	65	21	31	
	HEATHROW	CROATIA AIRLINES		S D	33	0	0	42	24	12	15	6	0	44	47	24	34	
	LUTON	WIZZ AIR		S A	16	0	0	56	13	19	13	0	0	27	0	0	0	
	LUTON	WIZZ AIR		S D	16	0	0	44	38	6	13	0	0	28	0	0	0	
<b>TOTAL ZAGREB</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>13</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>55</b>	<b>22</b>	<b>22</b>	
ZARAGOZA																		
	STANSTED	RYANAIR		S A	25	0	1	68	0	28	4	0	0	20	54	18	28	
	STANSTED	RYANAIR		S D	26	0	0	46	27	23	4	0	0	21	53	19	30	
<b>TOTAL ZARAGOZA</b>					<b>53</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>15</b>	<b>25</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>56</b>	<b>17</b>	<b>17</b>	
ZURICH																		
	GATWICK	BRITISH AIRWAYS PLC		S A	60	0	0	53	15	8	20	3	0	36	68	18	60	
	GATWICK	BRITISH AIRWAYS PLC		S D	60	0	0	57	17	12	13	2	0	27	78	13	60	
	HEATHROW	BRITISH AIRWAYS PLC		S A	169	0	0	57	12	14	13	4	0	32	73	15	165	
	HEATHROW	BRITISH AIRWAYS PLC		S D	169	0	0	42	21	21	16	1	0	31	66	16	166	
	BIRMINGHAM	SWISS AIRLINES		S A	87	0	0	78	13	7	2	0	0	11	85	9	84	
	BIRMINGHAM	SWISS AIRLINES		S D	87	0	0	60	26	9	5	0	0	16	77	11	84	
	HEATHROW	SWISS AIRLINES		S A	178	0	1	59	19	10	10	2	0	24	74	13	182	
	HEATHROW	SWISS AIRLINES		S D	177	0	2	53	20	15	10	3	0	29	74	15	182	
	LONDON CITY	SWISS AIRLINES		S A	129	0	4	82	9	5	3	1	0	11	82	8	142	
	LONDON CITY	SWISS AIRLINES		S D	129	0	2	56	25	14	5	0	1	23	57	18	140	
	MANCHESTER	SWISS AIRLINES		S A	93	0	0	41	24	25	11	0	0	27	60	17	91	
	MANCHESTER	SWISS AIRLINES		S D	94	0	0	43	20	24	13	0	0	30	68	15	90	
<b>TOTAL ZURICH</b>					<b>1434</b>	<b>8</b>	<b>9</b>	<b>56</b>	<b>18</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>72</b>	<b>14</b>	<b>14</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	553	29	0	71	9	10	8	1	1	26	73	22	628
SCHEDULED FLIGHTS(ALL ROUTES)	6857	80	285	74	10	9	6	1	0	18	79	15	7010
AIRPORT TOTAL	7410	109	285	74	10	9	6	1	0	18	78	15	7638

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	58	15	0	64	17	7	10	2	0	19	62	27	55
SCHEDULED FLIGHTS(ALL ROUTES)	7793	39	184	70	13	9	8	1	0	19	75	14	7856
AIRPORT TOTAL	7851	54	184	70	13	9	8	1	0	19	75	14	7911

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	2354	73	0	46	16	17	15	4	2	51	58	28	2389
SCHEDULED FLIGHTS(ALL ROUTES)	16035	31	215	57	16	13	12	2	0	28	69	18	15971
AIRPORT TOTAL	18389	104	215	56	16	14	13	2	0	31	67	20	18360

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	345	6	0	74	15	6	5	0	1	16	76	15	340
SCHEDULED FLIGHTS(ALL ROUTES)	6248	144	145	73	11	9	6	1	0	18	77	13	6480
AIRPORT TOTAL	6593	150	145	73	11	9	6	1	0	18	77	13	6820

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	30	5	0	27	17	43	13	0	0	37	23	32	13
SCHEDULED FLIGHTS(ALL ROUTES)	36470	28	353	51	17	17	13	2	0	32	65	20	37755
AIRPORT TOTAL	36500	33	353	51	17	17	13	2	0	32	65	20	37768



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	2	6	0	100	0	0	0	0	0	8	100	10	1
SCHEDULED FLIGHTS(ALL ROUTES)	4541	2	302	65	18	12	5	0	0	18	76	12	4358
AIRPORT TOTAL	4543	8	302	65	18	12	5	0	0	18	76	12	4359

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	129	104	0	54	16	12	12	5	2	46	67	19	172
SCHEDULED FLIGHTS(ALL ROUTES)	5322	62	116	62	17	12	8	1	0	22	70	17	5590
AIRPORT TOTAL	5451	166	116	62	17	12	8	1	0	23	70	17	5762

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	1928	93	0	66	13	9	9	3	1	34	68	26	1934
SCHEDULED FLIGHTS(ALL ROUTES)	12220	108	391	69	12	10	7	1	0	20	76	14	12677
AIRPORT TOTAL	14148	201	391	69	12	10	8	1	0	22	75	16	14611

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	305	17	0	83	7	5	5	0	0	16	77	14	247
SCHEDULED FLIGHTS(ALL ROUTES)	3491	37	145	71	12	8	7	2	0	20	73	17	3639
AIRPORT TOTAL	3796	54	145	72	12	8	7	2	0	19	74	17	3886

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR DECEMBER 2006

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						DEC 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)	254	60	0	56	16	16	11	0	0	27	67	26	222
SCHEDULED FLIGHTS(ALL ROUTES)	13240	61	340	67	15	10	7	1	0	21	70	16	12974
AIRPORT TOTAL	13494	121	340	67	15	10	7	1	0	21	70	16	13196