

# Punctuality Statistics

Economic Regulation Group



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

**Full and Summary Analysis**

**September 2007**

**Disclaimer**

The information contained in this report has been compiled from various sources of data. CAA validates this data, however, no warranty is given as to its accuracy, integrity or reliability. CAA cannot accept liability for any financial loss caused by a person's reliance on any of these statistics. No statistical data provided by CAA maybe sold on to a third party. CAA insists that they are referenced in any publication that makes reference to CAA Statistics.

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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  
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CAA House  
45/59 Kingsway  
London WC2B 6TE

Tel. 020-7453-6258  
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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 SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CITYFLYER	C	6	0	0	83	17	0	0	0	0	11	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>100</b>	<b>1</b>	<b>6</b>
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	14	14	0	0	0	11	57	11	7
	JET2.COM LTD	C	4	0	0	100	0	0	0	0	0	0	0	0	0
	THOMSONFLY LTD	C	5	0	0	100	0	0	0	0	0	0	80	15	5
<b>TOTAL SALZBURG</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>5</b>	<b>71</b>	<b>12</b>	<b>17</b>
<b>TOTAL AUSTRIA</b>			<b>23</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>9</b>	<b>23</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	270	0	20	77	11	5	7	0	0	14	90	6	242
<b>TOTAL BRUSSELS</b>			<b>270</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	<b>242</b>
<b>TOTAL BELGIUM</b>			<b>270</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>11</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>6</b>	<b>242</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	11	0	0	45	18	27	9	0	0	26	70	13	10
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	1	60	13	10
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	6	89	3	9
<b>TOTAL BURGAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>36</b>
VARNA	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL VARNA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>27</b>	<b>17</b>
<b>TOTAL BULGARIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>15</b>	<b>53</b>
<b>CANADA</b>															
HAMILTON (CANADA)	FLYGLOBESPAN	S	8	0	0	75	25	0	0	0	0	12	0	0	0
<b>TOTAL HAMILTON (CANADA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR INDIA	S	40	0	4	25	18	20	23	8	8	128	23	297	30
	AIR TRANSAT	S	18	0	0	78	11	0	11	0	0	22	72	16	18
	THOMAS COOK AIRLINES LTD	S	2	0	0	100	0	0	0	0	0	0	80	8	10
<b>TOTAL TORONTO</b>			<b>60</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>15</b>	<b>13</b>	<b>18</b>	<b>5</b>	<b>5</b>	<b>92</b>	<b>48</b>	<b>160</b>	<b>58</b>
<b>TOTAL CANADA</b>			<b>68</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>16</b>	<b>12</b>	<b>16</b>	<b>4</b>	<b>4</b>	<b>82</b>	<b>48</b>	<b>160</b>	<b>58</b>
<b>CROATIA</b>															
DUBROVNIK	FLYBE LTD	S	26	0	0	58	31	12	0	0	0	14	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>31</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>20</b>	<b>8</b>
PULA	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	3	75	16	8
<b>TOTAL PULA</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>3</b>	<b>75</b>	<b>16</b>	<b>8</b>
SPLIT	CROATIA AIRLINES	C	2	0	0	50	50	0	0	0	0	21	100	2	2
	FLYBE LTD	S	10	0	0	80	20	0	0	0	0	7	0	0	0
<b>TOTAL SPLIT</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>23</b>	<b>12</b>
<b>TOTAL CROATIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>26</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>20</b>	<b>28</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006			
			MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	AIR MALTA	C	2	0	0	0	0	0	100	0	0	74	50	26	16
	CYPRUS AIRWAYS	S	16	0	0	69	19	13	0	0	0	16	56	30	18
	EUROCYPRIA AIRLINES LTD	C	10	0	0	40	0	30	30	0	0	47	50	45	8
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	11	0	0	0	14	75	11	8
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	0	25	0	0	31	88	8	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	6	22	11	0	0	21	77	10	22
	THOMSONFLY LTD	C	10	0	0	50	30	20	0	0	0	20	75	374	8
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL LARNACA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>15</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>48</b>	<b>98</b>
<b>PAPHOS</b>															
	AIR MALTA	C	10	0	0	70	20	10	0	0	0	9	63	37	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	0	25	0	0	27	88	3	8
	MONARCH AIRLINES	C	18	0	0	67	11	11	11	0	0	18	56	13	16
	MYTRAVEL AIRWAYS	C	9	0	0	100	0	0	0	0	0	2	100	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	100	0	6
	THOMSONFLY LTD	C	18	0	0	61	11	17	11	0	0	23	61	69	18
<b>TOTAL PAPHOS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>56</b>	<b>74</b>
<b>TOTAL CYPRUS</b>			<b>152</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>51</b>	<b>172</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	60	0	0	73	15	5	3	3	0	18	68	28	60
<b>TOTAL PRAGUE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>28</b>	<b>60</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>28</b>	<b>60</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	79	0	2	86	8	4	3	0	0	9	49	23	102
<b>TOTAL COPENHAGEN</b>			<b>79</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>49</b>	<b>23</b>	<b>102</b>
<b>TOTAL DENMARK</b>			<b>79</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>39</b>	<b>30</b>	<b>144</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	THOMSONFLY LTD	C	8	0	0	63	25	0	0	0	13	275	100	3	8
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>275</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>275</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>EGYPT</b>															
LUXOR	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	12	100	3	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>3</b>	<b>8</b>
SHARM EL SHEIKH (OPHIRA)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	38	25	0	0	0	24	38	70	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	22	0	0	0	17	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>62</b>	<b>44</b>	<b>13</b>
<b>TOTAL EGYPT</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>29</b>	<b>21</b>
<b>FRANCE</b>															
BASTIA	FLYBE LTD	C	10	0	0	80	20	0	0	0	0	9	50	77	8
<b>TOTAL BASTIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>50</b>	<b>77</b>	<b>8</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERGERAC	FLYBE LTD	S	44	0	2	84	9	5	2	0	0	7	68	20	38
<b>TOTAL BERGERAC</b>			<b>44</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>20</b>	<b>38</b>
BORDEAUX	BMIBABY LTD	S	49	0	0	84	8	2	2	4	0	18	75	13	60
<b>TOTAL BORDEAUX</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>13</b>	<b>60</b>
BREST	FLYBE LTD	S	34	0	0	76	6	15	3	0	0	15	79	12	34
<b>TOTAL BREST</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>34</b>
LA ROCHELLE	FLYBE LTD	S	36	0	0	78	19	3	0	0	0	8	41	23	34
<b>TOTAL LA ROCHELLE</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>41</b>	<b>23</b>	<b>34</b>
LYON	BRIT AIR	S	96	0	0	84	14	2	0	0	0	7	0	0	0
<b>TOTAL LYON</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>3</b>	<b>102</b>
MARSEILLE	BMIBABY LTD	S	30	0	0	83	7	3	7	0	0	12	0	0	0
<b>TOTAL MARSEILLE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>7</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	BMIBABY LTD	S	60	0	0	53	35	12	0	0	0	17	60	23	70
	TRANSVIA	C	2	0	0	0	0	100	0	0	0	40	0	0	0
<b>TOTAL NICE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>34</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>21</b>	<b>80</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	339	0	0	91	7	2	1	0	0	5	86	8	331
	FLYBE LTD	S	211	0	1	77	15	3	5	0	0	11	0	0	0
	TRANSVIA	C	2	0	0	50	0	0	0	50	0	105	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>552</b>	<b>0</b>	<b>1</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>10</b>	<b>583</b>
TOULOUSE (BLAGNAC)	FLYBE LTD	S	44	0	0	59	25	16	0	0	0	13	62	24	60
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>24</b>	<b>60</b>
<b>TOTAL FRANCE</b>			<b>957</b>	<b>1</b>	<b>3</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>13</b>	<b>1035</b>
<b>GERMANY</b>															
COLOGNE (BONN)	TUIFLY (GERMANY)	S	42	0	0	71	12	7	10	0	0	17	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>18</b>	<b>42</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	180	0	0	78	13	6	2	1	0	12	82	9	183
	FLYBE LTD	S	191	0	0	91	4	4	2	0	0	7	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>371</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>7</b>	<b>379</b>
FRANKFURT MAIN	FLYBE LTD	S	150	1	0	77	7	7	8	0	0	14	0	0	0
	LUFTHANSA	S	239	0	1	91	6	2	1	0	0	6	75	11	240
<b>TOTAL FRANKFURT MAIN</b>			<b>389</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>9</b>	<b>450</b>
HAMBURG	FLYBE LTD	S	60	0	0	68	12	7	10	3	0	27	0	0	0
<b>TOTAL HAMBURG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>7</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>87</b>	<b>6</b>	<b>90</b>
HANOVER	FLYBE LTD	S	60	0	0	63	10	17	7	3	0	27	0	0	0
<b>TOTAL HANOVER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>10</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>94</b>	<b>4</b>	<b>62</b>
MUNICH	LUFTHANSA CITY LINE	S	168	0	0	79	8	8	5	0	0	13	71	15	170
<b>TOTAL MUNICH</b>			<b>168</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>15</b>	<b>170</b>
MUNSTER-OSNABRUCK	AIR BERLIN	C	8	0	0	100	0	0	0	0	0	2	80	26	10
<b>TOTAL MUNSTER-OSNABRUCK</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>80</b>	<b>26</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PADERBORN	AIR BERLIN	C	10	0	0	100	0	0	0	0	0	4	100	0	8
	FLIGHTLINE LTD	C	4	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL PADERBORN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>0</b>	<b>8</b>
STUTTART	FLYBE LTD	S	146	0	2	85	9	5	1	0	0	7	0	0	0
<b>TOTAL STUTTART</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>92</b>	<b>5</b>	<b>143</b>
<b>TOTAL GERMANY</b>			<b>1258</b>	<b>1</b>	<b>3</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>8</b>	<b>1414</b>
<b>GREECE</b>															
CHANIA	AIR MALTA	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL CHANIA</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>
CORFU	AIR MALTA	C	8	0	0	100	0	0	0	0	0	4	63	17	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	9	60	15	10
	MONARCH AIRLINES	C	16	0	0	100	0	0	0	0	0	1	63	34	16
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	13	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	100	1	8
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	14	60	13	10
<b>TOTAL CORFU</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>18</b>	<b>59</b>	
HERAKLION	BMI BRITISH MIDLAND	C	3	0	0	0	0	0	100	0	0	88	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	82	6	12	0	0	0	9	50	26	18
	MONARCH AIRLINES	C	25	0	0	80	4	8	0	0	8	44	81	9	26
	MYTRAVEL AIRWAYS	C	8	0	0	50	0	13	38	0	0	38	100	2	8
	THOMAS COOK AIRLINES LTD	C	14	0	0	86	7	7	0	0	0	6	100	0	8
	THOMSONFLY LTD	C	8	0	0	75	0	0	0	25	0	53	67	29	9
<b>TOTAL HERAKLION</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>31</b>	<b>74</b>	<b>14</b>	<b>77</b>
KALAMATA	AIR MALTA	C	10	0	0	40	30	30	0	0	0	23	0	0	0
<b>TOTAL KALAMATA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>30</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>88</b>	<b>7</b>	<b>8</b>
KAVALLA	THOMSONFLY LTD	C	10	0	0	60	0	10	30	0	0	34	88	9	8
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>10</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>80</b>	<b>11</b>	<b>10</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	10	0	0	40	20	40	0	0	0	21	0	59	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	0	38	40	8
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	13	0	0	14	38	66	8
	THOMSONFLY LTD	C	8	0	0	50	50	0	0	0	0	12	38	44	8
<b>TOTAL KEFALLINIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>28</b>	<b>52</b>	<b>32</b>
KOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	50	70	8
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	25	0	0	0	13	100	2	8
	THOMSONFLY LTD	C	10	0	0	70	30	0	0	0	0	8	100	1	9
<b>TOTAL KOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>27</b>	<b>34</b>
RHODES	AIR MALTA	C	8	0	0	13	38	25	25	0	0	40	63	11	8
	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	8	80	4	10
	MONARCH AIRLINES	C	18	0	0	78	0	11	11	0	0	12	76	8	17
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	13	13	0	0	18	100	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	88	5	8
	THOMSONFLY LTD	C	8	0	0	63	13	25	0	0	0	15	100	5	8
<b>TOTAL RHODES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>6</b>	<b>59</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SALONIKA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	11	0	0	0
	THOMSONFLY LTD	C	7	0	0	57	29	0	0	0	14	69	100	3	8
<b>TOTAL SALONIKA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>38</b>	<b>94</b>	<b>4</b>	<b>16</b>
SKIATHOS	AIR MALTA	C	8	0	0	88	0	13	0	0	10	75	12	8	
<b>TOTAL SKIATHOS</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>10</b>	<b>75</b>	<b>12</b>	<b>8</b>	
THIRA (SANTORINI)	AIR MALTA	C	6	0	0	100	0	0	0	0	6	38	31	8	
<b>TOTAL THIRA (SANTORINI)</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>6</b>	<b>38</b>	<b>31</b>	<b>8</b>	
ZAKINTHOS	AIR MALTA	C	10	0	0	80	20	0	0	0	9	50	58	8	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	4	50	19	8	
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	6	78	7	9	
	MYTRAVEL AIRWAYS	C	16	0	0	75	13	13	0	0	9	100	1	16	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	4	100	2	9	
	THOMSONFLY LTD	C	7	0	0	57	29	14	0	0	17	100	2	10	
<b>TOTAL ZAKINTHOS</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>12</b>	<b>60</b>	
<b>TOTAL GREECE</b>			<b>359</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>371</b>	
INDIA															
DELHI	AIR INDIA	S	40	0	4	25	13	18	30	8	8	134	29	296	31
<b>TOTAL DELHI</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>13</b>	<b>18</b>	<b>30</b>	<b>8</b>	<b>8</b>	<b>134</b>	<b>29</b>	<b>296</b>	<b>31</b>
<b>TOTAL INDIA</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>25</b>	<b>13</b>	<b>18</b>	<b>30</b>	<b>8</b>	<b>8</b>	<b>134</b>	<b>29</b>	<b>296</b>	<b>31</b>
IRISH REPUBLIC															
CONNAUGHT	BMIBABY LTD	S	62	0	0	65	11	11	13	0	0	24	77	19	77
<b>TOTAL CONNAUGHT</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>11</b>	<b>11</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>19</b>	<b>77</b>
CORK	AER LINGUS	S	34	0	0	85	3	12	0	0	9	85	6	26	
	BMIBABY LTD	S	67	0	1	55	15	13	13	3	0	30	63	29	67
<b>TOTAL CORK</b>			<b>101</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>69</b>	<b>23</b>	<b>93</b>
DUBLIN	AER LINGUS	S	180	0	0	64	22	13	2	0	0	15	69	14	178
	RYANAIR	S	146	0	0	73	23	5	0	0	0	10	71	15	146
<b>TOTAL DUBLIN</b>			<b>326</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>22</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>69</b>	<b>14</b>	<b>326</b>
GALWAY	FLYBE LTD	S	24	0	2	88	4	0	8	0	0	22	0	0	0
<b>TOTAL GALWAY</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>4</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	AER ARRAN	S	50	0	0	92	4	0	0	4	0	10	0	0	0
<b>TOTAL WATERFORD</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>563</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>17</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>17</b>	<b>496</b>
ITALY															
ALGHERO/SASSARI	BA CITYFLYER	C	8	1	0	63	25	0	0	13	0	36	0	0	0
<b>TOTAL ALGHERO/SASSARI</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>36</b>	<b>100</b>	<b>2</b>	<b>9</b>
BRESCIA/MONTICHIARI	FLYBE LTD	C	10	0	0	40	0	40	20	0	0	39	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>60</b>	<b>30</b>	<b>10</b>
MILAN (MALPENSA)	FLYBE LTD	S	97	0	3	82	8	6	3	0	0	9	0	0	0

## 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							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 (MALPENSA)			97	0	3	82	8	6	3	0	0	9	89	10	100
NAPLES	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	14	50	48	10
TOTAL NAPLES			8	0	0	75	0	25	0	0	0	14	30	47	20
ROME (FIUMICINO)	BMIBABY LTD	S	60	0	0	60	22	12	7	0	0	21	0	0	0
TOTAL ROME (FIUMICINO)			60	0	0	60	22	12	7	0	0	21	0	0	0
VERONA VILLAFRANCA	THOMSONFLY LTD	C	16	0	0	81	13	6	0	0	0	7	94	45	16
TOTAL VERONA VILLAFRANCA			16	0	0	81	13	6	0	0	0	7	94	45	16
TOTAL ITALY			200	1	3	72	13	11	5	1	0	15	81	19	156
MALTA															
MALTA	AIR MALTA	S	26	0	0	42	23	15	4	15	0	68	63	16	16
	AIR MALTA	C	8	0	0	50	38	13	0	0	0	17	75	12	8
	HELLO	C	8	0	0	63	38	0	0	0	0	11	90	6	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	63	11	8
	XL AIRWAYS UK LTD	C	8	0	0	75	25	0	0	0	0	8	0	0	0
TOTAL MALTA			58	0	0	59	24	9	2	7	0	36	71	12	42
TOTAL MALTA			58	0	0	59	24	9	2	7	0	36	71	12	42
MEXICO															
CANCUN	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	5	100	2	8
TOTAL CANCUN			8	0	0	88	13	0	0	0	0	5	100	2	8
TOTAL MEXICO			8	0	0	88	13	0	0	0	0	5	100	2	8
MOROCCO															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	100	2	8
TOTAL AGADIR			8	0	0	100	0	0	0	0	0	5	100	2	8
TOTAL MOROCCO			8	0	0	100	0	0	0	0	0	5	100	2	8
NETHERLANDS															
AMSTERDAM	BMIBABY LTD	S	110	1	0	79	7	8	5	0	0	13	72	18	109
	KLM	S	120	0	2	86	13	1	0	0	0	7	83	9	173
	KLM CITYHOPPER	S	224	1	0	80	9	9	2	0	0	12	88	7	170
TOTAL AMSTERDAM			454	3	2	81	10	7	2	0	0	11	82	11	452
GRONINGEN	VLM (BELGIUM)	C	2	0	0	50	0	50	0	0	0	18	100	8	2
TOTAL GRONINGEN			2	0	0	50	0	50	0	0	0	18	100	8	2
TOTAL NETHERLANDS			456	3	2	81	10	7	2	0	0	11	82	11	458
PAKISTAN															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	67	25	8	0	0	0	13	52	31	42
TOTAL ISLAMABAD			36	0	0	67	25	8	0	0	0	13	52	31	42
TOTAL PAKISTAN			36	0	0	67	25	8	0	0	0	13	52	31	42
POLAND															
KRAKOW	SKY EUROPE	S	16	0	0	63	13	6	19	0	0	28	88	8	16

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							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KRAKOW			16	0	0	63	13	6	19	0	0	28	88	8	16
WARSAW	NORWEGIAN AIR SHUTTLE	S	34	0	0	47	24	29	0	0	0	24	0	0	0
TOTAL WARSAW			34	0	0	47	24	29	0	0	0	24	50	17	2
TOTAL POLAND			50	0	0	52	20	22	6	0	0	25	83	9	18
PORTUGAL(EXCLUDING MADEIRA)															
FARO	AIR MALTA	C	10	0	0	80	0	0	20	0	0	24	80	14	10
	BMIBABY LTD	S	36	0	0	61	14	3	17	6	0	33	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	8	0	70	20	10	0	0	0	12	76	14	17
	MONARCH AIRLINES	S	60	0	0	92	5	3	0	0	0	5	92	5	60
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	0	25	0	0	24	100	0	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	30	0	10	0	0	22	82	9	17
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	100	1	8
TOTAL FARO			142	8	0	79	9	3	8	1	0	16	80	15	153
LISBON	BMIBABY LTD	S	34	1	0	21	12	24	35	9	0	72	0	0	0
TOTAL LISBON			34	1	0	21	12	24	35	9	0	72	100	0	2
TOTAL PORTUGAL(EXCLUDING MADEIRA)			176	9	0	68	10	7	13	3	0	27	81	15	155
PORTUGAL(MADEIRA)															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	38	34	8
TOTAL FUNCHAL			8	0	0	88	13	0	0	0	0	5	30	32	10
TOTAL PORTUGAL(MADEIRA)			8	0	0	88	13	0	0	0	0	5	30	32	10
SLOVAK REPUBLIC															
BRATISLAVA	AIR SLOVAKIA BWJ	C	9	0	0	33	22	0	44	0	0	53	0	0	0
TOTAL BRATISLAVA			9	0	0	33	22	0	44	0	0	53	0	0	0
TOTAL SLOVAK REPUBLIC			9	0	0	33	22	0	44	0	0	53	0	0	0
SLOVENIA															
LJUBLJANA	ADRIA AIRWAYS	S	8	0	0	75	25	0	0	0	0	8	50	19	8
TOTAL LJUBLJANA			8	0	0	75	25	0	0	0	0	8	50	19	8
TOTAL SLOVENIA			8	0	0	75	25	0	0	0	0	8	50	19	8
SPAIN															
ALICANTE	BMIBABY LTD	S	70	0	0	73	11	10	6	0	0	15	88	12	60
	MONARCH AIRLINES	S	68	0	0	84	4	1	6	1	3	25	83	18	30
	MYTRAVEL AIRWAYS	C	10	0	0	100	0	0	0	0	0	2	100	1	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	20	0	0	0	0	8	70	18	10
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	5	75	11	8
TOTAL ALICANTE			166	0	0	81	8	5	5	1	1	17	85	13	169
ALMERIA	MONARCH AIRLINES	S	26	0	0	62	23	8	0	8	0	29	88	9	26
TOTAL ALMERIA			26	0	0	62	23	8	0	8	0	29	79	10	34
BARCELONA	BMIBABY LTD	S	60	0	0	47	18	13	13	8	0	47	0	0	0
TOTAL BARCELONA			60	0	0	47	18	13	13	8	0	47	77	9	60



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GERONA	MYTRAVEL AIRWAYS	C	10	0	0	90	10	0	0	0	0	5	100	2	9
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	88	5	8
<b>TOTAL GERONA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>97</b>	<b>2</b>	<b>33</b>	
IBIZA	FIRST CHOICE AIRWAYS LTD	C	4	6	0	100	0	0	0	0	5	100	3	8	
	MONARCH AIRLINES	S	31	0	1	74	13	6	6	0	14	0	0	0	
	MYTRAVEL AIRWAYS	C	18	0	0	100	0	0	0	0	1	70	75	10	
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	6	6	0	9	75	10	8	
	THOMSONFLY LTD	C	20	0	0	75	10	15	0	0	11	78	39	18	
<b>TOTAL IBIZA</b>			<b>89</b>	<b>7</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>27</b>	<b>59</b>	
MAHON	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	12	88	6	8	
	MONARCH AIRLINES	S	34	0	0	88	3	6	0	3	18	67	11	36	
	MONARCH AIRLINES	C	8	0	0	63	13	0	0	25	0	88	70	14	10
	MYTRAVEL AIRWAYS	C	18	0	0	89	0	11	0	0	9	90	5	10	
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	1	89	4	9	
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	1	90	5	10	
<b>TOTAL MAHON</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>76</b>	<b>9</b>	<b>93</b>	
MALAGA	BMIBABY LTD	S	104	1	1	38	20	17	22	2	0	39	50	70	70
	MONARCH AIRLINES	S	91	0	0	77	9	9	1	2	2	24	65	15	93
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	60	0	0	0	0	15	50	19	10
	THOMSONFLY LTD	C	10	0	0	80	0	20	0	0	0	8	75	9	8
<b>TOTAL MALAGA</b>			<b>216</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>16</b>	<b>13</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>59</b>	<b>34</b>	<b>219</b>
MURCIA SAN JAVIER	BMIBABY LTD	S	44	0	8	82	7	9	2	0	9	0	0	0	
	MONARCH AIRLINES	S	60	0	0	73	7	12	8	0	15	79	9	34	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>104</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>7</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>12</b>	<b>60</b>	
PALMA DE MALLORCA	AIR MALTA	C	18	0	0	56	17	17	11	0	22	76	21	17	
	BMIBABY LTD	S	60	0	0	48	17	28	5	2	0	27	66	19	59
	FIRST CHOICE AIRWAYS LTD	C	39	0	0	62	31	8	0	0	10	67	18	39	
	MONARCH AIRLINES	S	70	0	0	63	13	13	11	0	0	23	60	30	10
	MYTRAVEL AIRWAYS	C	28	0	0	82	7	7	4	0	0	9	82	17	28
	THOMAS COOK AIRLINES LTD	C	34	0	0	71	9	6	15	0	0	20	79	9	28
	THOMSONFLY LTD	C	46	0	0	67	15	9	7	0	2	27	67	28	52
<b>TOTAL PALMA DE MALLORCA</b>			<b>295</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>71</b>	<b>19</b>	<b>265</b>	
REUS	FIRST CHOICE AIRWAYS LTD	C	16	0	0	88	13	0	0	0	7	56	41	18	
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	2	100	1	8	
	THOMAS COOK AIRLINES LTD	C	7	0	0	100	0	0	0	0	0	100	2	10	
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	4	80	70	10	
<b>TOTAL REUS</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>32</b>	<b>46</b>	
<b>TOTAL SPAIN</b>			<b>1102</b>	<b>10</b>	<b>10</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>74</b>	<b>19</b>	<b>1098</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR MALTA	C	8	0	0	75	13	13	0	0	10	50	14	8	
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	0	10	0	12	100	2	8	
	MONARCH AIRLINES	S	8	0	0	100	0	0	0	0	3	100	3	8	
	MYTRAVEL AIRWAYS	C	17	0	0	94	6	0	0	0	2	71	12	17	
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	11	75	12	8	
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	1	63	22	8	

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			Actual (7)	Plan (8)											
<b>TOTAL ARRECIFE</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>11</b>	57
<b>FUERTEVENTURA</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	12	56	18	9
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	100	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	11	100	1	12
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	75	141	8
<b>TOTAL FUERTEVENTURA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>35</b>	37	
<b>LAS PALMAS</b>	MYTRAVEL AIRWAYS	C	18	0	0	94	6	0	0	0	0	3	94	3	17
	THOMAS COOK AIRLINES LTD	C	18	0	0	78	11	0	11	0	0	14	76	9	17
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	6	88	5	8
<b>TOTAL LAS PALMAS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>5</b>	50	
<b>TENERIFE (SURREINA SOFIA)</b>	AIR MALTA	C	9	0	0	89	0	11	0	0	0	11	70	14	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	80	8	10
	MONARCH AIRLINES	S	34	0	0	85	3	12	0	0	0	9	76	10	34
	MYTRAVEL AIRWAYS	C	8	0	0	63	0	13	25	0	0	42	89	5	18
	THOMAS COOK AIRLINES LTD	C	17	0	0	88	12	0	0	0	0	4	100	1	20
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	1	100	2	8
	VOLAR AIRLINES	C	8	0	0	38	13	25	0	25	0	98	100	0	6
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>93</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>87</b>	<b>6</b>	114
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>11</b>	258
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	90	0	0	90	9	1	0	0	0	5	85	8	92
<b>TOTAL GOTEBORG</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	92
<b>TOTAL SWEDEN</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>8</b>	92
<b>SWITZERLAND</b>															
<b>ZURICH</b>	SWISS AIRLINES	S	180	0	0	54	33	9	3	0	0	17	78	10	164
<b>TOTAL ZURICH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>10</b>	164
<b>TOTAL SWITZERLAND</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>10</b>	224
<b>TUNISIA</b>															
<b>MONASTIR</b>	FIRST CHOICE AIRWAYS LTD	C	10	0	0	100	0	0	0	0	0	2	88	10	8
	MYTRAVEL AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	100	1	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	30	10	0	0	0	14	50	17	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	50	14	8
<b>TOTAL MONASTIR</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>10</b>	32
<b>TOTAL TUNISIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>10</b>	32
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	17	0	0	47	6	18	29	0	0	37	50	17	8
<b>TOTAL ANTALYA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>6</b>	<b>18</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>50</b>	<b>17</b>	8
<b>BODRUM (MILAS)</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	3	100	1	8
	ONUR AIR	C	24	1	0	88	4	4	4	0	0	12	85	9	13
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	6	100	4	8
	THOMSONFLY LTD	C	9	0	0	44	11	44	0	0	0	23	75	40	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BODRUM (MILAS)</b>			<b>49</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>89</b>	<b>12</b>	<b>45</b>
<b>DALAMAN</b>	FIRST CHOICE AIRWAYS LTD	C	12	4	0	92	8	0	0	0	0	6	47	35	17
	FREEBIRD AIRLINES	C	8	0	0	75	13	0	13	0	0	17	0	0	0
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	75	25	0	0	0	0	9	0	0	0
	MYTRAVEL AIRWAYS	C	25	0	0	80	8	4	8	0	0	13	90	4	10
	ONUR AIR	C	17	0	0	71	6	0	12	0	12	65	50	22	10
	THOMAS COOK AIRLINES LTD	C	17	0	0	100	0	0	0	0	0	3	71	10	17
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	93	3	15
<b>TOTAL DALAMAN</b>			<b>95</b>	<b>4</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>19</b>	<b>57</b>	<b>22</b>	<b>95</b>
<b>TOTAL TURKEY</b>			<b>161</b>	<b>5</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>66</b>	<b>19</b>	<b>148</b>
<b>TURKMENISTAN</b>															
<b>ASHKHABAD</b>	TURKMENISTAN AIRLINES	S	34	0	0	59	18	9	9	0	6	53	47	52	34
<b>TOTAL ASHKHABAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>47</b>	<b>52</b>	<b>34</b>
<b>TOTAL TURKMENISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>18</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>53</b>	<b>47</b>	<b>52</b>	<b>34</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	120	0	0	56	19	22	3	0	0	19	54	27	120
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>27</b>	<b>120</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>54</b>	<b>27</b>	<b>120</b>
<b>UNITED KINGDOM</b>															
<b>ABERDEEN</b>	BMIBABY LTD	S	98	0	2	67	13	7	11	1	0	22	0	0	0
	FLYBE LTD	S	150	0	0	89	5	5	2	0	0	7	0	0	0
<b>TOTAL ABERDEEN</b>			<b>248</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>9</b>	<b>151</b>
<b>BELFAST CITY</b>	FLYBE LTD	S	366	0	4	69	16	9	6	1	0	16	73	14	328
<b>TOTAL BELFAST CITY</b>			<b>366</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>16</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>14</b>	<b>328</b>
<b>BELFAST INTERNATIONAL</b>	BMIBABY LTD	S	150	0	1	59	18	10	13	0	0	27	73	14	156
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>73</b>	<b>14</b>	<b>156</b>
<b>DUNDEE</b>	WHITE EAGLE AVIATION	S	82	0	0	88	10	2	0	0	0	7	0	0	0
<b>TOTAL DUNDEE</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EDINBURGH</b>	BMIBABY LTD	S	165	0	3	65	19	11	5	0	0	15	73	18	159
	FLYBE LTD	S	385	0	13	69	14	9	8	1	0	19	74	14	288
<b>TOTAL EDINBURGH</b>			<b>550</b>	<b>0</b>	<b>16</b>	<b>68</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>80</b>	<b>13</b>	<b>779</b>
<b>GLASGOW</b>	BMIBABY LTD	S	139	0	11	77	12	6	4	0	0	11	0	0	0
	FLYBE LTD	S	399	0	10	73	13	8	5	1	0	16	74	14	282
<b>TOTAL GLASGOW</b>			<b>538</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>12</b>	<b>589</b>
<b>GUERNSEY</b>	FLYBE LTD	S	51	0	0	39	27	22	8	4	0	36	37	30	67
<b>TOTAL GUERNSEY</b>			<b>51</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>27</b>	<b>22</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>36</b>	<b>37</b>	<b>30</b>	<b>67</b>
<b>INVERNESS</b>	EASTERN AIRWAYS	S	90	0	1	91	7	2	0	0	0	4	87	6	131
<b>TOTAL INVERNESS</b>			<b>90</b>	<b>0</b>	<b>1</b>	<b>91</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>131</b>
<b>ISLE OF MAN</b>	EASTERN AIRWAYS	S	128	0	2	98	2	0	0	0	0	1	89	6	126
	FLYBE LTD	S	60	1	0	90	3	3	3	0	0	10	54	23	59

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 ISLE OF MAN</b>			<b>188</b>	<b>1</b>	<b>2</b>	<b>96</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>11</b>	<b>185</b>
JERSEY	BMIBABY LTD	S	29	0	7	79	10	3	7	0	0	13	0	0	0
	FLYBE LTD	S	79	0	0	68	14	8	3	8	0	27	59	19	81
<b>TOTAL JERSEY</b>			<b>108</b>	<b>0</b>	<b>7</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>19</b>	<b>81</b>
NEWCASTLE	EASTERN AIRWAYS	S	150	0	2	95	5	0	0	0	0	2	86	8	159
<b>TOTAL NEWCASTLE</b>			<b>150</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>8</b>	<b>159</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2521</b>	<b>17</b>	<b>56</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>12</b>	<b>2626</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	60	0	0	73	12	12	3	0	0	12	83	7	64
<b>TOTAL NEW YORK (NEWARK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>83</b>	<b>7</b>	<b>64</b>
SANFORD	THOMSONFLY LTD	C	8	0	0	63	13	0	25	0	0	45	26	46	19
<b>TOTAL SANFORD</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>26</b>	<b>46</b>	<b>19</b>
<b>TOTAL USA</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>83</b>
<b>TOTAL BIRMINGHAM</b>			<b>9509</b>	<b>47</b>	<b>110</b>	<b>75</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>16</b>	<b>9836</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 CITYFLYER	C	5	0	0	60	40	0	0	0	0	8	0	0	0
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>8</b>	<b>5</b>
<b>TOTAL AUSTRIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>6</b>	<b>9</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	138	0	0	86	10	2	1	0	0	7	89	5	140
	VLM (BELGIUM)	C	2	0	0	50	0	0	50	0	0	49	0	0	0
<b>TOTAL BRUSSELS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>140</b>
<b>TOTAL BELGIUM</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>5</b>	<b>140</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	6	0	0	50	17	33	0	0	0	17	63	20	8
<b>TOTAL BURGAS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>20</b>	<b>8</b>
<b>TOTAL BULGARIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>20</b>	<b>8</b>
<b>CANADA</b>															
HAMILTON (CANADA)	FLYGLOBESPAN	S	10	0	0	10	60	30	0	0	0	27	0	0	0
<b>TOTAL HAMILTON (CANADA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR TRANSAT	S	8	0	0	63	13	13	13	0	0	19	40	20	10
<b>TOTAL TORONTO</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>19</b>	<b>40</b>	<b>20</b>	<b>10</b>
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>39</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>40</b>	<b>20</b>	<b>10</b>
<b>CROATIA</b>															
PULA	FLYGLOBESPAN	S	10	0	0	60	0	10	10	0	20	90	25	19	8
<b>TOTAL PULA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>42</b>	<b>17</b>	<b>12</b>
<b>TOTAL CROATIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>90</b>	<b>40</b>	<b>27</b>	<b>15</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	10	0	0	10	10	60	20	0	0	47	0	58	8
<b>TOTAL LARNACA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>58</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>58</b>	<b>8</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	JET2.COM LTD	S	44	0	0	59	20	14	7	0	0	21	0	0	0
<b>TOTAL PRAGUE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>5</b>	<b>93</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>86</b>	<b>5</b>	<b>93</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	100	0	0	92	4	0	0	4	0	13	70	12	100
	STERLING AIRLINES	S	4	0	0	75	25	0	0	0	0	8	34	40	50
<b>TOTAL COPENHAGEN</b>			<b>105</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>22</b>	<b>152</b>
<b>TOTAL DENMARK</b>			<b>105</b>	<b>1</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>22</b>	<b>154</b>

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>FINLAND</b>															
HELSINKI	FINNAIR	S	18	0	0	67	22	6	6	0	0	14	81	6	16
<b>TOTAL HELSINKI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>6</b>	<b>16</b>
<b>TOTAL FINLAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>81</b>	<b>6</b>	<b>16</b>
<b>FRANCE</b>															
AGEN	BLUE LINE	C	2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL AGEN</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
AVIGNON	JET2.COM LTD	S	2	0	0	0	0	100	0	0	0	46	0	0	0
<b>TOTAL AVIGNON</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>
BASTIA	BMI REGIONAL	C	7	0	0	86	14	0	0	0	0	6	75	22	8
<b>TOTAL BASTIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>22</b>	<b>8</b>
BERGERAC	FLYBE LTD	S	10	0	0	10	10	50	30	0	0	57	0	0	0
<b>TOTAL BERGERAC</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>50</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARSEILLE	BLUE LINE	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL MARSEILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	FLYGLOBESPAN	S	42	0	0	21	19	12	21	26	0	101	67	17	42
<b>TOTAL NICE</b>			<b>42</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>19</b>	<b>12</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>101</b>	<b>67</b>	<b>17</b>	<b>42</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	180	0	0	77	18	4	1	0	0	9	74	11	129
	EASYJET AIRLINE COMPANY LTD	S	36	0	0	75	11	14	0	0	0	11	0	0	0
	FLYBE LTD	S	160	0	0	68	22	11	0	0	0	12	0	0	0
	FUTURA AIRLINES	C	2	0	0	50	0	50	0	0	0	18	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>380</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>64</b>	<b>15</b>	<b>299</b>
RENNES	FLYBE LTD	S	10	0	0	70	20	10	0	0	0	13	0	0	0
<b>TOTAL RENNES</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST ETIENNE	BLUE LINE	C	3	0	0	67	0	0	33	0	0	23	0	0	0
<b>TOTAL ST ETIENNE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>459</b>	<b>11</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>65</b>	<b>15</b>	<b>358</b>
<b>GERMANY</b>															
COLOGNE (BONN)	GERMANWINGS	S	44	0	0	45	36	14	5	0	0	22	62	15	34
<b>TOTAL COLOGNE (BONN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>36</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>15</b>	<b>34</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	9	0	3	0	0	6	0	0	0
<b>TOTAL DORTMUND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
FRANKFURT MAIN	LUFTHANSA	S	180	0	0	78	15	5	2	0	0	11	77	10	180
<b>TOTAL FRANKFURT MAIN</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>10</b>	<b>180</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	12	8	3	0	0	11	0	0	0
<b>TOTAL MUNICH</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>318</b>	<b>3</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>10</b>	<b>240</b>

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Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GREECE</b>															
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	8	63	24	8
TOTAL ZAKINTHOS			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>24</b>	<b>8</b>
TOTAL GREECE			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>24</b>	<b>8</b>
<b>IRISH REPUBLIC</b>															
CORK	AER ARRAN	S	82	0	0	66	16	11	7	0	0	18	76	13	83
TOTAL CORK			<b>82</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>13</b>	<b>83</b>
DUBLIN	AER LINGUS	S	60	0	0	45	23	30	2	0	0	22	67	13	60
	RYANAIR	S	180	0	0	64	22	12	3	0	0	13	57	27	172
TOTAL DUBLIN			<b>241</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>23</b>	<b>235</b>
GALWAY	AER ARRAN	S	52	0	0	56	19	13	12	0	0	26	54	29	50
TOTAL GALWAY			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>54</b>	<b>29</b>	<b>50</b>
SHANNON	RYANAIR	S	34	0	0	97	3	0	0	0	0	1	0	0	0
TOTAL SHANNON			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL IRISH REPUBLIC			<b>409</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>22</b>	<b>368</b>
<b>ITALY</b>															
BERGAMO	JET2.COM LTD	S	34	0	0	53	21	21	6	0	0	20	0	0	0
TOTAL BERGAMO			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	60	25	12	3	0	0	17	0	0	0
TOTAL MILAN (MALPENSA)			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>100</b>	<b>6</b>	<b>2</b>
PISA	JET2.COM LTD	S	26	0	0	65	15	0	12	8	0	36	0	0	0
TOTAL PISA			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>0</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (FIUMICINO)	FLYGLOBESPAN	S	18	0	0	33	22	39	6	0	0	30	50	20	8
TOTAL ROME (FIUMICINO)			<b>18</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>39</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>20</b>	<b>8</b>
TOTAL ITALY			<b>138</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>28</b>	<b>12</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	99	0	1	69	16	11	4	0	0	14	57	22	58
	KLM	S	181	0	3	87	8	4	0	1	0	8	86	9	170
	KLM CITYHOPPER	S	116	0	0	66	13	10	10	0	0	19	79	10	130
TOTAL AMSTERDAM			<b>396</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>12</b>	<b>358</b>
TOTAL NETHERLANDS			<b>396</b>	<b>1</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>12</b>	<b>358</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	25	1	1	76	20	4	0	0	0	8	0	0	0
TOTAL OSLO (GARDERMOEN)			<b>26</b>	<b>3</b>	<b>1</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL NORWAY			<b>26</b>	<b>3</b>	<b>1</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>21</b>	<b>34</b>
<b>POLAND</b>															
GDANSK	CENTRALWINGS	S	30	0	0	50	17	17	17	0	0	27	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 GDANSK			30	0	0	50	17	17	17	0	0	27	46	34	26
KATOWICE	CENTRALWINGS	S	17	0	0	41	18	12	24	0	6	58	0	0	0
TOTAL KATOWICE			17	0	0	41	18	12	24	0	6	58	67	18	18
WARSAW	CENTRALWINGS	S	39	0	0	41	13	21	21	3	3	46	0	0	0
TOTAL WARSAW			39	0	0	41	13	21	21	3	3	46	29	34	35
TOTAL POLAND			86	0	0	44	15	17	20	1	2	42	46	27	105
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	25	50	0	0	0	27	38	36	8
	FLYGLOBESPAN	S	60	0	0	65	18	8	3	3	2	39	80	21	60
	MONARCH AIRLINES	C	10	0	0	90	0	10	0	0	0	8	75	27	8
TOTAL FARO			78	0	0	64	17	13	3	3	1	34	78	21	85
TOTAL PORTUGAL(EXCLUDING MADEIRA)			78	1	0	64	17	13	3	3	1	34	78	21	85
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	12	0	0	67	0	25	8	0	0	18	70	9	10
	FLYGLOBESPAN	S	60	1	0	83	7	5	5	0	0	10	88	6	59
	MONARCH AIRLINES	C	8	0	0	88	0	0	13	0	0	17	71	13	7
TOTAL ALICANTE			80	1	0	81	5	8	6	0	0	12	82	10	83
BARCELONA	CLICKAIR	S	60	0	0	50	32	13	5	0	0	20	0	0	0
	FLYGLOBESPAN	S	57	0	3	44	19	14	14	7	2	56	61	21	59
	FUTURA AIRLINES	C	2	0	0	0	0	100	0	0	0	48	0	0	0
TOTAL BARCELONA			119	0	3	46	25	15	9	3	1	38	61	21	59
IBIZA	BMI BRITISH MIDLAND	C	9	0	0	44	11	33	11	0	0	28	0	0	0
	FLYGLOBESPAN	S	4	0	0	0	0	25	50	25	0	109	100	2	8
TOTAL IBIZA			13	0	0	31	8	31	23	8	0	53	100	2	17
MADRID	AIR EUROPA	C	4	0	0	25	75	0	0	0	0	21	75	11	4
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	53	28	12	7	0	0	18	0	0	0
TOTAL MADRID			65	0	0	51	32	11	6	0	0	18	95	10	44
MAHON	FUTURA AIRLINES	C	8	0	0	25	25	50	0	0	0	28	80	6	10
TOTAL MAHON			8	0	0	25	25	50	0	0	0	28	66	11	29
MALAGA	FLYGLOBESPAN	S	96	0	0	33	20	19	16	7	5	70	82	14	60
TOTAL MALAGA			96	0	0	33	20	19	16	7	5	70	78	16	68
MURCIA SAN JAVIER	FLYGLOBESPAN	S	24	0	2	38	33	13	17	0	0	29	85	8	55
	JET2.COM LTD	S	36	0	0	78	11	0	6	6	0	23	82	7	28
TOTAL MURCIA SAN JAVIER			60	0	2	62	20	5	10	3	0	25	84	8	83
PALMA DE MALLORCA	AIR EUROPA	C	8	0	0	25	50	25	0	0	0	27	90	7	10
	BA CITYFLYER	C	8	0	0	38	13	0	50	0	0	42	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	10	0	0	80	0	10	10	0	0	13	0	0	0
	FLYGLOBESPAN	S	72	0	4	53	11	15	6	4	11	100	81	11	79
	IBERWORLD	C	8	0	0	75	13	13	0	0	0	12	43	18	7
	MONARCH AIRLINES	C	10	0	0	40	40	10	10	0	0	23	80	25	10
TOTAL PALMA DE MALLORCA			116	0	4	53	16	14	9	3	7	71	77	15	121



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				Actual (7)	Plan (8)										
REUS	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL REUS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>565</b>	<b>2</b>	<b>9</b>	<b>52</b>	<b>19</b>	<b>13</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>43</b>	<b>79</b>	<b>13</b>	<b>504</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	VOLAR AIRLINES	C	8	0	0	25	25	25	0	25	0	77	100	1	8
<b>TOTAL ARRECIFE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>77</b>	<b>100</b>	<b>1</b>	<b>8</b>
FUERTEVENTURA	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	63	0	38	0	0	0	15	75	29	8
<b>TOTAL LAS PALMAS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>29</b>	<b>8</b>
TENERIFE (SURREINA SOFIA)	IBERWORLD	C	8	0	0	88	13	0	0	0	0	6	90	3	10
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	16	90	7	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>5</b>	<b>20</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>24</b>	<b>89</b>	<b>9</b>	<b>36</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	26	0	10	85	8	8	0	0	0	9	75	11	16
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>26</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>16</b>
<b>TOTAL SWEDEN</b>			<b>26</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>11</b>	<b>16</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	72	13	15	0	0	0	13	0	0	0
<b>TOTAL GENEVA</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>29</b>	<b>34</b>
ZURICH	BMI REGIONAL	S	58	0	0	83	14	3	0	0	0	7	0	0	0
<b>TOTAL ZURICH</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>118</b>	<b>2</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>29</b>	<b>34</b>
<b>TURKEY</b>															
DALAMAN	FREEBIRD AIRLINES	C	10	0	0	60	10	10	20	0	0	26	0	0	0
	MONARCH AIRLINES	C	9	0	0	89	0	11	0	0	0	9	90	5	10
	ONUR AIR	C	2	0	0	0	100	0	0	0	0	18	0	0	0
	PEGASUS AIRLINES	C	8	0	0	50	38	0	13	0	0	23	0	0	0
<b>TOTAL DALAMAN</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>TOTAL TURKEY</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	FLYBE LTD	S	202	1	6	75	7	9	8	0	0	16	89	7	210
<b>TOTAL BELFAST CITY</b>			<b>202</b>	<b>1</b>	<b>6</b>	<b>75</b>	<b>7</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>89</b>	<b>7</b>	<b>210</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	218	0	0	78	11	6	5	0	0	10	69	21	200
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>218</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>21</b>	<b>200</b>
BIRMINGHAM	BMIBABY LTD	S	165	0	3	67	16	12	5	0	0	16	73	18	160
	FLYBE LTD	S	387	0	12	66	16	9	9	1	0	20	71	16	293

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BIRMINGHAM			552	0	15	66	16	10	7	1	0	19	77	14	743
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	160	0	0	75	14	8	3	0	0	11	59	16	160
TOTAL BRISTOL			160	0	0	75	14	8	3	0	0	11	68	16	404
CARDIFF WALES	BMIBABY LTD	S	118	0	0	78	16	4	0	2	0	12	71	12	120
TOTAL CARDIFF WALES			118	0	0	78	16	4	0	2	0	12	71	12	120
EXETER	FLYBE LTD	S	118	0	0	59	13	14	13	2	0	25	63	15	116
TOTAL EXETER			118	0	0	59	13	14	13	2	0	25	63	15	116
GATWICK	BRITISH AIRWAYS PLC	S	334	0	0	50	19	17	13	1	0	29	41	33	348
	EASYJET AIRLINE COMPANY LTD	S	230	0	0	68	17	8	6	1	0	18	53	23	230
TOTAL GATWICK			564	1	0	58	18	14	10	1	0	24	46	29	578
HEATHROW	BMI BRITISH MIDLAND	S	460	0	0	69	14	13	4	0	0	15	74	12	461
	BRITISH AIRWAYS PLC	S	590	0	0	54	21	18	6	0	0	20	49	25	583
TOTAL HEATHROW			1050	0	0	61	18	16	5	0	0	18	60	20	1044
INVERNESS	LOGANAIR	S	45	0	0	69	20	4	4	2	0	19	63	18	54
TOTAL INVERNESS			45	0	0	69	20	4	4	2	0	19	63	18	54
ISLE OF MAN	LOGANAIR	S	50	0	0	88	4	4	4	0	0	8	82	7	44
TOTAL ISLE OF MAN			50	0	0	88	4	4	4	0	0	8	82	7	44
JERSEY	FLYBE LTD	S	69	0	1	49	25	12	14	0	0	25	57	21	70
TOTAL JERSEY			69	0	1	49	25	12	14	0	0	25	57	21	70
KIRKWALL	LOGANAIR	S	108	1	0	90	7	3	0	0	0	5	77	13	111
TOTAL KIRKWALL			108	1	0	90	7	3	0	0	0	5	77	13	111
LEEDS BRADFORD	BMI REGIONAL	S	166	0	0	93	5	0	2	1	0	5	93	5	164
TOTAL LEEDS BRADFORD			166	0	0	93	5	0	2	1	0	5	93	5	164
LONDON CITY	BA CITYFLYER	S	363	0	0	67	17	10	6	0	0	18	0	0	0
	CITY JET	S	282	0	0	58	27	13	2	0	0	15	0	0	0
TOTAL LONDON CITY			645	0	5	63	21	11	4	0	0	17	80	9	707
LUTON	EASYJET AIRLINE COMPANY LTD	S	280	0	2	71	17	9	4	0	0	13	46	32	286
TOTAL LUTON			280	2	2	71	17	9	4	0	0	13	46	32	286
MANCHESTER	BMI REGIONAL	S	319	0	0	90	6	4	0	0	0	5	88	6	274
	FLYBE LTD	S	333	0	3	85	9	4	2	0	0	8	0	0	0
TOTAL MANCHESTER			652	0	3	88	8	4	1	0	0	6	84	8	655
NEWQUAY	FLYBE LTD	S	44	0	0	66	18	14	2	0	0	12	58	19	12
TOTAL NEWQUAY			44	0	0	66	18	14	2	0	0	12	58	19	12
NORWICH	FLYBE LTD	S	96	0	0	83	5	5	5	1	0	14	79	12	126
TOTAL NORWICH			96	0	0	83	5	5	5	1	0	14	79	12	126
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	147	0	3	68	12	11	10	0	0	16	66	26	152
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			147	0	3	68	12	11	10	0	0	16	66	26	152
SOUTHAMPTON	FLYBE LTD	S	303	0	5	55	21	15	9	0	0	24	65	18	251
TOTAL SOUTHAMPTON			303	0	5	55	21	15	9	0	0	24	71	14	455

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
STANSTED	EASYJET AIRLINE COMPANY LTD	S	290	0	0	63	20	13	4	0	0	16	58	21	290
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
<b>TOTAL STANSTED</b>			<b>292</b>	<b>12</b>	<b>0</b>	<b>63</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>21</b>	<b>292</b>
STORNOWAY	LOGANAIR	S	145	0	0	81	10	8	2	0	0	9	54	20	140
<b>TOTAL STORNOWAY</b>			<b>145</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>20</b>	<b>140</b>
SUMBURGH	LOGANAIR	S	99	0	0	90	8	2	0	0	0	5	57	28	93
<b>TOTAL SUMBURGH</b>			<b>99</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>28</b>	<b>93</b>
WICK	LOGANAIR	S	40	0	0	88	8	0	0	5	0	14	0	0	0
<b>TOTAL WICK</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>6163</b>	<b>18</b>	<b>40</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>17</b>	<b>6776</b>
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	42	0	0	90	7	2	0	0	0	3	82	11	60
<b>TOTAL ATLANTA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>11</b>	<b>60</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	120	1	0	83	9	7	1	0	0	7	69	15	94
<b>TOTAL NEW YORK (NEWARK)</b>			<b>120</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>69</b>	<b>15</b>	<b>94</b>
<b>TOTAL USA</b>			<b>162</b>	<b>3</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>14</b>	<b>154</b>
<b>TOTAL EDINBURGH</b>			<b>9379</b>	<b>45</b>	<b>64</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>16</b>	<b>9553</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	BRITISH AIRWAYS PLC	S	52	0	0	56	17	13	10	4	0	31	38	47	26
<b>TOTAL TIRANA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>47</b>	<b>26</b>
<b>TOTAL ALBANIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>38</b>	<b>47</b>	<b>26</b>
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	71	0	0	54	24	14	8	0	0	20	37	32	60
<b>TOTAL ALGIERS</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>37</b>	<b>32</b>	<b>60</b>
HASSI MESSAOUD	AIR ALGERIE	C	16	0	0	44	38	19	0	0	0	20	61	33	18
	ASTRAEUS LTD	S	24	0	0	75	13	13	0	0	0	12	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>22</b>	<b>56</b>
<b>TOTAL ALGERIA</b>			<b>111</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>27</b>	<b>116</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	44	33	22	0	0	0	19	75	20	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	27	0	0	85	4	4	4	4	0	18	78	9	27
	XL AIRWAYS UK LTD	C	8	0	0	50	38	13	0	0	0	13	0	0	0
<b>TOTAL ANTIGUA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>35</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>12</b>	<b>35</b>
<b>AUSTRIA</b>															
INNSBRUCK	GB AIRWAYS LTD	S	18	0	0	100	0	0	0	0	0	4	77	10	26
<b>TOTAL INNSBRUCK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>10</b>	<b>26</b>
SALZBURG	BRITISH AIRWAYS PLC	S	44	0	0	82	14	5	0	0	0	8	0	0	0
	THOMSONFLY LTD	C	13	0	0	85	8	8	0	0	0	9	0	0	0
<b>TOTAL SALZBURG</b>			<b>57</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>10</b>	<b>12</b>
<b>TOTAL AUSTRIA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>10</b>	<b>38</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	18	0	0	78	22	0	0	0	0	9	81	9	16
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>16</b>
<b>TOTAL AZERBAIJAN</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	BRITISH AIRWAYS PLC	S	60	0	0	77	20	3	0	0	0	10	60	19	58
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	15	3	10	0	0	17	68	20	60
	XL AIRWAYS UK LTD	C	9	0	0	56	11	11	22	0	0	31	20	45	10
<b>TOTAL BRIDGETOWN</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>22</b>	<b>128</b>
<b>TOTAL BARBADOS</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>22</b>	<b>128</b>
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	20	0	0	45	30	10	15	0	0	28	56	20	18
<b>TOTAL MINSK INT'L</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>20</b>	<b>18</b>
<b>TOTAL BELARUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>10</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>20</b>	<b>18</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
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			Actual (7)	Plan (8)											
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	108	0	0	75	13	9	3	0	0	12	71	12	101
<b>TOTAL BRUSSELS</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>12</b>	<b>101</b>
<b>TOTAL BELGIUM</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>12</b>	<b>101</b>
<b>BERMUDA</b>															
BERMUDA	BRITISH AIRWAYS PLC	S	60	0	0	90	7	2	2	0	0	7	67	18	55
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>18</b>	<b>55</b>
<b>TOTAL BERMUDA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>18</b>	<b>55</b>
<b>BOSNIA-HERZEGOVINA</b>															
SARAJEVO	BRITISH AIRWAYS PLC	S	26	0	0	69	19	8	4	0	0	14	0	0	0
<b>TOTAL SARAJEVO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BOSNIA-HERZEGOVINA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BRAZIL</b>															
SALVADOR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	43	20	47	5
<b>TOTAL SALVADOR</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>50</b>	<b>15</b>
<b>TOTAL BRAZIL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>50</b>	<b>15</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	12	0	0	33	25	8	33	0	0	39	30	72	10
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	76	18	0	6	0	0	11	78	15	18
	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	13	0	0	0
	MYTRAVEL AIRWAYS	C	8	0	0	63	0	13	25	0	0	23	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	0	75	10	8
	THOMSONFLY LTD	C	8	0	0	50	13	0	0	25	13	234	70	60	10
	XL AIRWAYS UK LTD	C	8	0	0	38	13	13	38	0	0	52	75	26	8
<b>TOTAL BURGAS</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>6</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>47</b>	<b>70</b>	<b>28</b>	<b>73</b>
SOFIA	BULGARIA AIR	S	60	0	0	70	17	10	3	0	0	14	73	13	59
<b>TOTAL SOFIA</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>79</b>	<b>12</b>	<b>90</b>
VARNA	BRITISH AIRWAYS PLC	S	37	0	0	54	11	22	14	0	0	24	32	43	34
	BULGARIA AIR	S	24	0	0	67	21	13	0	0	0	14	81	13	26
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	2	54	29	13
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	0	100	0	1
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	4	88	5	8
<b>TOTAL VARNA</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>39</b>	<b>90</b>
<b>TOTAL BULGARIA</b>			<b>209</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>26</b>	<b>253</b>
<b>CANADA</b>															
CALGARY	AIR TRANSAT	S	8	0	0	88	0	0	13	0	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	S	18	0	0	33	22	28	6	0	11	134	11	64	18
	ZOOM AIRLINES (CANADA)	S	4	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL CALGARY</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>20</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>19</b>	<b>54</b>	<b>26</b>
EDMONTON	AIR TRANSAT	S	8	0	0	88	13	0	0	0	0	6	0	0	0

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 EDMONTON			8	0	0	88	13	0	0	0	0	6	56	17	9
HALIFAX INT	THOMAS COOK AIRLINES LTD	S	17	0	0	94	0	0	6	0	0	6	89	2	9
TOTAL HALIFAX INT			17	0	0	94	0	0	6	0	0	6	85	4	13
HAMILTON (CANADA)	FLYGLOBESPAN	S	26	0	0	81	4	8	0	8	0	25	0	0	0
TOTAL HAMILTON (CANADA)			26	0	0	81	4	8	0	8	0	25	0	0	0
MONTREAL (DORVAL)	AIR TRANSAT	S	16	0	0	75	6	13	6	0	0	16	90	5	10
	THOMAS COOK AIRLINES LTD	S	9	0	0	78	0	0	0	22	0	46	75	14	8
	ZOOM AIRLINES (CANADA)	S	8	0	0	88	13	0	0	0	0	6	50	28	8
TOTAL MONTREAL (DORVAL)			33	0	0	79	6	6	3	6	0	22	73	15	26
OTTAWA INTERNATIONAL	THOMAS COOK AIRLINES LTD	S	8	0	0	63	0	13	0	25	0	94	63	67	8
TOTAL OTTAWA INTERNATIONAL			8	0	0	63	0	13	0	25	0	94	63	67	8
QUEBEC	THOMSONFLY LTD	C	2	0	0	50	0	0	50	0	0	57	50	30	2
TOTAL QUEBEC			2	0	0	50	0	0	50	0	0	57	50	35	6
ST JOHNS	ASTRAEUS LTD	S	13	0	0	77	8	15	0	0	0	11	0	0	0
TOTAL ST JOHNS			13	0	0	77	8	15	0	0	0	11	0	0	0
TORONTO	AIR TRANSAT	S	60	0	0	83	8	2	7	0	0	10	68	24	60
	MYTRAVEL AIRWAYS	S	28	0	0	79	14	4	4	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	S	26	0	0	69	12	8	12	0	0	23	84	6	25
	ZOOM AIRLINES (CANADA)	S	41	0	0	61	12	12	12	2	0	28	71	12	21
TOTAL TORONTO			155	0	0	74	11	6	8	1	0	17	68	22	133
VANCOUVER	AIR TRANSAT	S	22	0	0	86	9	0	5	0	0	9	53	22	34
	FLYGLOBESPAN	S	26	0	0	54	15	12	19	0	0	27	0	0	0
	MYTRAVEL AIRWAYS	S	18	0	0	33	17	17	22	11	0	55	0	0	0
	ZOOM AIRLINES (CANADA)	S	29	0	2	79	14	3	3	0	0	10	76	20	25
TOTAL VANCOUVER			95	0	2	65	14	7	12	2	0	23	53	34	86
TOTAL CANADA			387	1	2	72	10	7	7	2	1	26	60	29	313
CAPE VERDE ISLANDS															
BOA VISTA (RABIL)	ASTRAEUS LTD	S	8	0	0	75	0	13	13	0	0	16	0	0	0
TOTAL BOA VISTA (RABIL)			8	0	0	75	0	13	13	0	0	16	0	0	0
ILHA DO SAL C.VERDE	THOMSONFLY LTD	S	8	0	0	50	25	25	0	0	0	22	0	0	0
TOTAL ILHA DO SAL C.VERDE			8	0	0	50	25	25	0	0	0	22	0	0	0
TOTAL CAPE VERDE ISLANDS			16	0	0	63	13	19	6	0	0	19	0	0	0
COSTA RICA															
LIBERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	75	0	0	0	0	18	0	0	0
TOTAL LIBERIA			8	0	0	25	75	0	0	0	0	18	0	0	0
TOTAL COSTA RICA			8	0	0	25	75	0	0	0	0	18	0	0	0
CROATIA															
DUBROVNIK	ASTRAEUS LTD	C	10	0	0	80	20	0	0	0	0	6	75	17	8
	BRITISH AIRWAYS PLC	S	60	0	0	43	38	12	7	0	0	22	70	19	60
	CROATIA AIRLINES	S	43	0	0	21	19	42	14	5	0	49	35	47	26

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Reporting Airport: GATWICK (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBROVNIK	THOMSONFLY LTD	C	10	0	0	80	0	0	20	0	0	31	75	8	8
<b>TOTAL DUBROVNIK</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>27</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>63</b>	<b>24</b>	<b>106</b>
PULA	MONARCH AIRLINES	C	9	0	0	78	11	11	0	0	0	10	0	0	0
	THOMSONFLY LTD	C	8	0	0	50	13	13	0	25	0	60	50	17	8
<b>TOTAL PULA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>34</b>	<b>74</b>	<b>9</b>	<b>31</b>
SPLIT	BRITISH AIRWAYS PLC	S	52	0	0	69	8	15	8	0	0	18	38	37	52
	CROATIA AIRLINES	S	31	0	0	42	19	39	0	0	0	25	58	17	26
	EASYJET AIRLINE COMPANY LTD	S	44	0	0	89	9	2	0	0	0	6	71	10	34
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	20	0	20	0	73	80	14	10
<b>TOTAL SPLIT</b>			<b>137</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>23</b>	<b>126</b>
ZAGREB	CROATIA AIRLINES	S	26	0	0	50	23	23	4	0	0	21	0	0	0
<b>TOTAL ZAGREB</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>303</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>22</b>	<b>264</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	11	50	56	8
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>111</b>	<b>12</b>
HAVANA	CUBANA	S	18	0	0	56	17	28	0	0	0	17	61	47	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	41	53	6	0	0	0	18	24	39	17
<b>TOTAL HAVANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>34</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>43</b>	<b>35</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	13	50	17	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	13	13	0	0	22	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>33</b>	<b>80</b>	<b>12</b>
VARADERO	THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	25	0	0	0	19	0	0	0
<b>TOTAL VARADERO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>46</b>	<b>21</b>
<b>TOTAL CUBA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>58</b>	<b>83</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	30	0	0	43	13	13	17	7	7	76	65	57	26
	FIRST CHOICE AIRWAYS LTD	C	35	0	0	34	34	14	17	0	0	32	88	7	8
	MONARCH AIRLINES	C	18	0	0	39	22	33	6	0	0	28	50	68	4
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	25	0	0	0	12	75	7	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	50	0	13	19	19	0	59	67	18	18
	THOMSONFLY LTD	C	17	0	0	65	24	6	6	0	0	15	63	15	16
	XL AIRWAYS UK LTD	C	30	0	0	50	23	10	10	0	7	75	50	34	26
<b>TOTAL LARNACA</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>48</b>	<b>57</b>	<b>33</b>	<b>130</b>
PAPHOS	ASTRAEUS LTD	C	10	0	0	60	0	10	30	0	0	28	65	63	17
	FIRST CHOICE AIRWAYS LTD	C	34	0	0	56	24	6	12	3	0	27	38	30	8
	GB AIRWAYS LTD	S	104	0	0	70	17	7	5	1	0	17	40	37	68
	MONARCH AIRLINES	C	28	0	0	50	21	4	25	0	0	39	50	38	20
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	81	9	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	6	22	17	0	0	34	59	18	17
	THOMSONFLY LTD	C	34	0	0	68	21	6	3	3	0	22	46	33	26
	XL AIRWAYS UK LTD	C	17	0	0	71	6	6	6	6	6	72	62	27	34

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				Actual (7)	Plan (8)										
TOTAL PAPHOS			253	0	0	65	17	7	9	2	0	26	52	33	228
TOTAL CYPRUS			407	0	0	58	18	10	11	2	1	35	54	33	358
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	34	0	0	50	24	18	9	0	0	23	32	39	56
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	72	17	12	0	0	0	11	18	41	120
TOTAL PRAGUE			154	0	0	67	18	13	2	0	0	14	23	40	180
TOTAL CZECH REPUBLIC			154	0	0	67	18	13	2	0	0	14	23	40	180
<b>DENMARK</b>															
AALBORG	STERLING AIRLINES	S	42	0	0	76	10	5	10	0	0	13	91	6	22
TOTAL AALBORG			42	0	0	76	10	5	10	0	0	13	91	6	22
BILLUND	STERLING AIRLINES	S	90	0	0	82	10	6	2	0	0	8	80	9	92
TOTAL BILLUND			90	0	0	82	10	6	2	0	0	8	80	9	92
COPENHAGEN	STERLING AIRLINES	S	170	0	0	72	13	8	4	3	0	19	64	13	160
TOTAL COPENHAGEN			170	0	0	72	13	8	4	3	0	19	64	13	160
TOTAL DENMARK			302	0	0	76	12	7	4	2	0	15	72	11	275
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	14	0	0	50	21	7	21	0	0	28	55	110	11
TOTAL DJIBOUTI			14	0	0	50	21	7	21	0	0	28	50	124	12
TOTAL DJIBOUTI REPUBLIC			14	0	0	50	21	7	21	0	0	28	50	124	12
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	40	0	0	0	0	10	20	52	10
	MONARCH AIRLINES	C	9	0	0	67	33	0	0	0	0	8	60	23	10
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	13	13	0	0	17	88	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	7	63	11	8
	THOMSONFLY LTD	C	8	0	0	50	25	25	0	0	0	19	57	10	7
TOTAL PUERTO PLATA			38	0	0	66	24	8	3	0	0	12	56	23	43
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	0	50	0	0	71	50	9	4
	MYTRAVEL AIRWAYS	C	8	0	0	75	13	13	0	0	0	12	38	29	8
	THOMSONFLY LTD	C	8	0	0	75	0	13	13	0	0	21	56	62	9
TOTAL PUNTA CANA			20	0	0	70	5	10	15	0	0	27	48	40	21
TOTAL DOMINICAN REPUBLIC			58	0	0	67	17	9	7	0	0	18	53	28	64
<b>EGYPT</b>															
HURGHADA	ASTRAEUS LTD	C	8	0	0	25	63	13	0	0	0	21	50	19	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	22	40	19	10
	XL AIRWAYS UK LTD	C	17	1	0	47	6	29	6	0	12	76	50	43	30
TOTAL HURGHADA			33	1	0	42	24	24	3	0	6	50	44	33	59
LUXOR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	38	18	8
	MONARCH AIRLINES	C	16	0	0	94	6	0	0	0	0	4	38	185	24
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	9	88	9	8
	XL AIRWAYS UK LTD	C	8	0	0	50	0	38	13	0	0	30	100	4	6



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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LUXOR			40	0	0	78	13	8	3	0	0	11	54	102	46
MARSA ALAM	ASTRAEUS LTD	C	8	0	0	38	38	25	0	0	0	22	50	15	8
TOTAL MARSA ALAM			8	0	0	38	38	25	0	0	0	22	50	57	16
SHARM EL SHEIKH (OPHIRA)	ASTRAEUS LTD	S	24	0	0	46	38	8	0	8	0	33	44	25	9
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	54	25	21	0	0	0	18	64	32	25
	GB AIRWAYS LTD	S	18	0	0	61	33	6	0	0	0	13	47	25	17
	MONARCH AIRLINES	C	28	0	0	54	11	11	14	11	0	54	56	66	16
	THOMSONFLY LTD	S	18	0	0	50	39	11	0	0	0	15	0	0	0
	XL AIRWAYS UK LTD	C	42	0	0	79	7	7	5	0	2	50	73	16	59
TOTAL SHARM EL SHEIKH (OPHIRA)			154	0	0	60	22	10	4	3	1	35	64	26	162
TABA	ASTRAEUS LTD	C	10	0	0	90	10	0	0	0	0	5	60	34	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	13	75	35	8
	MONARCH AIRLINES	C	16	0	0	81	13	6	0	0	0	7	25	73	8
TOTAL TABA			34	0	0	79	18	3	0	0	0	8	60	32	43
TOTAL EGYPT			269	1	0	62	21	11	3	2	1	29	58	40	326
EQUATORIAL GUINEA															
MALABO	ASTRAEUS LTD	S	8	0	0	75	13	13	0	0	0	12	88	18	8
TOTAL MALABO			8	0	0	75	13	13	0	0	0	12	88	18	8
TOTAL EQUATORIAL GUINEA			8	0	0	75	13	13	0	0	0	12	88	18	8
ESTONIA															
TALLIN	ESTONIAN AIR	S	78	0	0	64	22	8	4	0	3	24	76	13	76
TOTAL TALLIN			78	0	0	64	22	8	4	0	3	24	76	13	76
TOTAL ESTONIA			78	0	0	64	22	8	4	0	3	24	76	13	76
FRANCE															
AJACCIO	GB AIRWAYS LTD	S	10	0	0	90	10	0	0	0	0	5	63	16	8
TOTAL AJACCIO			10	0	0	90	10	0	0	0	0	5	63	16	8
BASTIA	GB AIRWAYS LTD	S	10	0	0	100	0	0	0	0	0	2	83	10	24
	XL AIRWAYS UK LTD	C	10	0	0	100	0	0	0	0	0	3	38	42	8
TOTAL BASTIA			20	0	0	100	0	0	0	0	0	2	72	18	32
BEAUVAIS	RYANAIR	S	4	0	0	50	25	0	25	0	0	26	0	0	0
TOTAL BEAUVAIS			4	0	0	50	25	0	25	0	0	26	0	0	0
BERGERAC	FLYBE LTD	S	10	0	0	70	10	10	10	0	0	19	0	0	0
TOTAL BERGERAC			10	0	0	70	10	10	10	0	0	19	0	0	0
BORDEAUX	BRITISH AIRWAYS PLC	S	120	0	0	43	31	20	7	0	0	23	44	30	120
TOTAL BORDEAUX			120	0	0	43	31	20	7	0	0	23	44	30	120
CALVI	ASTRAEUS LTD	C	10	0	0	100	0	0	0	0	0	3	75	9	8
TOTAL CALVI			10	0	0	100	0	0	0	0	0	3	75	9	8
FIGARI	MONARCH AIRLINES	C	10	0	0	80	10	10	0	0	0	15	63	36	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	4	63	16	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FIGARI</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>26</b>	16
LA ROCHELLE	EASYJET AIRLINE COMPANY LTD	S	26	0	2	62	15	15	8	0	0	16	0	0	0
<b>TOTAL LA ROCHELLE</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>62</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
MARSEILLE	BRITISH AIRWAYS PLC	S	178	0	0	71	13	10	5	0	0	15	46	28	180
	EASYJET AIRLINE COMPANY LTD	S	90	0	0	59	21	8	12	0	0	23	31	39	70
<b>TOTAL MARSEILLE</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>42</b>	<b>31</b>	250
MONTPELLIER	GB AIRWAYS LTD	S	60	0	0	77	20	0	3	0	0	14	51	23	78
<b>TOTAL MONTPELLIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>20</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>23</b>	78
NANTES	BLUE LINE	C	2	0	0	50	0	0	50	0	0	60	0	0	0
	GB AIRWAYS LTD	S	58	0	0	86	9	2	3	0	0	11	44	33	75
<b>TOTAL NANTES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>33</b>	75
NICE	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	17	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	60	21	13	7	0	0	17	37	35	118
	EASYJET AIRLINE COMPANY LTD	S	214	0	0	71	13	9	7	0	0	18	39	31	168
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	0	0	67	0	0	70	0	0	0
<b>TOTAL NICE</b>			<b>339</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>33</b>	286
STRASBOURG	BRIT AIR	S	87	0	0	68	15	15	2	0	0	14	78	10	98
<b>TOTAL STRASBOURG</b>			<b>87</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	98
TOULOUSE (BLAGNAC)	BRITISH AIRWAYS PLC	S	179	0	1	69	18	8	4	0	1	17	35	34	180
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	56	21	17	7	0	0	22	36	30	120
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>299</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>35</b>	<b>32</b>	300
<b>TOTAL FRANCE</b>			<b>1333</b>	<b>2</b>	<b>3</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>45</b>	<b>29</b>	1271
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	S	16	0	0	50	31	19	0	0	0	18	11	122	18
<b>TOTAL BANJUL</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>110</b>	24
<b>TOTAL GAMBIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>110</b>	24
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	60	18	12	10	0	0	23	52	26	58
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>52</b>	<b>26</b>	58
COLOGNE (BONN)	EASYJET AIRLINE COMPANY LTD	S	90	0	0	64	19	13	3	0	0	17	26	37	70
<b>TOTAL COLOGNE (BONN)</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>26</b>	<b>37</b>	70
DRESDEN	BRITISH AIRWAYS PLC	S	60	0	0	65	23	8	0	3	0	19	0	0	0
<b>TOTAL DRESDEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	0
HAMBURG	GERMANWINGS	S	100	0	0	68	16	11	5	0	0	16	65	16	112
<b>TOTAL HAMBURG</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>65</b>	<b>16</b>	112
<b>TOTAL GERMANY</b>			<b>310</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>25</b>	240
<b>GHANA</b>															
ACCRA	ASTRAEUS LTD	S	2	0	0	0	0	0	100	0	0	71	25	71	20
	GHANA INTERNATIONAL AIRLINES	S	46	0	0	33	13	17	24	4	9	93	46	44	56

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				Actual (7)	Plan (8)										
<b>TOTAL ACCRA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>17</b>	<b>27</b>	<b>4</b>	<b>8</b>	<b>92</b>	<b>41</b>	<b>51</b>	<b>76</b>
<b>TOTAL GHANA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>13</b>	<b>17</b>	<b>27</b>	<b>4</b>	<b>8</b>	<b>92</b>	<b>41</b>	<b>51</b>	<b>76</b>
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	136	0	0	84	9	5	2	0	0	9	48	26	84
<b>TOTAL GIBRALTAR</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>26</b>	<b>84</b>
<b>TOTAL GIBRALTAR</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>48</b>	<b>26</b>	<b>84</b>
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	110	0	0	77	11	6	2	2	2	23	72	17	94
	OLYMPIC AIRLINES	S	39	0	1	46	28	26	0	0	0	19	59	19	44
<b>TOTAL ATHENS</b>			<b>150</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>55</b>	<b>26</b>	<b>172</b>
<b>CHANIA</b>															
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	63	13	0	0	0	18	63	15	8
	MONARCH AIRLINES	C	16	0	0	75	6	13	6	0	0	15	67	51	24
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	13	38	18	8
	XL AIRWAYS UK LTD	C	16	0	0	81	6	6	6	0	0	12	63	72	16
<b>TOTAL CHANIA</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>47</b>	<b>56</b>
<b>CORFU</b>															
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	82	5	5	9	0	0	12	85	6	34
	GB AIRWAYS LTD	S	34	0	0	71	24	3	0	3	0	17	0	0	0
	MONARCH AIRLINES	C	53	1	0	75	11	0	11	2	0	18	63	44	49
	MYTRAVEL AIRWAYS	C	8	0	0	50	0	13	38	0	0	54	25	19	8
	THOMAS COOK AIRLINES LTD	C	28	0	0	61	11	14	7	7	0	29	73	10	37
	THOMSONFLY LTD	C	32	0	0	72	16	9	3	0	0	12	82	8	45
	XL AIRWAYS UK LTD	C	26	1	0	73	4	4	0	15	4	65	61	39	46
<b>TOTAL CORFU</b>			<b>203</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>70</b>	<b>25</b>	<b>223</b>
<b>HERAKLION</b>															
	EUROCYPRIA AIRLINES LTD	C	9	0	0	44	33	0	22	0	0	32	0	26	1
	FIRST CHOICE AIRWAYS LTD	C	24	0	0	67	29	4	0	0	0	11	59	16	32
	GB AIRWAYS LTD	S	68	0	0	68	22	9	1	0	0	13	60	16	43
	MONARCH AIRLINES	C	46	0	0	67	7	7	20	0	0	32	56	40	52
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	50	18	8
	THOMAS COOK AIRLINES LTD	C	40	1	0	50	20	5	18	5	3	57	62	18	26
	THOMSONFLY LTD	C	18	0	0	72	6	11	11	0	0	21	81	9	16
	XL AIRWAYS UK LTD	C	33	0	0	79	3	12	3	3	0	19	57	49	35
<b>TOTAL HERAKLION</b>			<b>246</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>7</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>28</b>	<b>226</b>
<b>KALAMATA</b>															
	ASTRAEUS LTD	C	10	0	0	20	10	10	0	20	40	255	75	7	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	10	30	0	20	0	81	63	35	8
	XL AIRWAYS UK LTD	C	9	0	0	89	0	0	0	11	0	39	63	16	16
<b>TOTAL KALAMATA</b>			<b>29</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>17</b>	<b>14</b>	<b>128</b>	<b>66</b>	<b>18</b>	<b>32</b>
<b>KAVALLA</b>	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	3	75	16	8
<b>TOTAL KAVALLA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>82</b>	<b>9</b>	<b>17</b>
<b>KEFALLINIA</b>															
	ASTRAEUS LTD	C	48	0	0	75	13	10	2	0	0	12	54	35	26
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	63	19	19	0	0	0	13	67	14	24
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	0	0	13	51	71	18	7
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	20	0	0	31	75	13	8
	THOMSONFLY LTD	C	8	0	0	63	38	0	0	0	0	12	75	30	8

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				Actual (7)	Plan (8)										
KEFALLINIA	XL AIRWAYS UK LTD	C	20	0	0	80	0	10	10	0	0	15	47	33	32
<b>TOTAL KEFALLINIA</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>59</b>	<b>26</b>	<b>105</b>
KOS	FIRST CHOICE AIRWAYS LTD	C	24	0	0	63	13	13	13	0	0	21	50	31	24
	MONARCH AIRLINES	C	30	0	0	73	7	7	10	3	0	23	52	51	23
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	100	1	8	8
	THOMAS COOK AIRLINES LTD	C	12	0	0	67	0	17	0	17	0	44	82	7	11
	THOMSONFLY LTD	C	10	0	0	60	20	0	20	0	0	41	63	23	16
	XL AIRWAYS UK LTD	C	26	0	0	62	4	8	19	8	0	37	55	27	33
<b>TOTAL KOS</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>28</b>	<b>115</b>
LEMNOS	THOMAS COOK AIRLINES LTD	C	10	0	0	50	10	20	20	0	0	33	50	37	10
<b>TOTAL LEMNOS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>43</b>	<b>32</b>	<b>23</b>
MIKONOS	ASTRAEUS LTD	C	8	0	0	88	0	13	0	0	0	9	70	12	10
	GB AIRWAYS LTD	S	18	0	0	72	22	6	0	0	0	11	0	0	0
<b>TOTAL MIKONOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>15</b>	<b>20</b>
MITILINI	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	100	4	8
	MONARCH AIRLINES	C	8	0	0	63	38	0	0	0	0	14	0	0	0
	XL AIRWAYS UK LTD	C	8	0	0	38	13	0	50	0	0	66	63	14	8
<b>TOTAL MITILINI</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>81</b>	<b>9</b>	<b>16</b>
PREVEZA	ASTRAEUS LTD	C	10	0	0	80	10	10	0	0	0	11	38	17	8
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	54	21	18	7	0	0	19	69	24	16
	MONARCH AIRLINES	C	20	0	0	60	20	20	0	0	0	16	25	41	16
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	30	0	0	0	0	10	63	15	8
	XL AIRWAYS UK LTD	C	18	0	0	72	11	17	0	0	0	10	71	21	24
<b>TOTAL PREVEZA</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>25</b>	<b>72</b>
RHODES	FIRST CHOICE AIRWAYS LTD	C	23	0	0	87	4	9	0	0	0	9	81	34	21
	GB AIRWAYS LTD	S	35	0	0	54	29	9	9	0	0	19	17	59	18
	MONARCH AIRLINES	C	34	0	0	68	9	6	6	9	3	48	57	60	35
	THOMAS COOK AIRLINES LTD	C	22	0	0	64	5	9	14	9	0	39	100	3	19
	THOMSONFLY LTD	C	18	0	0	61	22	6	0	6	6	50	35	25	17
	XL AIRWAYS UK LTD	C	21	0	0	62	10	5	19	5	0	41	48	29	21
<b>TOTAL RHODES</b>			<b>153</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>33</b>	<b>57</b>	<b>38</b>	<b>131</b>
SALONIKA	ASTRAEUS LTD	C	10	0	0	80	20	0	0	0	0	5	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	55	30	10	5	0	0	19	52	20	60
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	0	0	0	13	82	100	1	8
	OLYMPIC AIRLINES	S	42	0	0	29	33	31	7	0	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	25	0	0	0	14	72	16	18
	THOMSONFLY LTD	C	8	0	0	25	50	25	0	0	0	23	75	10	8
	XL AIRWAYS UK LTD	C	8	0	0	50	0	25	13	0	13	128	38	142	8
<b>TOTAL SALONIKA</b>			<b>144</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>27</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>60</b>	<b>26</b>	<b>102</b>
SAMOS	XL AIRWAYS UK LTD	C	16	0	0	75	0	6	19	0	0	21	81	8	16
<b>TOTAL SAMOS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>6</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>83</b>	<b>7</b>	<b>24</b>
SKIATHOS	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	0	9	100	7	10
	FIRST CHOICE AIRWAYS LTD	C	32	0	0	50	25	16	6	0	3	36	75	24	36
	MONARCH AIRLINES	C	8	0	0	50	0	13	38	0	0	57	40	16	10

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
SKIATHOS	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	63	21	8
	XL AIRWAYS UK LTD	C	23	0	0	57	26	17	0	0	0	18	50	21	20
<b>TOTAL SKIATHOS</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>27</b>	<b>67</b>	<b>20</b>	<b>84</b>
THIRA (SANTORINI)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	63	18	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	11	88	5	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	88	7	8
	XL AIRWAYS UK LTD	C	16	0	0	81	6	13	0	0	0	8	69	14	16
<b>TOTAL THIRA (SANTORINI)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>12</b>	<b>40</b>	
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	24	0	0	46	21	17	17	0	0	23	52	24	31
	MONARCH AIRLINES	C	28	1	0	89	4	0	7	0	0	14	79	38	24
	MYTRAVEL AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	88	8	8
	THOMAS COOK AIRLINES LTD	C	38	0	0	55	18	8	18	0	0	29	71	32	35
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	2	67	15	18
	XL AIRWAYS UK LTD	C	14	0	0	71	7	7	14	0	0	14	47	25	15
<b>TOTAL ZAKINTHOS</b>			<b>130</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>28</b>	<b>134</b>
<b>TOTAL GREECE</b>			<b>1625</b>	<b>6</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>62</b>	<b>26</b>	<b>1597</b>
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	8	0	0	63	13	13	0	13	0	46	88	7	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	50	0	25	25	0	0	38	67	24	9
	XL AIRWAYS UK LTD	C	9	0	0	44	11	33	0	0	11	115	0	0	0
<b>TOTAL GRENADA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>8</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>68</b>	<b>76</b>	<b>16</b>	<b>17</b>
<b>TOTAL GRENADA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>8</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>68</b>	<b>76</b>	<b>16</b>	<b>17</b>
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	OASIS HONG KONG AIRLINES LTD	S	60	0	0	82	10	2	5	2	0	13	0	0	0
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL HONG KONG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	60	0	0	65	20	13	2	0	0	15	58	17	60
	MALEV (HUNGARIAN AIRLINES)	S	120	0	0	56	26	13	5	0	0	19	67	16	100
<b>TOTAL BUDAPEST</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>16</b>	<b>161</b>
<b>TOTAL HUNGARY</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>24</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>16</b>	<b>161</b>
<b>ICELAND</b>															
KEFLAVIK	BRITISH AIRWAYS PLC	S	44	0	0	93	7	0	0	0	0	5	57	30	44
<b>TOTAL KEFLAVIK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>30</b>	<b>44</b>
<b>TOTAL ICELAND</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>57</b>	<b>30</b>	<b>44</b>
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	60	0	0	87	7	3	3	0	0	9	63	18	120
<b>TOTAL CORK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>52</b>	<b>26</b>	<b>262</b>
DUBLIN	BRITISH AIRWAYS PLC	S	216	0	0	70	18	10	2	1	0	16	54	24	212
	RYANAIR	S	356	0	0	53	24	16	7	0	0	21	34	36	300

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			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
TOTAL DUBLIN			572	0	0	59	22	14	5	1	0	19	42	31	512
SHANNON	RYANAIR	S	60	0	0	68	25	5	2	0	0	11	57	15	60
TOTAL SHANNON			60	0	0	68	25	5	2	0	0	11	52	21	117
TOTAL IRISH REPUBLIC			692	0	0	62	21	12	4	0	0	18	47	28	1010
ISLE OF CURACAO NETH.ANTILLES															
ARUBA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	50	0	0	0	34	25	34	4
TOTAL ARUBA			4	0	0	25	25	50	0	0	0	34	25	34	4
TOTAL ISLE OF CURACAO NETH.ANTILLES			4	0	0	25	25	50	0	0	0	34	25	34	4
ISRAEL															
TEL AVIV	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	0	0	100	0	0	105	0	0	0
TOTAL TEL AVIV			2	0	0	0	0	0	100	0	0	105	0	25	1
TOTAL ISRAEL			2	0	0	0	0	0	100	0	0	105	0	25	1
ITALY															
ALGHERO/SASSARI	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	7	60	12	10
TOTAL ALGHERO/SASSARI			9	0	0	89	11	0	0	0	0	7	60	12	10
BARI (PALESE)	BRITISH AIRWAYS PLC	S	18	0	0	72	17	6	6	0	0	16	44	31	18
TOTAL BARI (PALESE)			18	0	0	72	17	6	6	0	0	16	44	31	18
BERGAMO	ASTRAEUS LTD	C	10	0	0	80	20	0	0	0	0	6	30	37	10
TOTAL BERGAMO			10	0	0	80	20	0	0	0	0	6	30	37	10
BOLOGNA	BRITISH AIRWAYS PLC	S	168	0	0	49	26	19	5	0	0	20	40	33	171
TOTAL BOLOGNA			168	0	0	49	26	19	5	0	0	20	40	33	171
CAGLIARI (ELMAS)	BRITISH AIRWAYS PLC	S	28	0	0	32	61	7	0	0	0	19	23	47	26
	XL AIRWAYS UK LTD	C	10	0	0	70	10	0	0	0	20	83	50	32	10
TOTAL CAGLIARI (ELMAS)			38	0	0	42	47	5	0	0	5	36	31	43	36
CATANIA (FONTANAROSSA)	AIR MALTA	S	17	0	0	65	12	18	6	0	0	24	0	0	0
	BRITISH AIRWAYS PLC	S	59	0	0	66	19	8	5	2	0	19	52	25	60
	MONARCH AIRLINES	C	9	0	0	67	11	11	0	0	11	54	0	0	0
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	4	30	38	10
TOTAL CATANIA (FONTANAROSSA)			95	0	0	69	15	9	4	1	1	21	53	28	80
FLORENCE	MERIDIANA AIR	S	146	0	0	69	14	12	5	0	0	17	49	29	150
TOTAL FLORENCE			146	0	0	69	14	12	5	0	0	17	49	29	150
LAMETIA-TERME	THOMSONFLY LTD	C	8	0	0	63	13	13	0	0	13	80	88	8	8
TOTAL LAMETIA-TERME			8	0	0	63	13	13	0	0	13	80	88	8	8
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	73	17	7	3	0	0	13	57	19	60
TOTAL MILAN (LINATE)			60	0	0	73	17	7	3	0	0	13	57	19	60
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	170	1	0	62	19	9	8	1	0	22	31	38	102
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	11	0	0	0
TOTAL MILAN (MALPENSA)			172	1	0	63	19	9	8	1	0	22	31	38	104

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
NAPLES	BRITISH AIRWAYS PLC	S	176	0	1	52	28	15	5	0	1	25	31	36	180
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	10	30	24	10	
	MONARCH AIRLINES	C	12	0	0	33	17	17	8	25	0	97	7	55	14
	THOMSONFLY LTD	C	16	0	0	75	19	0	0	0	6	38	56	24	18
<b>TOTAL NAPLES</b>			<b>212</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>26</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>31</b>	<b>36</b>	<b>222</b>	
OLBIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	20	15	7	0	20	50	32	60	
	MERIDIANA AIR	S	18	0	0	72	28	0	0	0	11	56	22	18	
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	3	0	0	0	
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL OLBIA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>28</b>	<b>88</b>	
PALERMO	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	12	13	5	0	15	0	0	0	
<b>TOTAL PALERMO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>33</b>	<b>44</b>	<b>6</b>	
PISA	BRITISH AIRWAYS PLC	S	212	0	0	58	15	15	10	0	1	29	26	46	180
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	60	25	12	3	0	15	0	0	0	
	THOMSONFLY LTD	C	10	0	0	70	20	10	0	0	13	40	26	10	
<b>TOTAL PISA</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>45</b>	<b>193</b>	
RIMINI	MONARCH AIRLINES	C	7	0	0	86	0	14	0	0	9	86	21	7	
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>21</b>	<b>7</b>	
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	120	0	0	49	22	19	10	0	24	50	27	117	
	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	5	0	0	0	
<b>TOTAL ROME (CIAMPINO)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>27</b>	<b>117</b>	
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	178	0	0	52	26	15	6	1	22	33	42	60	
<b>TOTAL ROME (FIUMICINO)</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>22</b>	<b>33</b>	<b>42</b>	<b>60</b>	
TURIN	BRITISH AIRWAYS PLC	S	60	0	0	27	30	37	7	0	32	32	34	60	
<b>TOTAL TURIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>30</b>	<b>37</b>	<b>7</b>	<b>0</b>	<b>32</b>	<b>32</b>	<b>34</b>	<b>60</b>	
VENICE	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	109	0	0	0	
	BRITISH AIRWAYS PLC	S	238	0	0	50	21	21	8	0	24	34	37	180	
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	57	19	17	6	2	24	37	41	120	
	MONARCH AIRLINES	C	12	0	0	42	25	0	17	0	17	87	27	65	11
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	1	67	10	9	
	TITAN AIRWAYS LTD	C	2	0	0	0	50	0	50	0	0	47	0	0	0
<b>TOTAL VENICE</b>			<b>381</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>20</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>26</b>	<b>36</b>	<b>39</b>	<b>320</b>	
VERONA VILAFRANCA	ASTRAEUS LTD	C	10	0	0	40	30	30	0	0	22	0	0	0	
	BRITISH AIRWAYS PLC	S	118	0	1	52	21	19	7	0	30	41	30	120	
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	59	24	6	12	0	23	53	24	17	
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	3	83	13	18	
<b>TOTAL VERONA VILAFRANCA</b>			<b>154</b>	<b>0</b>	<b>1</b>	<b>54</b>	<b>21</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>47</b>	<b>28</b>	<b>156</b>	
<b>TOTAL ITALY</b>			<b>2268</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>21</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>40</b>	<b>34</b>	<b>1883</b>	
JAMAICA															
KINGSTON	BRITISH AIRWAYS PLC	S	25	0	0	60	24	4	12	0	24	62	17	26	
<b>TOTAL KINGSTON</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>24</b>	<b>62</b>	<b>17</b>	<b>26</b>	
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	5	75	11	4	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
MONTEGO BAY	MYTRAVEL AIRWAYS	C	9	0	0	33	33	0	33	0	0	47	38	51	8
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	17	88	11	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	50	19	19	6	6	0	43	69	21	16
<b>TOTAL MONTEGO BAY</b>			<b>37</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>67</b>	<b>24</b>	<b>36</b>
<b>TOTAL JAMAICA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>8</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>65</b>	<b>21</b>	<b>62</b>
<b>KAZAKHSTAN</b>															
AKTAU	ASTRAEUS LTD	S	8	0	0	50	13	0	38	0	0	51	0	0	0
<b>TOTAL AKTAU</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL KAZAKHSTAN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>63</b>	<b>38</b>	<b>8</b>
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	10	0	0	90	0	10	0	0	0	8	67	7	12
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	0	298	8
	MONARCH AIRLINES	C	8	0	0	50	13	13	25	0	0	35	63	12	8
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	0	0	13	140	0	0	0
<b>TOTAL MOMBASA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>46</b>	<b>91</b>	<b>28</b>
<b>TOTAL KENYA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>46</b>	<b>91</b>	<b>28</b>
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	60	0	0	78	12	5	5	0	0	12	73	16	60
<b>TOTAL RIGA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>22</b>	<b>120</b>
<b>TOTAL LATVIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>22</b>	<b>120</b>
<b>LIBERIA</b>															
MONROVIA (ROBERTS)	ASTRAEUS LTD	S	17	0	0	65	6	18	12	0	0	19	0	0	0
<b>TOTAL MONROVIA (ROBERTS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LIBERIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	58	0	0	24	14	22	38	2	0	60	34	38	44
<b>TOTAL TRIPOLI</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>22</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>34</b>	<b>38</b>	<b>44</b>
<b>TOTAL LIBYA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>14</b>	<b>22</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>60</b>	<b>34</b>	<b>38</b>	<b>44</b>
<b>LITHUANIA</b>															
VILNIUS	AIR BALTIC	S	60	0	0	75	17	3	5	0	0	11	78	10	60
	LITHUANIAN AIRLINES	S	60	0	0	75	22	3	0	0	0	9	69	17	68
<b>TOTAL VILNIUS</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>188</b>
<b>TOTAL LITHUANIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>188</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	90	0	0	81	16	3	0	0	0	10	61	17	92
<b>TOTAL LUXEMBOURG</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>17</b>	<b>92</b>
<b>TOTAL LUXEMBOURG</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>17</b>	<b>92</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>MALDIV ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	11	11	0	0	26	13	379	8
	MONARCH AIRLINES	C	17	0	0	47	29	12	12	0	0	32	6	73	16
<b>TOTAL MALE INTERNATIONAL</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>175</b>	<b>24</b>
<b>TOTAL MALDIV ISLANDS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>8</b>	<b>175</b>	<b>24</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	87	0	0	52	16	21	10	1	0	26	58	17	106
	AIR MALTA	C	2	0	0	0	0	100	0	0	0	39	0	48	2
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	2	63	12	8
	GB AIRWAYS LTD	S	60	0	0	72	23	2	3	0	0	10	57	18	60
	HELLO	C	40	0	0	40	30	18	13	0	0	27	56	18	43
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	4	63	12	8
	THOMSONFLY LTD	C	8	0	0	75	13	0	13	0	0	18	38	24	8
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	0	67	65	18
<b>TOTAL MALTA</b>			<b>221</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>21</b>	<b>254</b>
<b>TOTAL MALTA</b>			<b>221</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>21</b>	<b>254</b>
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	8	42	18	12
	MYTRAVEL AIRWAYS	C	8	0	0	75	25	0	0	0	0	8	63	13	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	56	22	11	11	0	0	23	100	6	8
	THOMSONFLY LTD	C	17	0	0	47	18	24	12	0	0	24	50	31	10
<b>TOTAL CANCUN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>37</b>	<b>46</b>
COZUMEL	FIRST CHOICE AIRWAYS LTD	C	5	0	0	80	20	0	0	0	0	9	0	0	0
<b>TOTAL COZUMEL</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	7	50	44	6
<b>TOTAL PUERTO VALLARTA</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>7</b>	<b>50</b>	<b>44</b>	<b>6</b>
<b>TOTAL MEXICO</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>37</b>	<b>52</b>
<b>MOROCCO</b>															
AGADIR	ASTRAEUS LTD	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	19	63	46	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	0	25	102	100	1	8
<b>TOTAL AGADIR</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>41</b>	<b>69</b>	<b>31</b>	<b>32</b>
MARRAKESH	ATLAS BLUE	S	42	0	0	67	14	10	7	2	0	21	70	14	54
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	53	33	10	3	0	0	20	50	32	66
<b>TOTAL MARRAKESH</b>			<b>103</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>25</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>23</b>	<b>138</b>
<b>TOTAL MOROCCO</b>			<b>127</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>2</b>	<b>25</b>	<b>61</b>	<b>24</b>	<b>171</b>
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	26	0	0	77	8	4	8	0	4	47	77	14	26
<b>TOTAL WINDHOEK</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>77</b>	<b>14</b>	<b>26</b>
<b>TOTAL NAMIBIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>77</b>	<b>14</b>	<b>26</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	306	0	0	62	21	11	6	0	0	17	56	22	304
	EASYJET AIRLINE COMPANY LTD	S	234	0	2	66	24	7	3	0	0	15	55	23	204
<b>TOTAL AMSTERDAM</b>			<b>541</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>22</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>23</b>	<b>508</b>
<b>TOTAL NETHERLANDS</b>			<b>541</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>22</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>23</b>	<b>508</b>
<b>NIGERIA</b>															
LAGOS	VIRGIN NIGERIA AIRWAYS	S	54	0	0	33	11	28	22	4	2	50	38	94	60
<b>TOTAL LAGOS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>50</b>	<b>38</b>	<b>94</b>	<b>60</b>
<b>TOTAL NIGERIA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>4</b>	<b>2</b>	<b>50</b>	<b>38</b>	<b>94</b>	<b>60</b>
<b>NORWAY</b>															
ALESUND	SAS	S	16	0	0	81	19	0	0	0	0	6	0	0	0
<b>TOTAL ALESUND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BERGEN	SAS BRAATHENS	S	56	0	0	66	20	11	4	0	0	14	50	22	60
<b>TOTAL BERGEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>22</b>	<b>60</b>
<b>TOTAL NORWAY</b>			<b>73</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>22</b>	<b>60</b>
<b>POLAND</b>															
KRAKOW	BRITISH AIRWAYS PLC	S	52	0	0	73	13	6	8	0	0	16	32	29	60
	CENTRALWINGS	S	56	0	0	61	25	5	5	4	0	28	0	0	0
<b>TOTAL KRAKOW</b>			<b>108</b>	<b>0</b>	<b>3</b>	<b>67</b>	<b>19</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>22</b>	<b>79</b>	<b>110</b>
WARSAW	CENTRALWINGS	S	60	0	0	22	12	23	27	17	0	85	0	0	0
<b>TOTAL WARSAW</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>12</b>	<b>23</b>	<b>27</b>	<b>17</b>	<b>0</b>	<b>85</b>	<b>18</b>	<b>98</b>	<b>94</b>
WROCLAW	CENTRALWINGS	S	34	0	0	53	6	9	15	18	0	66	0	0	0
<b>TOTAL WROCLAW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>6</b>	<b>9</b>	<b>15</b>	<b>18</b>	<b>0</b>	<b>66</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>202</b>	<b>0</b>	<b>3</b>	<b>51</b>	<b>15</b>	<b>11</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>87</b>	<b>204</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
AZORES HORTA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	0	50	0	0	82	0	0	0
<b>TOTAL AZORES HORTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
AZORES PONTA DELGADA	SATA	S	18	0	0	50	39	0	11	0	0	18	38	31	8
<b>TOTAL AZORES PONTA DELGADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>31</b>	<b>8</b>
<b>FARO</b>															
	ASTRAEUS LTD	C	4	0	0	75	25	0	0	0	0	4	0	0	0
	BMI BRITISH MIDLAND	C	2	0	0	0	50	50	0	0	0	33	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	130	0	0	52	23	22	4	0	0	20	35	40	78
	FIRST CHOICE AIRWAYS LTD	C	34	0	0	47	29	18	6	0	0	27	57	23	35
	GB AIRWAYS LTD	S	178	0	0	75	17	7	0	1	0	13	52	21	202
	MONARCH AIRLINES	S	101	0	1	62	14	11	11	2	0	28	66	23	80
	MONARCH AIRLINES	C	14	2	0	29	7	7	36	21	0	105	50	79	8
	MYTRAVEL AIRWAYS	C	8	0	0	75	13	13	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	28	0	0	39	18	11	21	7	4	76	71	31	28
	THOMSONFLY LTD	C	34	0	0	74	15	6	6	0	0	14	59	24	17
	XL AIRWAYS UK LTD	C	28	0	0	82	11	4	4	0	0	9	58	18	43

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FARO</b>			<b>561</b>	<b>2</b>	<b>1</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>53</b>	<b>29</b>	496
<b>LISBON</b>	AIR PORTUGAL	S	60	0	0	5	23	50	22	0	0	44	52	21	120
	MONARCH AIRLINES	S	60	0	0	60	23	13	3	0	0	16	62	23	84
<b>TOTAL LISBON</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>23</b>	<b>32</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>56</b>	<b>22</b>	204
<b>OPORTO (PORTUGAL)</b>	AIR PORTUGAL	S	120	0	0	39	26	27	8	0	0	26	0	0	0
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>26</b>	<b>27</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>823</b>	<b>2</b>	<b>1</b>	<b>54</b>	<b>20</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>54</b>	<b>27</b>	708
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	AIR PORTUGAL	S	42	0	0	31	21	29	19	0	0	36	66	16	44
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	63	12	8
	GB AIRWAYS LTD	S	42	0	0	83	10	7	0	0	0	8	38	39	26
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	10	63	17	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	63	25	8
	XL AIRWAYS UK LTD	C	6	1	0	67	0	0	33	0	0	33	63	14	8
<b>TOTAL FUNCHAL</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>22</b>	102
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>114</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>58</b>	<b>22</b>	102
<b>QATAR</b>															
<b>DOHA</b>	QATAR AIRWAYS	S	60	0	0	82	12	7	0	0	0	9	58	23	60
<b>TOTAL DOHA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>23</b>	60
<b>TOTAL QATAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>58</b>	<b>23</b>	60
<b>REPUBLIC OF SERBIA</b>															
<b>PRISTINA</b>	BRITISH AIRWAYS PLC	S	34	0	0	68	29	3	0	0	0	11	71	22	34
<b>TOTAL PRISTINA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>22</b>	34
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>29</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>22</b>	34
<b>REPUBLIC OF SOUTH AFRICA</b>															
<b>JOHANNESBURG</b>	NATIONWIDE AIR	S	34	0	0	65	21	15	0	0	0	13	62	13	26
<b>TOTAL JOHANNESBURG</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>13</b>	26
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>13</b>	26
<b>RUSSIA</b>															
<b>KALININGRAD</b>	KD AVIA	S	26	0	0	77	4	4	8	8	0	33	0	0	0
<b>TOTAL KALININGRAD</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	0
<b>ST PETERSBURG</b>	GTK RUSSIA	S	14	0	0	64	14	21	0	0	0	14	0	0	0
<b>TOTAL ST PETERSBURG</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>16</b>	29
<b>TOTAL RUSSIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>15</b>	89
<b>SLOVENIA</b>															
<b>LJUBLJANA</b>	ADRIA AIRWAYS	S	60	0	0	43	12	25	20	0	0	34	77	11	60
<b>TOTAL LJUBLJANA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>12</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>77</b>	<b>11</b>	60
<b>TOTAL SLOVENIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>12</b>	<b>25</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>77</b>	<b>11</b>	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			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>SPAIN</b>															
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	140	0	0	64	11	18	7	0	0	20	47	32	155
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	6	80	7	10
	GB AIRWAYS LTD	S	130	0	0	82	13	3	2	0	0	9	45	27	130
	MONARCH AIRLINES	C	10	0	0	50	30	20	0	0	0	18	20	49	10
	MONARCH AIRLINES	S	115	0	0	81	8	7	3	1	0	13	69	14	120
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	50	20	0	0	0	24	30	38	10
	THOMSONFLY LTD	C	36	0	0	81	8	6	6	0	0	12	83	9	40
	XL AIRWAYS UK LTD	C	33	0	0	79	9	6	0	6	0	19	71	29	45
<b>TOTAL ALICANTE</b>			<b>484</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>25</b>	<b>520</b>
<b>ALMERIA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	10	8	5	0	2	21	48	17	60
	MYTRAVEL AIRWAYS	C	7	0	0	43	29	29	0	0	0	21	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	32	43	13	7
<b>TOTAL ALMERIA</b>			<b>75</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>49</b>	<b>19</b>	<b>75</b>
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	180	0	0	53	24	19	3	0	0	19	44	32	180
	EASYJET AIRLINE COMPANY LTD	S	240	0	0	56	23	16	5	1	0	21	46	30	237
	TITAN AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	53	0	0	0
<b>TOTAL BARCELONA</b>			<b>422</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>45</b>	<b>31</b>	<b>417</b>
<b>GERONA</b>	MYTRAVEL AIRWAYS	C	9	0	0	78	0	0	22	0	0	22	100	0	8
	THOMSONFLY LTD	C	10	0	0	80	10	10	0	0	0	7	60	12	10
<b>TOTAL GERONA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>5</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>7</b>	<b>18</b>
<b>GRANADA</b>	MONARCH AIRLINES	S	44	0	0	84	14	2	0	0	0	5	79	11	34
<b>TOTAL GRANADA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>11</b>	<b>34</b>
<b>IBIZA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	70	12	13	0	3	2	26	60	21	60
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	75	14	4	7	0	0	14	75	24	24
	GB AIRWAYS LTD	S	68	0	0	90	6	1	3	0	0	9	42	32	53
	MONARCH AIRLINES	C	8	0	0	75	0	0	25	0	0	37	45	25	20
	MONARCH AIRLINES	S	32	0	0	72	19	9	0	0	0	9	0	0	0
	MYTRAVEL AIRWAYS	C	8	0	0	75	13	13	0	0	0	12	88	15	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	67	13	7	13	0	0	21	69	17	26
	THOMSONFLY LTD	C	41	0	0	78	12	7	2	0	0	12	71	11	34
XL AIRWAYS UK LTD	C	12	0	0	83	17	0	0	0	0	9	100	8	8	
<b>TOTAL IBIZA</b>			<b>272</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>23</b>	<b>238</b>
<b>MADRID</b>	AEROLINEAS ARGENTINAS	S	60	0	0	45	20	22	10	3	0	37	60	15	60
	BRITISH AIRWAYS PLC	S	179	1	1	50	22	18	10	0	0	24	28	42	180
	EASYJET AIRLINE COMPANY LTD	S	220	0	0	57	20	15	6	2	0	23	40	31	162
	SPANAIR	C	5	1	0	0	0	20	80	0	0	86	0	0	0
<b>TOTAL MADRID</b>			<b>464</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>20</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>37</b>	<b>34</b>	<b>404</b>
<b>MAHON</b>	EASYJET AIRLINE COMPANY LTD	S	18	0	0	33	11	44	11	0	0	34	29	34	14
	FIRST CHOICE AIRWAYS LTD	C	40	1	0	65	15	5	10	5	0	28	83	14	58
	GB AIRWAYS LTD	S	50	0	0	82	10	8	0	0	0	6	48	37	44
	MONARCH AIRLINES	C	16	0	0	81	6	0	13	0	0	19	80	8	20
	MYTRAVEL AIRWAYS	C	18	0	0	89	11	0	0	0	0	5	75	14	20
	THOMAS COOK AIRLINES LTD	C	29	0	0	69	10	14	3	3	0	22	64	24	28
	THOMSONFLY LTD	C	34	0	0	76	15	9	0	0	0	9	83	8	36

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Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MAHON	XL AIRWAYS UK LTD	C	14	0	0	93	0	0	0	7	0	22	73	30	26
<b>TOTAL MAHON</b>			<b>219</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>20</b>	<b>249</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	149	0	0	70	13	7	9	0	0	18	43	32	145
	FIRST CHOICE AIRWAYS LTD	C	28	0	0	61	25	0	14	0	0	23	36	20	22
	GB AIRWAYS LTD	S	240	0	0	81	11	6	1	1	0	11	50	27	240
	MONARCH AIRLINES	S	156	0	0	71	14	6	4	2	3	37	57	24	149
	MONARCH AIRLINES	C	12	0	0	67	17	17	0	0	0	11	59	23	22
	THOMSONFLY LTD	C	45	0	0	69	11	11	2	7	0	30	66	14	50
	XL AIRWAYS UK LTD	C	47	0	0	57	13	17	9	4	0	29	69	12	48
<b>TOTAL MALAGA</b>			<b>677</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>52</b>	<b>25</b>	<b>676</b>
MURCIA SAN JAVIER	EASYJET AIRLINE COMPANY LTD	S	70	0	0	53	27	13	4	3	0	27	47	28	60
	MONARCH AIRLINES	S	59	0	0	71	8	12	5	3	0	24	0	0	0
<b>TOTAL MURCIA SAN JAVIER</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>19</b>	<b>12</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>30</b>	<b>70</b>
PALMA DE MALLORCA	ASTRAEUS LTD	C	2	0	0	100	0	0	0	0	0	4	100	3	1
	EASYJET AIRLINE COMPANY LTD	S	156	0	0	59	21	14	6	0	0	20	63	23	142
	FIRST CHOICE AIRWAYS LTD	C	101	0	0	57	22	12	9	0	0	21	65	18	95
	GB AIRWAYS LTD	S	120	1	0	84	8	5	3	0	0	10	52	22	109
	MONARCH AIRLINES	C	37	0	0	54	11	16	3	3	14	101	45	35	31
	MYTRAVEL AIRWAYS	C	12	0	0	83	0	8	0	0	8	59	88	8	24
	SPANAIR	C	2	0	0	0	0	0	100	0	0	153	40	39	10
	THOMAS COOK AIRLINES LTD	C	44	1	0	52	16	9	23	0	0	35	58	40	66
	THOMSONFLY LTD	C	119	0	0	74	13	4	4	3	2	23	76	25	107
	XL AIRWAYS UK LTD	C	10	0	0	60	20	10	10	0	0	20	69	20	36
<b>TOTAL PALMA DE MALLORCA</b>			<b>605</b>	<b>2</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>63</b>	<b>24</b>	<b>622</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	21	0	0	86	5	0	0	10	0	28	79	10	29
	MYTRAVEL AIRWAYS	C	18	0	0	78	0	0	11	0	11	55	75	104	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	78	8	9
	THOMSONFLY LTD	C	18	0	0	89	6	6	0	0	0	4	78	9	18
<b>TOTAL REUS</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>26</b>	<b>78</b>	<b>21</b>	<b>64</b>
SEVILLE	AIR EUROPA	C	2	0	0	0	0	50	50	0	0	89	0	0	0
	CLICKAIR	S	60	0	0	85	8	0	7	0	0	14	0	0	0
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>11</b>	<b>56</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	68	20	7	3	2	0	15	50	24	60
<b>TOTAL VALENCIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>50</b>	<b>24</b>	<b>60</b>
<b>TOTAL SPAIN</b>			<b>3597</b>	<b>6</b>	<b>1</b>	<b>68</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>25</b>	<b>3503</b>
SPAIN(CANARY ISLANDS)															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	27	0	0	52	33	11	4	0	0	19	56	16	27
	FUTURA AIRLINES	C	3	0	0	33	67	0	0	0	0	15	50	26	2
	GB AIRWAYS LTD	S	18	0	0	50	17	28	6	0	0	21	44	27	16
	MONARCH AIRLINES	S	16	0	0	88	6	6	0	0	0	6	50	22	16
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	1	67	22	3
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	13	0	0	12	89	5	9
	THOMAS COOK AIRLINES LTD	C	26	0	0	54	12	15	12	0	8	59	58	23	24
	THOMSONFLY LTD	C	20	0	0	60	15	25	0	0	0	15	72	11	18
	XL AIRWAYS UK LTD	C	16	0	0	75	6	6	13	0	0	21	81	10	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ARRECIFE</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>62</b>	<b>17</b>	<b>132</b>
<b>FUERTEVENTURA</b>	FIRST CHOICE AIRWAYS LTD	C	24	0	0	67	8	25	0	0	0	16	55	24	22
	FUTURA AIRLINES	C	8	0	0	63	13	13	13	0	0	22	25	19	4
	MYTRAVEL AIRWAYS	C	19	0	0	79	0	0	11	5	5	51	30	41	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	33	28	11	28	0	0	43	60	12	10
	THOMSONFLY LTD	C	8	0	0	63	38	0	0	0	0	8	63	10	8
	XL AIRWAYS UK LTD	C	18	0	0	83	17	0	0	0	0	7	68	18	19
<b>TOTAL FUERTEVENTURA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>56</b>	<b>25</b>	<b>90</b>
<b>LAS PALMAS</b>	FIRST CHOICE AIRWAYS LTD	C	18	0	0	89	11	0	0	0	0	4	71	12	17
	GB AIRWAYS LTD	S	34	0	0	53	15	26	6	0	0	29	50	24	26
	MONARCH AIRLINES	C	10	0	0	60	20	0	20	0	0	24	0	0	0
	MYTRAVEL AIRWAYS	C	10	0	0	90	0	10	0	0	0	6	78	13	9
	THOMAS COOK AIRLINES LTD	C	23	0	0	70	13	0	17	0	0	20	82	7	17
	THOMSONFLY LTD	C	26	0	0	69	12	4	8	8	0	34	69	53	26
	XL AIRWAYS UK LTD	C	18	0	0	78	6	0	17	0	0	24	59	18	17
<b>TOTAL LAS PALMAS</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>24</b>	<b>122</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	4	0	0	50	25	0	25	0	0	21	0	0	0
	ASTRAEUS LTD	C	9	0	0	56	22	0	22	0	0	22	25	189	12
	FIRST CHOICE AIRWAYS LTD	C	25	0	0	80	8	4	8	0	0	16	58	26	40
	GB AIRWAYS LTD	S	60	1	0	75	20	3	2	0	0	9	41	53	59
	MONARCH AIRLINES	S	16	0	0	75	13	0	13	0	0	28	0	0	0
	MYTRAVEL AIRWAYS	C	17	0	0	53	24	12	12	0	0	24	95	3	20
	THOMAS COOK AIRLINES LTD	C	21	0	0	76	10	5	0	10	0	29	60	23	25
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	5	65	22	26
	VOLAR AIRLINES	C	8	1	0	63	13	25	0	0	0	21	90	3	10
	XL AIRWAYS UK LTD	C	25	0	0	72	12	0	16	0	0	18	62	18	26
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>201</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>4</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>39</b>	<b>252</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>572</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>58</b>	<b>29</b>	<b>614</b>
<b>SRI LANKA</b>															
<b>COLOMBO</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	31	0	0	0
<b>TOTAL COLOMBO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SRI LANKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	BRITISH AIRWAYS PLC	S	8	0	0	88	13	0	0	0	0	10	81	10	16
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	69	19	8	4	0	0	14	65	13	26
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>42</b>
<b>TOTAL ST LUCIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>42</b>
<b>SWEDEN</b>															
<b>STOCKHOLM (ARLANDA)</b>	STERLING AIRLINES	S	50	0	0	68	10	6	8	0	8	48	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>51</b>	<b>2</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>48</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
GENEVA	BRITISH AIRWAYS PLC	S	142	0	0	73	16	11	1	0	0	11	50	20	149
	EASYJET SWITZERLAND	S	220	0	0	67	19	10	4	0	0	17	67	18	218
<b>TOTAL GENEVA</b>			<b>362</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>60</b>	<b>19</b>	<b>370</b>
ZURICH	BRITISH AIRWAYS PLC	S	108	0	0	66	21	9	4	0	0	13	41	29	110
<b>TOTAL ZURICH</b>			<b>108</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>21</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>41</b>	<b>29</b>	<b>110</b>
<b>TOTAL SWITZERLAND</b>			<b>470</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>19</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>21</b>	<b>480</b>
<b>TRINIDAD AND TOBAGO</b>															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	26	0	0	50	27	12	12	0	0	25	0	0	0
<b>TOTAL PORT OF SPAIN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOBAGO	BRITISH AIRWAYS PLC	S	17	0	0	47	35	12	6	0	0	20	78	10	18
	XL AIRWAYS UK LTD	C	18	0	0	61	6	6	11	6	11	100	54	21	13
<b>TOTAL TOBAGO</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>61</b>	<b>68</b>	<b>14</b>	<b>31</b>
<b>TOTAL TRINIDAD AND TOBAGO</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>23</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>45</b>	<b>68</b>	<b>14</b>	<b>31</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	88	7	8
	MYTRAVEL AIRWAYS	C	18	0	0	78	6	6	0	11	0	35	94	66	18
	NOUVELAIR TUNISIE	S	10	0	0	80	20	0	0	0	0	8	50	23	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	0	17	17	6	0	35	75	91	16
	THOMSONFLY LTD	C	17	1	0	100	0	0	0	0	0	1	63	14	16
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	1	75	11	8
<b>TOTAL MONASTIR</b>			<b>81</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>41</b>	<b>79</b>
TUNIS	GB AIRWAYS LTD	S	42	0	0	60	38	2	0	0	0	13	50	38	42
<b>TOTAL TUNIS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>38</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>38</b>	<b>42</b>
<b>TOTAL TUNISIA</b>			<b>123</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>38</b>	<b>131</b>
<b>TURKEY</b>															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	19	0	0	84	11	5	0	0	0	7	85	5	20
	MYTRAVEL AIRWAYS	C	10	0	0	50	0	10	40	0	0	47	0	0	0
	ONUR AIR	C	8	0	0	50	13	38	0	0	0	15	100	4	10
	THOMAS COOK AIRLINES LTD	C	35	0	0	51	6	20	14	9	0	42	65	15	26
	THOMSONFLY LTD	C	10	0	0	40	0	50	10	0	0	29	56	26	18
<b>TOTAL ANTALYA</b>			<b>83</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>6</b>	<b>20</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>32</b>	<b>74</b>	<b>16</b>	<b>110</b>
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	37	0	0	70	19	5	0	5	0	23	53	23	36
	MONARCH AIRLINES	C	7	0	0	86	14	0	0	0	0	3	60	24	25
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	0	25	0	0	33	100	2	8
	ONUR AIR	C	36	0	0	56	19	11	8	6	0	32	74	10	27
	THOMAS COOK AIRLINES LTD	C	26	0	0	73	0	4	23	0	0	27	88	5	8
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	6	90	6	10
	XL AIRWAYS UK LTD	C	8	0	0	63	38	0	0	0	0	10	43	62	14
<b>TOTAL BODRUM (MILAS)</b>			<b>130</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>27</b>	<b>134</b>
DALAMAN	ASTRAEUS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	60	0	0	70	8	8	13	0	0	26	53	25	57

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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)
DALAMAN	FREEBIRD AIRLINES	C	8	0	0	88	0	13	0	0	0	6	50	20	2
	GB AIRWAYS LTD	S	32	1	0	97	3	0	0	0	6	56	21	18	
	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	50	38	13	0	0	14	80	9	10	
	MONARCH AIRLINES	C	32	0	0	63	9	9	19	0	24	59	52	41	
	MYTRAVEL AIRWAYS	C	18	0	0	61	17	11	11	0	18	61	11	18	
	ONUR AIR	C	43	0	0	56	30	7	2	0	5	34	43	32	30
	THOMAS COOK AIRLINES LTD	C	82	0	0	50	16	20	12	0	2	37	83	6	53
	THOMSONFLY LTD	C	16	0	0	63	13	13	0	13	0	47	82	11	17
	XL AIRWAYS UK LTD	C	45	0	0	67	11	11	9	2	0	26	57	24	81
	<b>TOTAL DALAMAN</b>			<b>346</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>27</b>	<b>61</b>	<b>24</b>	<b>327</b>
ISTANBUL (SABIHA GOKCEN)	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	100	3	2	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</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>100</b>	<b>3</b>	<b>2</b>	
IZMIR (ADNAM MENDERES)	BRITISH AIRWAYS PLC	S	51	0	0	57	14	16	10	0	4	53	35	33	34
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	30	0	0	0	12	38	19	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	0	38	0	41	64	222	14	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>45</b>	<b>44</b>	<b>77</b>	<b>57</b>
<b>TOTAL TURKEY</b>			<b>631</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>63</b>	<b>28</b>	<b>630</b>
UKRAINE															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	60	25	10	5	0	0	18	72	11	60
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>51</b>	<b>22</b>	<b>86</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>49</b>	<b>23</b>	<b>91</b>
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	180	0	0	71	20	5	3	1	0	14	65	14	181
<b>TOTAL DUBAI</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>14</b>	<b>182</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>180</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>70</b>	<b>13</b>	<b>242</b>
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	180	0	0	53	19	18	10	0	0	24	31	36	180
<b>TOTAL ABERDEEN</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>18</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>31</b>	<b>36</b>	<b>180</b>
BELFAST CITY	FLYBE LTD	S	230	0	6	71	15	7	6	0	0	16	80	9	210
<b>TOTAL BELFAST CITY</b>			<b>230</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>9</b>	<b>210</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	250	0	0	62	22	10	5	1	0	17	44	30	229
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>250</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>44</b>	<b>30</b>	<b>229</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	334	0	0	50	21	18	10	1	0	28	41	35	348
	EASYJET AIRLINE COMPANY LTD	S	230	0	0	69	18	7	5	1	0	18	52	25	230
<b>TOTAL EDINBURGH</b>			<b>564</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>31</b>	<b>578</b>
GLASGOW	BRITISH AIRWAYS PLC	S	274	0	0	51	22	19	8	0	0	22	43	33	336
	EASYJET AIRLINE COMPANY LTD	S	168	0	2	64	20	13	2	1	0	15	0	0	0
<b>TOTAL GLASGOW</b>			<b>442</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>21</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>33</b>	<b>337</b>
GUERNSEY	AURIGNY AIR SERVICES	S	240	0	0	76	15	7	2	0	0	10	71	17	238
	FLYBE LTD	S	240	0	0	76	15	8	1	0	0	9	83	11	266



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 GUERNSEY</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>14</b>	504
<b>INVERNESS</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	63	15	18	3	0	0	16	37	27	60
	FLYBE LTD	S	167	0	4	68	14	10	4	2	2	28	0	0	0
<b>TOTAL INVERNESS</b>			<b>227</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>14</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>52</b>	<b>24</b>	241
<b>ISLE OF MAN</b>	FLYBE LTD	S	219	1	2	32	29	23	14	1	0	36	0	0	0
<b>TOTAL ISLE OF MAN</b>			<b>219</b>	<b>1</b>	<b>2</b>	<b>32</b>	<b>29</b>	<b>23</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>60</b>	<b>19</b>	162
<b>JERSEY</b>	BRITISH AIRWAYS PLC	S	369	0	0	64	20	10	5	1	0	17	41	33	316
	FLYBE LTD	S	237	0	3	76	11	9	3	0	0	13	48	34	238
<b>TOTAL JERSEY</b>			<b>606</b>	<b>0</b>	<b>3</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>33</b>	554
<b>MANCHESTER</b>	BRITISH AIRWAYS PLC	S	357	0	1	49	23	21	7	0	0	23	45	28	365
	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	5	0	0	0
<b>TOTAL MANCHESTER</b>			<b>360</b>	<b>14</b>	<b>1</b>	<b>49</b>	<b>23</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>25</b>	511
<b>NEWCASTLE</b>	JET2.COM LTD	S	137	0	2	66	18	12	4	0	0	16	0	0	0
<b>TOTAL NEWCASTLE</b>			<b>138</b>	<b>1</b>	<b>2</b>	<b>66</b>	<b>17</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>32</b>	226
<b>NEWQUAY</b>	AIR SOUTHWEST	S	90	0	0	87	11	1	1	0	0	5	59	21	91
	BRITISH AIRWAYS PLC	S	60	0	0	70	17	12	2	0	0	12	0	0	0
<b>TOTAL NEWQUAY</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>21</b>	91
<b>PLYMOUTH</b>	AIR SOUTHWEST	S	150	0	0	93	5	1	1	0	0	5	52	21	149
<b>TOTAL PLYMOUTH</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>52</b>	<b>21</b>	149
<b>TOTAL UNITED KINGDOM</b>			<b>3997</b>	<b>20</b>	<b>20</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>26</b>	4016
<b>USA</b>															
<b>ATLANTA</b>	BRITISH AIRWAYS PLC	S	60	0	0	68	23	8	0	0	0	12	48	26	60
	DELTA AIRLINES	S	120	0	0	73	13	8	6	0	0	15	57	21	174
<b>TOTAL ATLANTA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>55</b>	<b>22</b>	234
<b>CHARLOTTE</b>	US AIRWAYS	S	60	0	0	40	38	8	13	0	0	25	60	21	60
<b>TOTAL CHARLOTTE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>38</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>21</b>	60
<b>CINCINNATI</b>	DELTA AIRLINES	S	60	0	0	85	7	5	3	0	0	8	85	9	60
<b>TOTAL CINCINNATI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	60
<b>CLEVELAND</b>	CONTINENTAL AIRLINES	S	56	0	2	84	9	5	2	0	0	8	78	9	60
<b>TOTAL CLEVELAND</b>			<b>56</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	60
<b>DALLAS/FORT WORTH</b>	AMERICAN AIRLINES	S	120	0	0	73	18	7	3	0	0	12	62	17	120
	BRITISH AIRWAYS PLC	S	60	0	0	80	12	7	2	0	0	9	55	20	60
<b>TOTAL DALLAS/FORT WORTH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>18</b>	180
<b>DETROIT</b>	NORTHWEST AIRLINES	S	58	0	2	93	3	3	0	0	0	3	65	18	60
<b>TOTAL DETROIT</b>			<b>58</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>18</b>	60
<b>FORT LAUDERDALE</b>	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	20	0	20	0	0	20	0	0	0
<b>TOTAL FORT LAUDERDALE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	0
<b>HOUSTON</b>	BRITISH AIRWAYS PLC	S	120	0	0	83	13	1	3	0	0	8	65	19	114
	CONTINENTAL AIRLINES	S	120	0	0	81	8	6	5	0	0	13	73	15	120

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 HOUSTON			240	0	0	82	11	3	4	0	0	10	69	17	234
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	23	20	37	17	3	0	45	27	41	60
TOTAL LAS VEGAS			60	0	0	23	20	37	17	3	0	45	27	41	60
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	60	0	0	87	7	7	0	0	0	6	47	32	59
TOTAL MINNEAPOLIS-ST PAUL			60	0	0	87	7	7	0	0	0	6	47	32	59
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	119	0	0	63	13	17	7	0	0	18	0	0	0
	ZOOM AIRLINES LTD	S	58	0	0	55	12	14	19	0	0	31	0	0	0
TOTAL NEW YORK (JF KENNEDY)			177	1	0	60	13	16	11	0	0	22	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	128	0	0	60	22	13	5	1	0	20	64	19	127
TOTAL NEW YORK (NEWARK)			128	0	0	60	22	13	5	1	0	20	64	19	127
ORLANDO	BRITISH AIRWAYS PLC	S	60	0	0	58	27	10	2	3	0	24	63	16	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	101	0	2	49	21	14	11	4	2	45	43	30	120
TOTAL ORLANDO			161	0	2	52	23	12	7	4	1	37	49	25	180
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	60	17	13	10	0	0	22	53	25	58
TOTAL PHILADELPHIA INTERNATIONAL			60	0	0	60	17	13	10	0	0	22	53	25	58
RALEIGH	AMERICAN AIRLINES	S	60	0	0	83	8	2	7	0	0	12	64	17	58
TOTAL RALEIGH			60	0	0	83	8	2	7	0	0	12	64	17	58
SANFORD	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	25	0	0	0	22	11	79	9
	MONARCH AIRLINES	C	10	0	0	70	20	0	10	0	0	12	100	0	1
	MYTRAVEL AIRWAYS	C	27	0	0	81	7	11	0	0	0	9	47	52	17
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	22	11	11	0	11	132	30	30	10
	THOMSONFLY LTD	C	9	0	0	33	22	44	0	0	0	24	11	52	18
	XL AIRWAYS UK LTD	C	37	0	0	59	19	14	8	0	0	18	53	68	36
TOTAL SANFORD			100	0	0	62	17	15	5	0	1	26	37	58	91
TAMPA	BRITISH AIRWAYS PLC	S	44	0	0	70	23	5	2	0	0	13	52	17	44
TOTAL TAMPA			44	0	0	70	23	5	2	0	0	13	52	17	44
TOTAL USA			1689	4	6	68	16	10	6	1	0	18	58	23	1565
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	0	17	0	0	0	12	100	4	4
TOTAL PORLAMAR			6	0	0	83	0	17	0	0	0	12	100	4	4
TOTAL VENEZUELA			6	0	0	83	0	17	0	0	0	12	100	4	4
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	22	0	2	27	0	18	45	9	0	95	4	201	23
TOTAL HARARE			22	0	2	27	0	18	45	9	0	95	4	201	23
TOTAL ZIMBABWE			22	0	2	27	0	18	45	9	0	95	4	201	23
TOTAL GATWICK			24114	57	44	64	17	11	6	1	0	21	54	28	23564

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BMI BRITISH MIDLAND	C	7	0	0	71	29	0	0	0	0	8	67	6	6
<b>TOTAL SALZBURG</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>6</b>	<b>6</b>
<b>TOTAL AUSTRIA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>6</b>	<b>6</b>
<b>BULGARIA</b>															
BURGAS	BH AIR	C	10	0	0	80	20	0	0	0	0	9	63	32	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	0	25	0	0	38	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	50	52	8
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	12	88	5	8
<b>TOTAL BURGAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>75</b>	<b>21</b>	<b>40</b>
<b>TOTAL BULGARIA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>24</b>	<b>46</b>
<b>CANADA</b>															
CALGARY	ZOOM AIRLINES (CANADA)	S	8	0	0	75	13	13	0	0	0	14	44	47	9
<b>TOTAL CALGARY</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>14</b>	<b>44</b>	<b>47</b>	<b>9</b>
HAMILTON (CANADA)	FLYGLOBESPAN	S	52	0	0	58	8	6	10	13	6	82	0	0	0
<b>TOTAL HAMILTON (CANADA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>8</b>	<b>6</b>	<b>10</b>	<b>13</b>	<b>6</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>
OTTAWA INTERNATIONAL	ZOOM AIRLINES (CANADA)	S	10	0	0	80	10	0	10	0	0	13	56	24	9
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>24</b>	<b>9</b>
TORONTO	AIR TRANSAT	S	16	0	0	81	6	6	6	0	0	10	79	7	24
	THOMAS COOK AIRLINES LTD	S	34	0	1	76	6	6	6	0	6	41	95	5	43
	ZOOM AIRLINES (CANADA)	S	18	1	0	61	11	22	6	0	0	18	73	12	30
<b>TOTAL TORONTO</b>			<b>68</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>28</b>	<b>85</b>	<b>8</b>	<b>97</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	88	13	0	0	0	0	5	75	9	8
	FLYGLOBESPAN	S	16	0	0	50	6	13	31	0	0	33	0	0	0
	ZOOM AIRLINES (CANADA)	S	18	1	0	83	6	6	6	0	0	12	40	49	10
<b>TOTAL VANCOUVER</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>56</b>	<b>31</b>	<b>18</b>
<b>TOTAL CANADA</b>			<b>180</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>40</b>	<b>76</b>	<b>15</b>	<b>133</b>
<b>CROATIA</b>															
DUBROVNIK	DUBROVNIK AIRLINE	C	2	0	0	50	50	0	0	0	0	10	50	43	2
<b>TOTAL DUBROVNIK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>43</b>	<b>2</b>
PULA	THOMSONFLY LTD	C	8	0	0	25	25	50	0	0	0	29	0	0	0
<b>TOTAL PULA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>63</b>	<b>14</b>	<b>8</b>
<b>TOTAL CROATIA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>36</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>19</b>	<b>11</b>
<b>CYPRUS</b>															
LARNACA	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	19	50	18	8
	THOMSONFLY LTD	C	10	0	0	50	30	10	10	0	0	20	75	8	8
<b>TOTAL LARNACA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>10</b>	<b>34</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	18	0	0	0
	FLYGLOBESPAN	S	17	0	1	71	12	12	6	0	0	13	81	10	16
	THOMAS COOK AIRLINES LTD	C	9	0	0	33	11	22	33	0	0	50	33	45	15
	THOMSONFLY LTD	C	8	0	0	50	13	13	25	0	0	27	38	30	8
<b>TOTAL PAPHOS</b>			<b>42</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>17</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>27</b>	<b>55</b>	
<b>TOTAL CYPRUS</b>			<b>68</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>16</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>21</b>	<b>62</b>	<b>21</b>	<b>89</b>	
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	60	0	0	80	7	8	5	0	0	12	77	14	60
<b>TOTAL COPENHAGEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>70</b>	
<b>TOTAL DENMARK</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>15</b>	<b>70</b>	
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	83	8	6
<b>TOTAL PUERTO PLATA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>6</b>	
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>6</b>	
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	13	38	25	25	0	0	41	38	18	8
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	10	50	18	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>18</b>	<b>16</b>
<b>TOTAL EGYPT</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>19</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>18</b>	<b>26</b>
<b>FRANCE</b>															
PARIS (CHARLES DE GAULLE)	XL AIRWAYS UK LTD	C	2	0	0	50	0	50	0	0	0	26	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</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>26</b>	<b>75</b>	<b>18</b>	<b>40</b>
<b>TOTAL FRANCE</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>69</b>	<b>19</b>	<b>48</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	82	13	3	2	0	0	8	60	24	58
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>60</b>	<b>24</b>	<b>58</b>
STUTTGART	TUIFLY (GERMANY)	C	3	1	0	0	33	0	67	0	0	56	0	0	0
<b>TOTAL STUTTGART</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GERMANY</b>			<b>64</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>14</b>	<b>149</b>
<b>GREECE</b>															
ATHENS	FLYGLOBESPAN	S	8	0	0	63	25	13	0	0	0	12	38	29	8
<b>TOTAL ATHENS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>44</b>	<b>29</b>	<b>16</b>
CORFU	FIRST CHOICE AIRWAYS LTD	C	3	6	0	67	33	0	0	0	0	7	100	3	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	43	0	0	0	0	13	43	22	7
	THOMSONFLY LTD	C	8	0	0	75	0	13	13	0	0	22	100	1	8
	XL AIRWAYS UK LTD	C	8	0	0	75	13	13	0	0	0	9	56	22	16
<b>TOTAL CORFU</b>			<b>26</b>	<b>6</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>13</b>	<b>41</b>
HERAKLION	MYTRAVEL AIRWAYS	C	8	0	0	75	13	13	0	0	0	7	88	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	31	53	31	17

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
HERAKLION	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	XL AIRWAYS UK LTD	C	17	0	0	94	6	0	0	0	0	3	94	5	17
<b>TOTAL HERAKLION</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>51</b>
KOS	BMI BRITISH MIDLAND	C	10	0	0	10	50	40	0	0	0	29	44	38	9
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	100	1	9
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	25	13	25	0	0	31	88	5	8
<b>TOTAL KOS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>31</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>15</b>	<b>26</b>
RHODES	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	13	0	0	0	14	100	2	8
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	71	13	7
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	75	29	8
	XL AIRWAYS UK LTD	C	18	0	0	100	0	0	0	0	0	2	69	29	16
<b>TOTAL RHODES</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>20</b>	<b>39</b>	
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	9	75	7	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	11	38	57	16
	XL AIRWAYS UK LTD	C	10	0	0	80	0	20	0	0	0	11	25	50	8
<b>TOTAL ZAKINTHOS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>36</b>	<b>40</b>	
<b>TOTAL GREECE</b>			<b>171</b>	<b>6</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>22</b>	<b>213</b>	
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	34	0	0	65	21	6	9	0	0	18	50	22	34
<b>TOTAL KEFLAVIK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>22</b>	<b>34</b>
<b>TOTAL ICELAND</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>21</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>22</b>	<b>34</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	118	0	0	50	24	22	4	0	0	20	47	29	116
<b>TOTAL DUBLIN</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>29</b>	<b>116</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>24</b>	<b>22</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>25</b>	<b>153</b>
<b>ISRAEL</b>															
TEL AVIV	ISRAIR LTD	C	2	0	0	0	0	0	50	50	0	144	0	0	0
<b>TOTAL TEL AVIV</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>144</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
NAPLES	THOMSONFLY LTD	C	8	0	0	50	38	0	13	0	0	22	30	42	10
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>38</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>30</b>	<b>42</b>	<b>10</b>
RIMINI	BMI REGIONAL	C	5	0	0	80	0	20	0	0	0	10	100	0	1
<b>TOTAL RIMINI</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>0</b>	<b>1</b>
VENICE	BMI BRITISH MIDLAND	C	9	0	0	78	22	0	0	0	0	8	50	20	8
<b>TOTAL VENICE</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>20</b>	<b>8</b>
VERONA VILAFRANCA	THOMSONFLY LTD	C	16	0	0	44	19	25	13	0	0	31	61	24	18
<b>TOTAL VERONA VILAFRANCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>61</b>	<b>24</b>	<b>18</b>
<b>TOTAL ITALY</b>			<b>39</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>51</b>	<b>27</b>	<b>37</b>

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Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
VILNIUS	LITHUANIAN AIRLINES	C	2	0	0	50	0	50	0	0	0	18	0	0	0
TOTAL VILNIUS			2	0	0	50	0	50	0	0	0	18	100	9	2
TOTAL LITHUANIA			2	0	0	50	0	50	0	0	0	18	67	18	6
<b>MALTA</b>															
MALTA	AIR MALTA	S	16	0	0	81	13	6	0	0	0	10	81	8	16
	HELLO	C	8	0	0	25	0	38	38	0	0	44	0	67	8
	MYTRAVEL AIRWAYS	C	8	0	0	75	0	0	25	0	0	21	63	16	8
TOTAL MALTA			32	0	0	66	6	13	16	0	0	21	56	24	32
TOTAL MALTA			32	0	0	66	6	13	16	0	0	21	56	24	32
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	8	100	1	4
	MYTRAVEL AIRWAYS	C	7	0	0	71	29	0	0	0	0	11	83	8	6
TOTAL CANCUN			15	0	0	80	20	0	0	0	0	9	90	5	10
TOTAL MEXICO			15	0	0	80	20	0	0	0	0	9	90	5	10
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	120	0	6	88	3	5	3	0	0	9	86	7	120
	KLM CITYHOPPER	S	170	0	0	78	12	6	4	0	0	11	70	13	174
TOTAL AMSTERDAM			290	0	6	82	9	6	3	0	0	10	77	10	296
TOTAL NETHERLANDS			290	0	6	82	9	6	3	0	0	10	77	10	296
<b>POLAND</b>															
KRAKOW	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	19	0	0	0
TOTAL KRAKOW			2	0	0	50	50	0	0	0	0	19	0	0	0
TOTAL POLAND			2	0	0	50	50	0	0	0	0	19	0	0	0
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	20	0	0	0	18	100	1	10
	FLYGLOBESPAN	S	60	0	0	68	15	15	2	0	0	14	85	7	60
	MYTRAVEL AIRWAYS	C	17	0	0	76	0	6	12	6	0	34	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	0	60	20	20	0	0	42	0	68	10
TOTAL FARO			97	0	0	62	18	14	5	1	0	21	68	34	104
TOTAL PORTUGAL(EXCLUDING MADEIRA)			97	0	0	62	18	14	5	1	0	21	68	34	104
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	XL AIRWAYS UK LTD	C	2	0	0	100	0	0	0	0	0	9	0	0	0
TOTAL FUNCHAL			10	0	0	100	0	0	0	0	0	3	50	21	8
TOTAL PORTUGAL(MADEIRA)			10	0	0	100	0	0	0	0	0	3	50	21	8
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	77	7	5	12	0	0	19	63	12	60

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
ALICANTE	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	30	20	10	0	0	25	100	4	10
	FLYGLOBESPAN	S	60	2	0	67	18	13	0	2	0	16	70	13	60
	MONARCH AIRLINES	C	7	0	0	71	0	0	29	0	0	32	75	7	8
	MYTRAVEL AIRWAYS	C	10	0	0	60	0	0	20	0	20	97	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	22	11	44	22	0	0	39	44	66	9
	THOMSONFLY LTD	C	18	0	0	50	11	28	11	0	0	28	69	24	16
	XL AIRWAYS UK LTD	C	10	0	0	80	20	0	0	0	0	7	89	27	9
<b>TOTAL ALICANTE</b>			<b>184</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>12</b>	<b>9</b>	<b>1</b>	<b>24</b>	<b>68</b>	<b>22</b>	<b>200</b>	
ALMERIA	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	3	75	11	8	
<b>TOTAL ALMERIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>11</b>	<b>8</b>	
BARCELONA	FLYGLOBESPAN	S	60	3	0	23	18	20	18	18	2	84	82	9	60
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>18</b>	<b>20</b>	<b>18</b>	<b>18</b>	<b>2</b>	<b>84</b>	<b>82</b>	<b>9</b>	<b>60</b>
GERONA	MYTRAVEL AIRWAYS	C	9	0	0	78	0	0	11	11	0	39	100	0	7
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	0	20	89	5	9
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	10	75	7	8
<b>TOTAL GERONA</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>12</b>	<b>8</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>24</b>	<b>73</b>	<b>16</b>	<b>44</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	83	0	17	0	0	0	11	0	0	0
	FLYGLOBESPAN	S	9	0	0	11	22	44	22	0	0	38	61	12	18
	MYTRAVEL AIRWAYS	C	19	1	0	63	5	5	21	0	5	80	75	16	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	71	6	12	12	0	0	18	20	31	15
	THOMSONFLY LTD	C	18	0	0	67	22	11	0	0	0	11	50	24	18
<b>TOTAL IBIZA</b>			<b>69</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>35</b>	<b>42</b>	<b>25</b>	<b>69</b>
MAHON	MYTRAVEL AIRWAYS	C	18	0	0	94	6	0	0	0	0	2	80	8	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	50	0	0	0	23	100	2	10
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	3	75	24	8
<b>TOTAL MAHON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>8</b>	<b>48</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	15	5	2	0	0	11	76	13	58
	FLYGLOBESPAN	S	60	0	0	73	10	12	5	0	0	16	83	10	60
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	63	0	0	0	0	16	44	19	9
	THOMSONFLY LTD	C	10	0	0	60	40	0	0	0	0	11	100	3	8
<b>TOTAL MALAGA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>143</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	10	0	0	90	10	0	0	0	0	2	44	31	9
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	11	75	18	8
	FLYGLOBESPAN	S	60	0	0	47	18	20	8	3	3	42	87	8	61
	MYTRAVEL AIRWAYS	C	26	0	0	88	8	4	0	0	0	5	100	1	10
	THOMAS COOK AIRLINES LTD	C	35	0	0	49	17	23	11	0	0	23	46	36	35
	THOMSONFLY LTD	C	35	0	0	89	9	3	0	0	0	7	73	17	44
	XL AIRWAYS UK LTD	C	10	0	0	100	0	0	0	0	0	0	50	62	10
<b>TOTAL PALMA DE MALLORCA</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>71</b>	<b>19</b>	<b>200</b>
REUS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	39	63	28	8
	MYTRAVEL AIRWAYS	C	18	0	0	56	17	0	28	0	0	36	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	25	0	0	37	88	200	8
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	6	90	5	10
<b>TOTAL REUS</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>81</b>	<b>50</b>	<b>42</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SPAIN</b>			<b>749</b>	<b>7</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>71</b>	<b>19</b>	<b>814</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	63	11	8
	FLYGLOBESPAN	S	17	0	0	76	12	6	6	0	0	14	88	6	17
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	0	63	38	0	0	0	28	38	34	8
	XL AIRWAYS UK LTD	C	8	0	0	88	13	0	0	0	0	8	75	25	8
<b>TOTAL ARRECIFE</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>18</b>	<b>49</b>
<b>FUERTEVENTURA</b>	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	0	38	0	0	43	25	32	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>50</b>	<b>23</b>	<b>16</b>
<b>LAS PALMAS</b>	FLYGLOBESPAN	S	18	0	0	78	6	0	17	0	0	22	82	26	17
	MYTRAVEL AIRWAYS	C	18	0	0	78	0	11	0	6	6	47	75	11	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	22	28	28	22	0	0	34	50	51	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	75	18	8
	XL AIRWAYS UK LTD	C	8	0	0	88	13	0	0	0	0	4	60	28	10
<b>TOTAL LAS PALMAS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>66</b>	<b>27</b>	<b>70</b>
<b>TENERIFE (SURREINA SOFIA)</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	100	3	10
	FLYGLOBESPAN	S	60	0	0	83	15	2	0	0	0	6	92	13	60
	IBERWORLD	C	4	0	0	75	25	0	0	0	0	5	0	0	0
	MYTRAVEL AIRWAYS	C	16	0	0	81	6	6	6	0	0	11	80	6	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	5	67	15	18
	THOMSONFLY LTD	C	9	0	0	33	33	0	22	11	0	44	60	10	10
	XL AIRWAYS UK LTD	C	8	0	0	75	25	0	0	0	0	8	60	17	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>144</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>249</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>73</b>	<b>17</b>	<b>279</b>
<b>SWEDEN</b>															
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	16	0	0	94	6	0	0	0	0	7	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
<b>MONASTIR</b>	MYTRAVEL AIRWAYS	C	9	0	0	56	0	11	33	0	0	35	75	30	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	20	30	30	20	0	0	34	25	48	8
<b>TOTAL MONASTIR</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>39</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>21</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>50</b>	<b>39</b>	<b>16</b>
<b>TURKEY</b>															
<b>ANTALYA</b>	THOMAS COOK AIRLINES LTD	C	9	0	0	22	33	22	22	0	0	35	0	50	8
<b>TOTAL ANTALYA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>33</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>13</b>	<b>55</b>	<b>16</b>
<b>BODRUM (MILAS)</b>	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	22	0	0	0	15	88	5	8
	MYTRAVEL AIRWAYS	C	7	0	0	86	0	14	0	0	0	6	71	12	7
	ONUR AIR	C	20	0	0	65	15	5	10	5	0	31	63	13	16



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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
<b>TOTAL BODRUM (MILAS)</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>71</b>	<b>11</b>	<b>31</b>
<b>DALAMAN</b>	FIRST CHOICE AIRWAYS LTD	C	16	0	0	94	6	0	0	0	0	4	88	7	17
	FREEBIRD AIRLINES	C	16	1	0	69	19	6	6	0	0	13	0	0	0
	MYTRAVEL AIRWAYS	C	10	0	0	90	0	10	0	0	0	6	100	1	10
	ONUR AIR	C	20	0	0	40	25	10	15	0	10	105	63	14	16
	THOMAS COOK AIRLINES LTD	C	16	0	0	56	19	13	13	0	0	22	59	32	17
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	7	50	232	8
<b>TOTAL DALAMAN</b>			<b>86</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>66</b>	<b>39</b>	<b>82</b>
<b>TOTAL TURKEY</b>			<b>131</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>10</b>	<b>8</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>60</b>	<b>35</b>	<b>129</b>
<b>UKRAINE</b>															
<b>DONETSK</b>	FLIGHTLINE LTD	C	2	0	0	50	0	0	0	50	0	115	0	0	0
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
<b>TOTAL DONETSK</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UKRAINE</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED ARAB EMIRATES</b>															
<b>DUBAI</b>	EMIRATES	S	59	0	1	37	31	22	7	3	0	33	57	17	60
<b>TOTAL DUBAI</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>31</b>	<b>22</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>17</b>	<b>60</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>37</b>	<b>31</b>	<b>22</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>57</b>	<b>17</b>	<b>60</b>
<b>UNITED KINGDOM</b>															
<b>BARRA</b>	LOGANAIR	S	71	1	0	92	4	1	3	0	0	8	69	14	68
<b>TOTAL BARRA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>68</b>
<b>BELFAST CITY</b>	FLYBE LTD	S	201	2	7	80	7	6	7	0	0	13	83	9	210
<b>TOTAL BELFAST CITY</b>			<b>201</b>	<b>2</b>	<b>7</b>	<b>80</b>	<b>7</b>	<b>6</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>210</b>
<b>BELFAST INTERNATIONAL</b>	EASYJET AIRLINE COMPANY LTD	S	226	0	0	82	9	7	2	0	0	8	62	20	198
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>226</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>20</b>	<b>198</b>
<b>BENBECULA</b>	LOGANAIR	S	104	4	0	85	8	4	4	0	0	8	77	21	111
<b>TOTAL BENBECULA</b>			<b>104</b>	<b>4</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>21</b>	<b>111</b>
<b>BIRMINGHAM</b>	BMIBABY LTD	S	141	0	9	72	13	11	4	0	0	13	0	0	0
	FLYBE LTD	S	397	1	10	71	13	10	5	1	0	17	76	13	282
<b>TOTAL BIRMINGHAM</b>			<b>538</b>	<b>1</b>	<b>19</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>11</b>	<b>518</b>
<b>BRISTOL</b>	EASYJET AIRLINE COMPANY LTD	S	150	0	0	65	17	11	7	0	0	19	67	16	149
<b>TOTAL BRISTOL</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>13</b>	<b>332</b>
<b>CAMPBELTOWN</b>	LOGANAIR	S	74	1	0	89	3	3	5	0	0	8	84	14	82
<b>TOTAL CAMPBELTOWN</b>			<b>74</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>14</b>	<b>82</b>
<b>CARDIFF WALES</b>	BMIBABY LTD	S	60	0	0	67	17	17	0	0	0	14	77	11	101
<b>TOTAL CARDIFF WALES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>11</b>	<b>101</b>
<b>CITY OF DERRY (EGLINTON)</b>	LOGANAIR	S	60	0	0	82	12	5	2	0	0	9	71	14	59
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>71</b>	<b>14</b>	<b>59</b>
<b>EXETER</b>	FLYBE LTD	S	100	0	0	59	21	14	4	2	0	22	69	17	102

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			Actual (7)	Plan (8)											
TOTAL EXETER			100	0	0	59	21	14	4	2	0	22	69	17	102
GATWICK	BRITISH AIRWAYS PLC	S	274	0	0	54	20	20	6	0	0	22	50	30	336
	EASYJET AIRLINE COMPANY LTD	S	168	0	2	61	21	15	2	1	0	17	0	0	0
TOTAL GATWICK			442	19	2	57	20	18	5	0	0	20	50	30	336
HEATHROW	BMI BRITISH MIDLAND	S	440	0	0	75	14	9	3	0	0	12	71	13	434
	BRITISH AIRWAYS PLC	S	530	0	0	62	21	12	6	0	0	18	60	17	530
TOTAL HEATHROW			970	0	0	68	17	10	4	0	0	15	65	15	964
ISLAY	LOGANAIR	S	117	1	0	96	1	3	1	0	0	4	76	13	122
TOTAL ISLAY			117	1	0	96	1	3	1	0	0	4	76	13	124
ISLE OF MAN	LOGANAIR	S	92	0	0	98	2	0	0	0	0	2	80	11	102
TOTAL ISLE OF MAN			92	0	0	98	2	0	0	0	0	2	80	11	102
JERSEY	FLYBE LTD	S	20	0	0	45	40	15	0	0	0	18	35	41	20
TOTAL JERSEY			20	0	0	45	40	15	0	0	0	18	35	41	20
KIRKWALL	LOGANAIR	S	60	0	0	92	3	5	0	0	0	5	77	12	60
TOTAL KIRKWALL			60	0	0	92	3	5	0	0	0	5	77	12	60
LEEDS BRADFORD	BMI REGIONAL	S	130	0	0	98	0	1	2	0	0	3	91	4	134
TOTAL LEEDS BRADFORD			130	0	0	98	0	1	2	0	0	3	91	4	134
LONDON CITY	BA CITYFLYER	S	185	0	0	71	12	11	5	0	0	15	0	0	0
TOTAL LONDON CITY			185	0	0	71	12	11	5	0	0	15	0	0	0
LUTON	EASYJET AIRLINE COMPANY LTD	S	304	0	0	85	7	5	3	0	0	8	61	23	279
TOTAL LUTON			304	1	0	85	7	5	3	0	0	8	61	23	279
MANCHESTER	BMI REGIONAL	S	205	1	0	87	6	4	2	0	0	9	85	7	172
	FLYBE LTD	S	268	0	7	78	6	5	10	1	0	18	0	0	0
TOTAL MANCHESTER			473	52	7	82	6	5	7	1	0	14	82	11	465
NORWICH	FLYBE LTD	S	45	0	4	64	11	13	7	4	0	27	78	17	60
TOTAL NORWICH			45	0	4	64	11	13	7	4	0	27	78	17	60
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	150	0	0	65	17	11	6	1	0	18	69	16	189
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			150	0	0	65	17	11	6	1	0	18	69	16	189
SOUTHAMPTON	FLYBE LTD	S	240	0	9	55	24	15	4	1	0	21	81	10	203
TOTAL SOUTHAMPTON			240	0	9	55	24	15	4	1	0	21	83	9	405
STANSTED	AIR BERLIN	S	100	0	0	54	28	15	3	0	0	18	40	29	102
	EASYJET AIRLINE COMPANY LTD	S	266	0	0	77	12	7	4	0	0	11	55	22	229
TOTAL STANSTED			366	0	0	71	16	9	4	0	0	13	51	24	331
STORNOWAY	LOGANAIR	S	220	0	0	90	7	3	0	0	0	5	72	16	206
TOTAL STORNOWAY			220	0	0	90	7	3	0	0	0	5	72	16	206
SUMBURGH	LOGANAIR	S	58	0	0	91	3	3	2	0	0	5	59	22	56
TOTAL SUMBURGH			58	0	0	91	3	3	2	0	0	5	59	22	56
TIREE	LOGANAIR	S	45	1	0	89	4	7	0	0	0	7	60	25	48
TOTAL TIREE			45	1	0	89	4	7	0	0	0	7	60	25	48

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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			5501	83	48	74	13	9	4	0	0	13	71	16	5560
USA															
BOSTON	FLYGLOBESPAN	S	35	0	0	14	11	23	34	17	0	95	0	0	0
TOTAL BOSTON			35	0	0	14	11	23	34	17	0	95	0	0	0
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	94	0	0	76	14	6	4	0	0	11	71	15	86
TOTAL NEW YORK (NEWARK)			94	0	0	76	14	6	4	0	0	11	71	15	86
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	67	15	7	12	0	0	26	74	16	58
TOTAL PHILADELPHIA INTERNATIONAL			60	0	0	67	15	7	12	0	0	26	74	16	58
SANFORD	FIRST CHOICE AIRWAYS LTD	C	9	0	0	100	0	0	0	0	0	4	67	107	9
	FLYGLOBESPAN	S	48	0	0	85	6	6	2	0	0	7	57	74	46
	MYTRAVEL AIRWAYS	C	21	0	0	86	14	0	0	0	0	6	65	12	23
	XL AIRWAYS UK LTD	C	7	0	0	43	14	14	29	0	0	33	43	38	7
TOTAL SANFORD			85	0	0	84	8	5	4	0	0	9	53	74	94
TOTAL USA			274	1	0	68	12	8	9	2	0	24	63	37	298
TOTAL GLASGOW			8273	102	57	72	13	9	5	1	0	16	70	18	8696

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	36	0	0	31	14	36	14	6	0	49	33	53	40
TOTAL ALGIERS			36	0	0	31	14	36	14	6	0	49	33	53	40
TOTAL ALGERIA			36	0	0	31	14	36	14	6	0	49	33	53	40
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	9	0	0	56	22	0	22	0	0	24	44	168	9
TOTAL LUANDA			9	0	0	56	22	0	22	0	0	24	44	168	9
TOTAL ANGOLA			9	0	0	56	22	0	22	0	0	24	44	168	9
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	34	0	0	38	24	24	12	3	0	36	66	16	35
TOTAL BUENOS AIRES			34	0	0	38	24	24	12	3	0	36	66	16	35
TOTAL ARGENTINA			34	0	0	38	24	24	12	3	0	36	66	16	35
<b>ARMENIA</b>															
YEREVAN	BMED	S	33	0	0	55	15	24	6	0	0	19	0	0	0
TOTAL YEREVAN			33	0	0	55	15	24	6	0	0	19	0	0	0
TOTAL ARMENIA			33	0	0	55	15	24	6	0	0	19	0	0	0
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	120	0	0	46	27	17	8	2	1	35	47	30	120
TOTAL MELBOURNE			120	0	0	46	27	17	8	2	1	35	47	30	120
SYDNEY	BRITISH AIRWAYS PLC	S	119	0	1	48	35	12	3	0	2	24	39	39	118
	QANTAS	S	120	0	0	48	22	14	13	3	0	34	47	29	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	67	25	7	2	0	0	14	65	19	60
TOTAL SYDNEY			299	0	1	52	28	12	7	1	1	26	47	31	298
TOTAL AUSTRALIA			419	0	1	50	27	13	7	1	1	29	47	31	418
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	298	0	0	74	16	6	3	0	0	12	73	12	291
	BRITISH AIRWAYS PLC	S	240	0	0	72	16	8	4	0	0	13	65	19	237
TOTAL VIENNA			538	0	0	73	16	7	4	0	0	12	69	15	528
TOTAL AUSTRIA			538	0	0	73	16	7	4	0	0	12	69	15	528
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	10	0	0	50	10	20	20	0	0	29	0	0	0
	BMED	S	59	1	0	68	14	5	12	2	0	23	67	18	60
TOTAL BAKU (HEYDER ALIYEV INT'L)			69	1	0	65	13	7	13	1	0	24	67	18	60
TOTAL AZERBAIJAN			69	1	0	65	13	7	13	1	0	24	67	18	60
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	117	0	0	72	21	6	2	0	0	12	42	34	118
TOTAL BAHRAIN			117	1	0	72	21	6	2	0	0	12	42	34	118

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 2006		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
		MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	Actual (7)	Plan (8)											
TOTAL BAHRAIN			117	1	0	72	21	6	2	0	0	12	42	34	118
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	30	0	0	10	17	17	17	13	27	198	12	109	42
	BRITISH AIRWAYS PLC	S	26	0	0	38	27	27	8	0	0	24	50	20	26
TOTAL DHAKHA			56	0	0	23	21	21	13	7	14	117	26	75	68
TOTAL BANGLADESH			56	0	0	23	21	21	13	7	14	117	26	75	68
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	320	0	0	78	12	7	3	0	0	10	80	9	355
	BRITISH AIRWAYS PLC	S	440	0	0	71	16	10	3	0	0	13	68	14	436
	BRUSSELS AIRLINES	S	10	0	0	70	20	0	0	0	10	53	78	8	9
TOTAL BRUSSELS			771	0	0	74	14	8	3	0	0	12	73	12	800
TOTAL BELGIUM			771	0	0	74	14	8	3	0	0	12	73	12	800
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	26	0	0	38	23	27	12	0	0	28	56	18	25
TOTAL RIO DE JANEIRO (GALEAO)			26	0	0	38	23	27	12	0	0	28	56	18	25
SAO PAULO (GUARULHOS)	TAM LINHAS AEREAS	S	60	0	0	68	10	13	7	2	0	19	0	0	0
TOTAL SAO PAULO (GUARULHOS)			60	0	0	68	10	13	7	2	0	19	0	0	0
TOTAL BRAZIL			86	0	0	59	14	17	8	1	0	21	56	18	25
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	59	0	0	58	27	10	3	2	0	21	41	48	58
TOTAL BANDAR SERI BEGAWAN			59	0	0	58	27	10	3	2	0	21	41	48	58
TOTAL BRUNEI			59	0	0	58	27	10	3	2	0	21	41	48	58
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	70	0	0	74	20	4	1	0	0	11	45	22	60
	BULGARIA AIR	S	44	0	0	41	30	25	5	0	0	25	0	0	0
TOTAL SOFIA			114	0	0	61	24	12	3	0	0	16	46	22	97
TOTAL BULGARIA			114	0	0	61	24	12	3	0	0	16	46	22	97
<b>CANADA</b>															
CALGARY	AIR CANADA	S	120	1	1	84	12	3	1	0	0	6	55	18	119
	BRITISH AIRWAYS PLC	S	51	0	0	63	14	18	6	0	0	20	0	0	0
TOTAL CALGARY			171	1	1	78	12	8	2	0	0	10	55	18	119
EDMONTON	AIR CANADA	S	60	0	0	87	8	3	2	0	0	7	0	0	0
TOTAL EDMONTON			60	0	0	87	8	3	2	0	0	7	0	0	0
HALIFAX INT	AIR CANADA	S	60	0	0	82	5	8	5	0	0	12	73	11	60
TOTAL HALIFAX INT			60	0	0	82	5	8	5	0	0	12	73	11	60
MONTREAL (DORVAL)	AIR CANADA	S	120	0	0	83	13	4	0	0	0	6	79	9	120
	BRITISH AIRWAYS PLC	S	60	0	0	52	23	18	7	0	0	24	48	23	85
TOTAL MONTREAL (DORVAL)			180	0	0	73	16	9	2	0	0	12	66	15	205

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
OTTAWA INTERNATIONAL	AIR CANADA	S	60	0	0	85	12	3	0	0	0	6	80	8	60
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>60</b>
ST JOHNS	AIR CANADA	S	6	0	0	100	0	0	0	0	4	0	0	0	
<b>TOTAL ST JOHNS</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TORONTO	AIR CANADA	S	300	0	0	77	12	6	5	0	15	65	21	298	
	AIR TRANSAT	S	20	0	0	85	15	0	0	0	5	0	0	0	
	BRITISH AIRWAYS PLC	S	146	0	0	51	20	18	10	1	26	59	26	180	
<b>TOTAL TORONTO</b>			<b>466</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>23</b>	<b>478</b>	
VANCOUVER	AIR CANADA	S	120	0	0	81	8	6	6	0	11	77	14	119	
	BRITISH AIRWAYS PLC	S	112	0	0	60	16	21	4	0	17	24	58	112	
<b>TOTAL VANCOUVER</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>12</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>52</b>	<b>35</b>	<b>231</b>	
<b>TOTAL CANADA</b>			<b>1235</b>	<b>1</b>	<b>1</b>	<b>74</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>22</b>	<b>1153</b>	
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	35	0	0	77	17	0	3	0	3	43	89	8	35
<b>TOTAL GRAND CAYMAN</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>89</b>	<b>8</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>89</b>	<b>8</b>	<b>35</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	0	0	52	23	20	3	2	0	26	32	56	59
	BRITISH AIRWAYS PLC	S	60	0	0	28	22	40	8	2	0	34	42	22	60
<b>TOTAL BEIJING</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>23</b>	<b>30</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>37</b>	<b>39</b>	<b>119</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	44	0	0	52	20	23	2	2	0	22	49	25	43
	CHINA EASTERN AIRLINES	S	44	0	0	68	14	11	7	0	0	16	33	36	42
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	1	78	5	7	10	0	0	15	72	12	60
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>148</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>23</b>	<b>145</b>
<b>TOTAL CHINA</b>			<b>268</b>	<b>0</b>	<b>1</b>	<b>55</b>	<b>17</b>	<b>21</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>30</b>	<b>264</b>
<b>CROATIA</b>															
SPLIT	CROATIA AIRLINES	S	10	0	0	70	20	10	0	0	0	12	20	35	10
<b>TOTAL SPLIT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>20</b>	<b>35</b>	<b>10</b>
ZAGREB	CROATIA AIRLINES	S	68	0	0	60	21	15	4	0	0	19	75	12	68
<b>TOTAL ZAGREB</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>75</b>	<b>12</b>	<b>68</b>
<b>TOTAL CROATIA</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>68</b>	<b>15</b>	<b>78</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	60	0	0	45	33	20	2	0	0	20	39	28	70
	CYPRUS AIRWAYS	S	154	0	0	64	16	14	6	0	0	20	46	36	153
<b>TOTAL LARNACA</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>34</b>	<b>223</b>
<b>TOTAL CYPRUS</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>44</b>	<b>34</b>	<b>223</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	180	0	0	67	15	12	6	1	0	18	59	22	180
	CSA CZECH AIRLINES	S	170	0	0	93	5	2	0	0	0	4	64	18	170

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 PRAGUE</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>20</b>	<b>350</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>350</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>20</b>	<b>350</b>
<b>DENMARK</b>															
<b>COPENHAGEN</b>	BRITISH AIRWAYS PLC	S	337	0	0	74	14	9	3	0	0	11	75	10	342
	SAS	S	334	0	0	69	18	7	5	0	0	15	57	20	329
<b>TOTAL COPENHAGEN</b>			<b>671</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>15</b>	<b>671</b>
<b>TOTAL DENMARK</b>			<b>671</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>15</b>	<b>671</b>
<b>EGYPT</b>															
<b>CAIRO</b>	BRITISH AIRWAYS PLC	S	60	0	0	63	22	12	3	0	0	15	62	17	60
	EGYPT AIR	S	64	0	0	42	36	19	3	0	0	22	62	21	68
<b>TOTAL CAIRO</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>19</b>	<b>128</b>
<b>LUXOR</b>	EGYPT AIR	S	8	0	0	38	38	0	0	25	0	56	88	4	8
<b>TOTAL LUXOR</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>56</b>	<b>88</b>	<b>4</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>30</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>18</b>	<b>138</b>
<b>ETHIOPIA</b>															
<b>ADDIS ABABA</b>	BMED	S	43	0	0	47	19	23	9	2	0	28	62	33	42
	ETHIOPIAN AIRLINES	S	52	0	0	54	21	19	6	0	0	20	28	52	36
<b>TOTAL ADDIS ABABA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>42</b>	<b>78</b>
<b>TOTAL ETHIOPIA</b>			<b>95</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>42</b>	<b>78</b>
<b>FINLAND</b>															
<b>HELSINKI</b>	BRITISH AIRWAYS PLC	S	117	0	1	74	14	9	3	2	0	16	78	10	120
	FINNAIR	S	240	0	0	70	19	8	3	0	0	13	70	13	239
<b>TOTAL HELSINKI</b>			<b>357</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>359</b>
<b>TOTAL FINLAND</b>			<b>357</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>359</b>
<b>FRANCE</b>															
<b>LYON</b>	BRITISH AIRWAYS PLC	S	180	0	0	71	17	9	3	0	0	13	62	21	180
<b>TOTAL LYON</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>21</b>	<b>180</b>
<b>NICE</b>	BMI BRITISH MIDLAND	S	60	0	0	80	12	5	3	0	0	9	78	8	60
	BRITISH AIRWAYS PLC	S	360	0	0	58	23	14	5	0	0	18	43	26	308
<b>TOTAL NICE</b>			<b>420</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>48</b>	<b>23</b>	<b>368</b>
<b>PARIS (CHARLES DE GAULLE)</b>	AIR FRANCE	S	694	0	0	76	16	7	1	0	0	10	69	13	682
	BRITISH AIRWAYS PLC	S	622	0	0	72	18	8	2	0	0	12	52	21	620
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1316</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>16</b>	<b>1569</b>
<b>TOTAL FRANCE</b>			<b>1916</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>18</b>	<b>2123</b>
<b>GERMANY</b>															
<b>BERLIN (TEGEL)</b>	BRITISH AIRWAYS PLC	S	300	0	0	63	21	12	4	0	0	15	63	17	300
<b>TOTAL BERLIN (TEGEL)</b>			<b>300</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>17</b>	<b>300</b>
<b>COLOGNE (BONN)</b>	LUFTHANSA	S	174	0	0	93	5	2	0	0	0	4	0	0	0

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Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>174</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	172
DUSSELDORF	BRITISH AIRWAYS PLC	S	390	0	0	74	14	9	3	0	0	12	67	14	340
	LUFTHANSA	S	240	0	0	86	9	5	0	0	0	6	81	11	240
<b>TOTAL DUSSELDORF</b>			<b>630</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>12</b>	580
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	438	0	0	67	18	10	5	0	0	16	61	18	431
	LUFTHANSA	S	600	0	0	77	16	6	2	0	0	10	71	12	598
<b>TOTAL FRANKFURT MAIN</b>			<b>1038</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>15</b>	1029
HAMBURG	BRITISH AIRWAYS PLC	S	240	0	0	76	14	8	2	0	0	11	63	16	240
	LUFTHANSA	S	180	0	0	91	9	0	0	0	0	4	89	6	180
<b>TOTAL HAMBURG</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>12</b>	420
HANOVER	BMI BRITISH MIDLAND	S	158	0	1	79	11	3	6	1	0	14	79	10	102
<b>TOTAL HANOVER</b>			<b>158</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>11</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>79</b>	<b>10</b>	102
MUNICH	BRITISH AIRWAYS PLC	S	420	0	0	68	18	9	5	0	0	15	64	15	408
	LUFTHANSA	S	420	1	0	82	13	4	1	0	0	9	64	16	420
<b>TOTAL MUNICH</b>			<b>840</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>15</b>	828
STUTTGART	BRITISH AIRWAYS PLC	S	179	0	1	59	20	16	5	0	0	18	67	14	178
	LUFTHANSA	S	118	0	0	85	8	3	4	0	0	10	0	0	0
<b>TOTAL STUTTGART</b>			<b>297</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>71</b>	<b>13</b>	298
<b>TOTAL GERMANY</b>			<b>3857</b>	<b>2</b>	<b>2</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>14</b>	3729
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	60	0	0	48	20	15	17	0	0	28	45	31	60
<b>TOTAL ACCRA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>45</b>	<b>31</b>	60
<b>TOTAL GHANA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>20</b>	<b>15</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>45</b>	<b>31</b>	60
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	190	0	0	60	18	17	4	1	0	21	55	25	180
	OLYMPIC AIRLINES	S	178	0	0	59	30	8	3	0	0	16	63	14	180
<b>TOTAL ATHENS</b>			<b>368</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>20</b>	360
KEFALLINIA	BMI BRITISH MIDLAND	C	10	0	0	70	20	10	0	0	0	14	0	0	0
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GREECE</b>			<b>378</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>20</b>	360
<b>GREENLAND</b>															
SONDRE STROMFJORD	TITAN AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL SONDRE STROMFJORD</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL GREENLAND</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	0
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	180	0	0	68	14	12	6	0	0	15	70	23	179
	CATHAY PACIFIC AIRWAYS	S	240	0	0	82	10	6	2	0	0	9	65	21	240
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>420</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>22</b>	419



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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 HONG KONG			420	0	0	76	12	9	3	0	0	12	68	22	419
HUNGARY															
BUDAPEST	BRITISH AIRWAYS PLC	S	180	0	0	72	17	9	2	0	0	12	59	18	180
TOTAL BUDAPEST			180	0	0	72	17	9	2	0	0	12	56	24	300
TOTAL HUNGARY			180	0	0	72	17	9	2	0	0	12	56	24	300
ICELAND															
KEFLAVIK	ICELANDAIR	S	120	0	0	76	12	11	1	1	0	12	60	17	120
TOTAL KEFLAVIK			120	0	0	76	12	11	1	1	0	12	60	17	120
TOTAL ICELAND			120	0	0	76	12	11	1	1	0	12	60	17	120
INDIA															
AHMEDABAD	AIR INDIA	S	28	0	0	57	21	18	4	0	0	20	0	35	2
	JET AIRWAYS	S	26	0	0	85	8	4	4	0	0	8	0	0	0
TOTAL AHMEDABAD			54	0	0	70	15	11	4	0	0	14	0	35	2
AMRITSAR	AIR INDIA	S	22	0	2	23	18	27	23	5	5	75	0	0	0
	JET AIRWAYS	S	26	0	0	81	15	4	0	0	0	5	64	17	28
TOTAL AMRITSAR			48	0	2	54	17	15	10	2	2	37	64	17	28
BANGALORE	BRITISH AIRWAYS PLC	S	60	0	0	67	8	15	10	0	0	20	60	18	50
TOTAL BANGALORE			60	0	0	67	8	15	10	0	0	20	60	18	50
CALCUTTA	AIR INDIA	S	26	0	1	50	23	12	8	4	4	44	38	54	26
	BRITISH AIRWAYS PLC	S	26	0	0	46	15	27	12	0	0	25	65	15	26
TOTAL CALCUTTA			52	0	1	48	19	19	10	2	2	35	52	34	52
CHENNAI	AIR INDIA	S	2	0	0	0	50	50	0	0	0	39	0	78	5
	BRITISH AIRWAYS PLC	S	44	0	0	68	16	16	0	0	0	13	74	13	43
TOTAL CHENNAI			46	0	0	65	17	17	0	0	0	14	67	20	48
DELHI	AIR INDIA	S	20	0	0	15	25	45	10	0	5	65	0	0	0
	BRITISH AIRWAYS PLC	S	120	0	0	67	14	13	6	0	0	17	68	19	120
	JET AIRWAYS	S	60	0	0	60	23	15	2	0	0	15	60	17	57
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	1	70	18	8	3	0	0	15	62	25	60
TOTAL DELHI			260	1	1	62	18	15	5	0	0	20	64	20	237
HYDERABAD	AIR INDIA	S	4	0	0	50	0	25	25	0	0	47	0	0	0
TOTAL HYDERABAD			4	0	0	50	0	25	25	0	0	47	0	0	0
MUMBAI	AIR INDIA	S	111	0	3	39	18	14	15	12	3	68	33	62	147
	BRITISH AIRWAYS PLC	S	120	0	1	57	23	14	3	3	0	25	68	12	120
	JET AIRWAYS	S	120	0	0	78	13	8	1	0	0	9	65	16	118
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	63	17	18	2	0	0	15	53	19	60
TOTAL MUMBAI			411	0	4	59	18	13	5	4	1	30	53	30	501
TOTAL INDIA			935	1	8	60	17	14	6	2	1	26	57	26	918
IRAN															
TEHRAN	BMED	S	57	0	0	49	21	18	12	0	0	25	62	23	60
	IRAN AIR	S	36	0	0	19	33	25	22	0	0	39	16	49	32

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				Actual (7)	Plan (8)										
TOTAL TEHRAN			93	0	0	38	26	20	16	0	0	30	46	32	92
TOTAL IRAN			93	0	0	38	26	20	16	0	0	30	46	32	92
IRISH REPUBLIC															
CORK	AER LINGUS	S	290	0	0	80	16	4	0	0	0	7	77	11	240
TOTAL CORK			290	0	0	80	16	4	0	0	0	7	77	11	240
DUBLIN	AER LINGUS	S	770	0	0	72	16	9	2	0	0	12	73	12	816
	BMI BRITISH MIDLAND	S	402	0	0	65	19	11	5	0	0	16	69	17	378
TOTAL DUBLIN			1172	2	0	70	17	10	3	0	0	14	72	14	1196
SHANNON	AER LINGUS	S	230	0	0	74	18	7	1	0	0	9	82	9	225
TOTAL SHANNON			230	0	0	74	18	7	1	0	0	9	82	9	225
TOTAL IRISH REPUBLIC			1692	2	0	72	17	9	2	0	0	12	74	13	1661
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	113	0	1	73	21	4	1	0	0	11	78	11	120
	EL AL	S	79	0	2	80	18	3	0	0	0	8	81	9	86
TOTAL TEL AVIV			192	0	3	76	20	4	1	0	0	10	80	10	206
TOTAL ISRAEL			192	0	3	76	20	4	1	0	0	10	80	10	206
ITALY															
CAGLIARI (ELMAS)	BMI BRITISH MIDLAND	C	10	0	0	50	50	0	0	0	0	14	50	27	10
TOTAL CAGLIARI (ELMAS)			10	0	0	50	50	0	0	0	0	14	50	27	10
MILAN (LINATE)	ALITALIA	S	268	0	1	66	16	13	5	0	0	16	66	17	273
	BRITISH AIRWAYS PLC	S	237	0	2	65	19	10	6	0	0	17	64	19	240
TOTAL MILAN (LINATE)			505	0	3	65	18	12	5	0	0	17	65	18	513
MILAN (MALPENSA)	ALITALIA	S	179	0	1	58	23	12	7	1	0	20	56	20	177
	BRITISH AIRWAYS PLC	S	238	0	0	68	21	8	3	0	0	13	57	20	240
TOTAL MILAN (MALPENSA)			417	0	1	64	22	10	5	0	0	16	57	20	417
NAPLES	BMI BRITISH MIDLAND	S	60	0	0	82	15	2	2	0	0	9	37	25	60
TOTAL NAPLES			60	0	0	82	15	2	2	0	0	9	33	29	70
ROME (FIUMICINO)	ALITALIA	S	298	0	0	55	20	18	6	1	0	21	54	22	302
	BRITISH AIRWAYS PLC	S	295	1	0	54	25	17	4	1	0	22	55	21	300
TOTAL ROME (FIUMICINO)			593	1	0	54	23	17	5	1	0	21	54	22	604
VENICE	BMI BRITISH MIDLAND	S	58	0	0	53	22	21	3	0	0	19	72	12	60
TOTAL VENICE			58	0	0	53	22	21	3	0	0	19	70	14	64
TOTAL ITALY			1643	2	4	61	21	13	5	0	0	18	58	20	1680
JAMAICA															
KINGSTON	AIR JAMAICA	S	49	0	3	45	20	8	12	14	0	67	43	62	54
TOTAL KINGSTON			49	0	3	45	20	8	12	14	0	67	43	62	54
TOTAL JAMAICA			49	0	3	45	20	8	12	14	0	67	43	62	54

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			Actual (7)	Plan (8)											
<b>JAPAN</b>															
OSAKA (KANSAI)	JAPAN AIRLINES	S	60	0	0	68	23	5	2	2	0	15	75	13	60
<b>TOTAL OSAKA (KANSAI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>60</b>
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	0	1	65	22	13	0	0	0	12	76	9	58
	BRITISH AIRWAYS PLC	S	120	0	0	37	27	31	6	0	0	25	37	32	120
	JAPAN AIRLINES	S	60	0	1	75	20	5	0	0	0	10	80	10	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	58	20	12	10	0	0	21	72	18	60
<b>TOTAL TOKYO (NARITA)</b>			<b>300</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>20</b>	<b>298</b>
<b>TOTAL JAPAN</b>			<b>360</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>23</b>	<b>16</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>358</b>
<b>JORDAN</b>															
AMMAN	BMED	S	20	1	0	60	5	15	15	5	0	32	55	21	58
	ROYAL JORDANIAN	S	62	0	2	55	21	16	8	0	0	24	52	21	60
<b>TOTAL AMMAN</b>			<b>82</b>	<b>1</b>	<b>2</b>	<b>56</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>21</b>	<b>118</b>
<b>TOTAL JORDAN</b>			<b>82</b>	<b>1</b>	<b>2</b>	<b>56</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>21</b>	<b>118</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	78	6	17	0	0	0	12	67	18	18
	BMED	S	26	0	0	50	8	23	19	0	0	30	46	29	26
<b>TOTAL ALMATY</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>24</b>	<b>44</b>
<b>TOTAL KAZAKHSTAN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>24</b>	<b>44</b>
<b>KENYA</b>															
MOMBASA	KENYA AIRWAYS	S	9	0	0	67	22	0	11	0	0	17	0	0	0
<b>TOTAL MOMBASA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>22</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAIROBI	BRITISH AIRWAYS PLC	S	85	0	0	59	25	15	1	0	0	17	67	24	86
	KENYA AIRWAYS	S	73	0	0	79	15	5	0	0	0	7	83	14	80
	VIRGIN ATLANTIC AIRWAYS LTD	S	58	0	1	57	26	9	5	3	0	28	0	0	0
<b>TOTAL NAIROBI</b>			<b>216</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>19</b>	<b>166</b>
<b>TOTAL KENYA</b>			<b>225</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>19</b>	<b>166</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	60	0	0	70	22	8	0	0	0	10	74	9	58
	KUWAIT AIRWAYS	S	66	0	2	59	21	17	2	2	0	20	38	28	66
<b>TOTAL KUWAIT</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>21</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>19</b>	<b>124</b>
<b>TOTAL KUWAIT</b>			<b>126</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>21</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>19</b>	<b>124</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMED	S	24	0	0	54	21	4	21	0	0	30	29	40	34
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>40</b>	<b>34</b>
<b>TOTAL KYRGYZSTAN</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>40</b>	<b>34</b>
<b>LEBANON</b>															
BEIRUT	BMED	S	39	2	0	59	18	21	3	0	0	17	70	14	20
	MEA	S	60	0	0	80	12	8	0	0	0	9	60	16	42

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 2006		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BEIRUT			99	2	0	72	14	13	1	0	0	12	63	15	62
TOTAL LEBANON			99	2	0	72	14	13	1	0	0	12	63	15	62
LIBYA															
TRIPOLI	BRITISH AIRWAYS PLC	S	60	0	0	63	15	20	2	0	0	16	38	26	60
	LIBYAN ARAB AIRLINES	S	18	0	0	33	11	28	22	6	0	50	50	33	18
TOTAL TRIPOLI			78	0	0	56	14	22	6	1	0	24	41	28	78
TOTAL LIBYA			78	0	0	56	14	22	6	1	0	24	41	28	78
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	120	0	0	86	13	2	0	0	0	6	83	9	120
TOTAL LUXEMBOURG			120	0	0	86	13	2	0	0	0	6	83	9	120
TOTAL LUXEMBOURG			120	0	0	86	13	2	0	0	0	6	83	9	120
MALAYSIA															
KUALA LUMPUR (SEPANG)	MALYSIAN AIRLINES SYSTEM-MA	S	120	0	0	75	15	8	1	1	0	12	72	15	144
TOTAL KUALA LUMPUR (SEPANG)			120	0	0	75	15	8	1	1	0	12	72	15	144
TOTAL MALAYSIA			120	0	0	75	15	8	1	1	0	12	72	15	144
MALTA															
MALTA	AIR MALTA	S	120	0	0	45	27	18	8	2	0	27	63	14	122
TOTAL MALTA			120	1	0	45	27	18	8	2	0	27	63	14	122
TOTAL MALTA			120	1	0	45	27	18	8	2	0	27	63	14	122
MAURITIUS															
MAURITIUS	AIR MAURITIUS LTD	S	54	0	0	72	20	7	0	0	0	10	58	20	52
	BRITISH AIRWAYS PLC	S	26	0	0	15	19	35	23	4	4	101	35	42	26
TOTAL MAURITIUS			80	0	0	54	20	16	8	1	1	39	50	28	78
TOTAL MAURITIUS			80	0	0	54	20	16	8	1	1	39	50	28	78
MEXICO															
MEXICO CITY	BRITISH AIRWAYS PLC	S	34	0	0	41	18	29	12	0	0	28	56	23	34
TOTAL MEXICO CITY			34	0	0	41	18	29	12	0	0	28	56	23	34
TOTAL MEXICO			34	0	0	41	18	29	12	0	0	28	56	23	34
MOROCCO															
CASABLANCA MOHAMED V	GB AIRWAYS LTD	S	3	0	0	0	33	0	67	0	0	67	0	56	4
	ROYAL AIR MAROC	S	34	0	0	41	21	18	12	6	3	59	42	23	31
TOTAL CASABLANCA MOHAMED V			37	0	0	38	22	16	16	5	3	60	37	26	35
MARRAKESH	GB AIRWAYS LTD	S	57	0	0	61	25	14	0	0	0	15	61	19	54
	ROYAL AIR MAROC	S	26	0	0	42	38	4	12	4	0	30	59	17	29
TOTAL MARRAKESH			83	0	0	55	29	11	4	1	0	20	60	18	83
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	20	0	0	40	45	5	10	0	0	28	36	25	22
TOTAL TANGIERS (IBN BATUTA)			20	0	0	40	45	5	10	0	0	28	36	25	22

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MOROCCO			140	0	0	49	29	11	8	2	1	31	51	21	140
NETHERLANDS															
AMSTERDAM	BMI BRITISH MIDLAND	S	437	0	0	65	19	13	3	0	0	15	70	15	442
	BRITISH AIRWAYS PLC	S	457	0	0	80	12	6	2	0	0	9	76	12	460
	KLM	S	544	0	2	82	12	5	1	0	0	8	76	12	538
	KLM CITYHOPPER	S	10	0	0	60	20	20	0	0	0	17	0	0	0
TOTAL AMSTERDAM			1448	0	2	76	14	8	2	0	0	11	74	13	1440
EINDHOVEN	KLM CITYHOPPER	S	77	0	0	82	9	6	3	0	0	9	87	8	94
TOTAL EINDHOVEN			77	0	0	82	9	6	3	0	0	9	87	8	94
ROTTERDAM	KLM CITYHOPPER	S	153	0	0	78	17	5	0	0	0	8	76	11	152
TOTAL ROTTERDAM			153	0	0	78	17	5	0	0	0	8	76	11	152
TOTAL NETHERLANDS			1678	0	2	76	14	7	2	0	0	10	75	13	1686
NEW ZEALAND															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	120	0	1	65	20	11	4	0	0	16	50	24	60
TOTAL AUCKLAND INTERNATIONAL			120	0	1	65	20	11	4	0	0	16	50	24	60
TOTAL NEW ZEALAND			120	0	1	65	20	11	4	0	0	16	50	24	60
NIGERIA															
ABUJA	BRITISH AIRWAYS PLC	S	60	0	0	75	15	8	2	0	0	11	60	23	60
TOTAL ABUJA			60	0	0	75	15	8	2	0	0	11	60	23	60
LAGOS	BELLVIEW AIRLINES (SIERRA LEO)	S	36	0	0	19	31	33	17	0	0	34	0	0	0
	BRITISH AIRWAYS PLC	S	60	0	0	33	33	25	8	0	0	27	37	36	60
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	2	47	18	27	7	2	0	28	53	25	60
TOTAL LAGOS			156	0	2	35	27	28	10	1	0	29	45	30	120
TOTAL NIGERIA			216	0	2	46	24	22	7	0	0	24	50	28	180
NORWAY															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	240	0	0	75	15	7	3	0	0	11	73	12	240
	SAS	S	290	0	0	82	10	7	1	0	0	8	76	13	290
TOTAL OSLO (GARDERMOEN)			530	0	0	79	12	7	2	0	0	9	75	12	530
STAVANGER	SAS	S	100	0	0	78	13	7	2	0	0	9	83	8	100
TOTAL STAVANGER			100	0	0	78	13	7	2	0	0	9	83	8	100
TOTAL NORWAY			630	0	0	79	12	7	2	0	0	9	76	12	630
OMAN															
MUSCAT	BRITISH AIRWAYS PLC	S	58	0	0	79	12	3	5	0	0	11	83	6	60
	GULF AIR	S	64	0	0	83	13	3	2	0	0	9	59	20	110
TOTAL MUSCAT			122	0	0	81	12	3	3	0	0	10	68	15	170
TOTAL OMAN			122	0	0	81	12	3	3	0	0	10	68	15	170
PAKISTAN															
ISLAMABAD	BRITISH AIRWAYS PLC	S	26	0	1	31	35	12	19	0	4	87	40	30	25
	PAKISTAN INTL AIRLINES	S	40	0	3	35	28	30	8	0	0	27	14	67	36

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ISLAMABAD</b>			<b>66</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>30</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>51</b>	<b>25</b>	<b>52</b>	<b>61</b>
KARACHI	PAKISTAN INTL AIRLINES	S	22	0	0	45	23	14	18	0	0	34	17	63	24
<b>TOTAL KARACHI</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>23</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>17</b>	<b>63</b>	<b>24</b>
LAHORE	PAKISTAN INTL AIRLINES	S	26	0	0	23	19	38	15	4	0	47	12	48	26
<b>TOTAL LAHORE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>38</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>47</b>	<b>12</b>	<b>48</b>	<b>26</b>
<b>TOTAL PAKISTAN</b>			<b>114</b>	<b>0</b>	<b>4</b>	<b>33</b>	<b>26</b>	<b>25</b>	<b>14</b>	<b>1</b>	<b>1</b>	<b>46</b>	<b>20</b>	<b>54</b>	<b>111</b>
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	180	0	0	53	28	13	6	1	0	20	43	27	180
	LOT-POLISH AIRLINES	S	180	0	0	63	21	13	2	0	1	19	43	25	180
<b>TOTAL WARSAW</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>26</b>	<b>360</b>
<b>TOTAL POLAND</b>			<b>360</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>43</b>	<b>26</b>	<b>360</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	GB AIRWAYS LTD	S	60	0	0	90	7	3	0	0	0	7	0	0	0
<b>TOTAL FARO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>17</b>	<b>61</b>
LISBON	AIR PORTUGAL	S	299	0	0	43	20	25	12	0	0	29	46	29	180
	BRITISH AIRWAYS PLC	S	180	0	0	58	22	16	4	0	0	19	61	23	240
<b>TOTAL LISBON</b>			<b>479</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>22</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>26</b>	<b>420</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	60	0	0	78	17	2	3	0	0	12	41	31	120
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>41</b>	<b>31</b>	<b>120</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>599</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>19</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>26</b>	<b>601</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	18	0	0	17	28	17	39	0	0	52	44	20	16
<b>TOTAL FUNCHAL</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>44</b>	<b>20</b>	<b>16</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>39</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>44</b>	<b>20</b>	<b>16</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	59	0	1	68	15	15	2	0	0	13	68	15	60
	QATAR AIRWAYS	S	178	0	0	80	10	8	1	1	0	12	65	18	178
<b>TOTAL DOHA</b>			<b>237</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	<b>238</b>
<b>TOTAL QATAR</b>			<b>237</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>11</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	<b>238</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	44	0	0	66	7	18	9	0	0	19	68	16	34
	KOREAN AIR	S	60	0	0	65	27	8	0	0	0	12	68	14	60
<b>TOTAL SEOUL (INCHEON)</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>94</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>94</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	59	0	1	80	5	14	2	0	0	11	75	11	60
	JATAIRWAYS	S	64	0	0	75	9	6	9	0	0	16	63	24	67

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

		Reporting Airport: HEATHROW (Full Analysis)											SEPT 2006		
		NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE										
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BELGRADE			123	0	1	77	7	10	6	0	0	14	69	18	127
TOTAL REPUBLIC OF SERBIA			123	0	1	77	7	10	6	0	0	14	69	18	127
REPUBLIC OF SOUTH AFRICA															
CAPE TOWN	BRITISH AIRWAYS PLC	S	60	0	0	58	20	17	3	2	0	21	63	21	60
	SOUTH AFRICAN AIRWAYS	S	60	0	0	60	32	5	3	0	0	13	65	16	60
TOTAL CAPE TOWN			120	0	0	59	26	11	3	1	0	17	64	18	120
JOHANNESBURG	BRITISH AIRWAYS PLC	S	120	0	0	58	24	16	2	0	0	16	59	18	120
	SOUTH AFRICAN AIRWAYS	S	120	0	0	63	19	10	5	1	3	39	63	17	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	32	32	32	5	0	0	28	35	26	60
TOTAL JOHANNESBURG			300	0	0	55	24	17	4	0	1	28	56	19	300
TOTAL REPUBLIC OF SOUTH AFRICA			420	0	0	56	24	15	4	0	1	25	58	19	420
REPUBLIC OF YEMEN															
SANAA	YEMENIA	S	18	0	0	61	11	17	11	0	0	24	56	21	18
TOTAL SANAA			18	0	0	61	11	17	11	0	0	24	56	21	18
TOTAL REPUBLIC OF YEMEN			18	0	0	61	11	17	11	0	0	24	56	21	18
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	119	0	0	51	23	24	3	0	0	19	52	23	120
	TAROM	S	60	0	0	78	8	10	3	0	0	10	80	9	60
TOTAL BUCHAREST (OTOPENI)			179	0	0	60	18	19	3	0	0	16	61	19	180
TOTAL ROMANIA			179	0	0	60	18	19	3	0	0	16	61	19	180
RUSSIA															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	60	0	0	73	18	5	3	0	0	13	0	0	0
	BRITISH AIRWAYS PLC	S	162	0	0	56	23	15	6	0	0	20	47	47	147
	TRANSAERO AIRLINES	S	60	0	0	80	10	3	7	0	0	13	0	0	0
TOTAL MOSCOW (DOMODEDOVO)			282	0	0	65	19	11	6	0	0	17	47	47	147
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	168	0	0	79	13	7	1	0	1	15	73	21	166
TOTAL MOSCOW (SHEREMETYEVO)			168	0	0	79	13	7	1	0	1	15	73	21	166
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	0	0	65	18	17	0	0	0	13	52	26	60
	GTK RUSSIA	S	10	0	0	70	30	0	0	0	0	8	0	0	0
TOTAL ST PETERSBURG			70	1	0	66	20	14	0	0	0	12	57	23	70
TOTAL RUSSIA			520	1	0	69	17	10	3	0	0	16	60	31	383
SAUDI ARABIA															
DAMMAM	SAUDI ARABIAN AIRLINES	S	8	0	0	38	38	25	0	0	0	19	43	22	7
TOTAL DAMMAM			8	0	0	38	38	25	0	0	0	19	43	22	7
JEDDAH	BMI BRITISH MIDLAND	S	25	0	0	88	8	4	0	0	0	5	92	3	25
	SAUDI ARABIAN AIRLINES	S	60	0	0	62	25	8	5	0	0	16	45	24	65
TOTAL JEDDAH			85	0	0	69	20	7	4	0	0	13	58	18	90
RIYADH	BMI BRITISH MIDLAND	S	31	0	0	90	6	3	0	0	0	5	59	28	29
	SAUDI ARABIAN AIRLINES	S	36	0	0	81	8	11	0	0	0	8	35	29	20

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			Actual (7)	Plan (8)											
TOTAL RIYADH			67	0	0	85	7	7	0	0	0	7	49	28	49
TOTAL SAUDI ARABIA			160	0	0	74	16	8	2	0	0	11	54	22	146
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	18	0	0	67	17	11	6	0	0	16	53	20	17
TOTAL SEYCHELLES			18	0	0	67	17	11	6	0	0	16	53	20	17
TOTAL SEYCHELLES			18	0	0	67	17	11	6	0	0	16	53	20	17
SIERRA LEONE															
FREETOWN	BMED	S	26	0	0	62	19	4	15	0	0	26	0	0	0
TOTAL FREETOWN			26	0	0	62	19	4	15	0	0	26	32	36	25
TOTAL SIERRA LEONE			26	0	0	62	19	4	15	0	0	26	32	36	25
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	60	0	0	73	10	12	5	0	0	15	55	20	60
	SINGAPORE AIRLINES	S	180	0	1	71	13	13	3	0	0	14	71	13	180
TOTAL SINGAPORE			240	0	1	72	13	13	3	0	0	14	67	14	240
TOTAL SINGAPORE			240	0	1	72	13	13	3	0	0	14	67	14	240
SPAIN															
ALICANTE	BMI BRITISH MIDLAND	S	18	0	0	67	22	11	0	0	0	15	67	13	60
TOTAL ALICANTE			18	0	0	67	22	11	0	0	0	15	67	13	60
BARCELONA	BRITISH AIRWAYS PLC	S	300	0	0	46	31	19	4	1	0	22	41	27	238
	IBERIA	S	240	0	0	55	30	10	4	1	0	19	62	16	238
TOTAL BARCELONA			540	0	0	50	31	15	4	1	0	21	51	22	478
BILBAO	IBERIA	S	60	0	0	78	13	8	0	0	0	9	73	21	60
TOTAL BILBAO			60	0	0	78	13	8	0	0	0	9	73	21	60
LA CORUNA	CLICKAIR	S	60	0	0	77	8	8	3	3	0	20	0	0	0
TOTAL LA CORUNA			60	0	0	77	8	8	3	3	0	20	75	19	60
MADRID	BRITISH AIRWAYS PLC	S	299	0	0	56	18	20	6	1	0	22	43	27	300
	IBERIA	S	480	0	0	66	20	11	3	0	0	15	49	22	418
TOTAL MADRID			779	0	0	62	19	14	4	0	0	17	47	24	718
MALAGA	GB AIRWAYS LTD	S	120	0	0	69	19	10	2	0	0	14	42	27	120
TOTAL MALAGA			120	0	0	69	19	10	2	0	0	14	42	27	120
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	70	0	0	77	13	9	1	0	0	11	63	12	70
TOTAL PALMA DE MALLORCA			70	0	0	77	13	9	1	0	0	11	63	13	72
VALENCIA	CLICKAIR	S	60	0	0	68	18	8	2	3	0	21	0	0	0
TOTAL VALENCIA			60	0	0	68	18	8	2	3	0	21	58	22	60
TOTAL SPAIN			1707	0	0	61	22	13	3	1	0	18	52	22	1689
SRI LANKA															
COLOMBO	SRILANKAN AIRLINES	S	102	0	0	51	20	17	13	0	0	24	63	19	94



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				Actual (7)	Plan (8)										
TOTAL COLOMBO			102	0	0	51	20	17	13	0	0	24	63	19	94
TOTAL SRI LANKA			102	0	0	51	20	17	13	0	0	24	63	19	94
SUDAN															
KHARTOUM	BMED	S	34	0	0	50	6	21	21	3	0	40	45	28	42
	SUDAN AIRWAYS	S	12	0	0	33	0	8	33	25	0	104	20	48	10
TOTAL KHARTOUM			46	0	0	46	4	17	24	9	0	57	40	32	52
TOTAL SUDAN			46	0	0	46	4	17	24	9	0	57	40	32	52
SWEDEN															
GOTEBORG	SAS	S	110	0	0	82	14	3	0	2	0	11	88	6	110
TOTAL GOTEBORG			110	0	0	82	14	3	0	2	0	11	88	6	110
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	340	0	0	72	14	8	5	0	0	14	65	19	341
	SAS	S	322	0	0	78	14	7	1	0	0	10	78	10	331
TOTAL STOCKHOLM (ARLANDA)			662	0	0	75	14	8	3	0	0	12	72	15	672
TOTAL SWEDEN			772	0	0	76	14	7	3	0	0	12	74	13	782
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	180	0	0	86	11	2	1	0	0	6	87	8	180
TOTAL BASLE MULHOUSE			180	0	0	86	11	2	1	0	0	6	87	8	180
GENEVA	BRITISH AIRWAYS PLC	S	478	0	0	84	9	4	3	0	0	9	77	13	476
TOTAL GENEVA			478	0	0	84	9	4	3	0	0	9	77	13	476
ZURICH	BRITISH AIRWAYS PLC	S	348	0	0	78	14	6	1	0	0	10	76	11	350
	SWISS AIRLINES	S	358	0	0	73	19	7	1	0	0	10	78	10	358
TOTAL ZURICH			706	2	0	75	17	7	1	0	0	10	77	11	708
TOTAL SWITZERLAND			1364	2	0	80	13	5	2	0	0	9	78	11	1364
SYRIA															
ALEPPO	BMED	S	29	0	0	55	17	21	7	0	0	23	100	7	10
TOTAL ALEPPO			29	0	0	55	17	21	7	0	0	23	100	7	10
DAMASCUS	BMED	S	31	0	0	71	23	3	3	0	0	12	61	17	33
	SYRIANAIR	S	26	0	0	46	23	23	8	0	0	21	24	39	25
TOTAL DAMASCUS			57	0	0	60	23	12	5	0	0	16	45	27	58
TOTAL SYRIA			86	0	0	58	21	15	6	0	0	18	53	24	68
TAIWAN															
TAIPEI	EVA AIR	S	52	0	0	52	35	10	4	0	0	17	62	15	52
TOTAL TAIPEI			52	0	0	52	35	10	4	0	0	17	62	15	52
TOTAL TAIWAN			52	0	0	52	35	10	4	0	0	17	62	15	52
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	26	0	0	77	19	4	0	0	0	9	69	20	26
TOTAL DAR-ES-SALAAM			26	0	0	77	19	4	0	0	0	9	69	20	26

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				Actual (7)	Plan (8)										
TOTAL TANZANIA			26	0	0	77	19	4	0	0	0	9	69	20	26
THAILAND															
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	120	0	0	70	18	11	1	0	0	12	0	0	0
TOTAL BANGKOK SUVARNABHUMI AIRPORT			121	0	0	69	19	11	1	0	0	12	0	0	0
TOTAL THAILAND			121	0	0	69	19	11	1	0	0	12	60	15	120
TUNISIA															
TUNIS	TUNISAIR	S	36	0	0	19	39	25	11	6	0	43	39	34	36
TOTAL TUNIS			36	0	0	19	39	25	11	6	0	43	39	34	36
TOTAL TUNISIA			36	0	0	19	39	25	11	6	0	43	39	34	36
TURKEY															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	20	40	40	0	0	0	28	10	31	10
TOTAL ANTALYA			10	0	0	20	40	40	0	0	0	28	10	31	10
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	80	20	0	0	0	0	13	22	55	9
TOTAL DALAMAN			10	0	0	80	20	0	0	0	0	13	22	55	9
ISTANBUL	BRITISH AIRWAYS PLC	S	180	0	0	76	12	10	2	0	0	11	69	15	180
	THY TURK HAVA YOLLARI TURKIS	S	180	0	0	51	21	20	9	0	0	23	56	19	180
TOTAL ISTANBUL			360	0	0	63	16	15	5	0	0	17	62	17	362
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	24	0	2	46	25	17	13	0	0	22	54	15	26
TOTAL IZMIR (ADNAM MENDERES)			24	0	2	46	25	17	13	0	0	22	54	15	26
TOTAL TURKEY			404	0	2	62	18	15	5	0	0	18	59	18	407
TURKMENISTAN															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	33	33	17	17	0	0	34	28	31	18
TOTAL ASHKHABAD			18	0	0	33	33	17	17	0	0	34	28	31	18
TOTAL TURKMENISTAN			18	0	0	33	33	17	17	0	0	34	28	31	18
TURKS AND CAICOS ISLANDS															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	9	0	0	44	44	11	0	0	0	14	88	22	8
TOTAL PROVIDENCIALES			9	0	0	44	44	11	0	0	0	14	88	22	8
TOTAL TURKS AND CAICOS ISLANDS			9	0	0	44	44	11	0	0	0	14	88	22	8
UGANDA															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	1	50	31	15	4	0	0	19	68	16	25
TOTAL ENTEBBE			26	0	1	50	31	15	4	0	0	19	68	16	25
TOTAL UGANDA			26	0	1	50	31	15	4	0	0	19	68	16	25
UKRAINE															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	60	0	0	53	18	27	2	0	0	19	50	19	60
	UKRAINE INTERNATIONAL AIRLIN	S	10	0	0	10	50	40	0	0	0	26	60	13	10
TOTAL KIEV (BORISPOL)			70	0	0	47	23	29	1	0	0	20	51	18	70
TOTAL UKRAINE			70	0	0	47	23	29	1	0	0	20	51	18	70

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			Actual (7)	Plan (8)											
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	120	0	0	62	21	11	7	0	0	18	78	14	96
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>14</b>	<b>96</b>
DUBAI	BRITISH AIRWAYS PLC	S	120	0	0	71	20	8	2	0	0	13	60	26	120
	EMIRATES	S	300	0	0	55	24	16	5	0	0	19	41	27	300
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	38	40	15	5	2	0	27	28	37	60
<b>TOTAL DUBAI</b>			<b>480</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>25</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>44</b>	<b>28</b>	<b>480</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>600</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>24</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>26</b>	<b>576</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	309	0	2	81	9	7	3	0	0	10	80	10	270
	BRITISH AIRWAYS PLC	S	390	0	0	64	15	14	8	0	0	18	55	21	387
<b>TOTAL ABERDEEN</b>			<b>699</b>	<b>0</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>16</b>	<b>657</b>
BELFAST CITY	BMI BRITISH MIDLAND	S	459	0	1	71	17	10	2	0	0	13	74	11	462
<b>TOTAL BELFAST CITY</b>			<b>459</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>17</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>11</b>	<b>462</b>
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	207	0	2	87	7	6	0	0	0	6	79	9	160
<b>TOTAL DURHAM TEES VALLEY</b>			<b>207</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>79</b>	<b>9</b>	<b>160</b>
EDINBURGH	BMI BRITISH MIDLAND	S	460	0	0	72	14	11	3	0	0	13	74	13	461
	BRITISH AIRWAYS PLC	S	590	0	0	59	21	15	5	0	0	18	48	25	582
<b>TOTAL EDINBURGH</b>			<b>1050</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>60</b>	<b>20</b>	<b>1043</b>
GLASGOW	BMI BRITISH MIDLAND	S	440	0	0	76	14	8	2	0	0	11	70	13	434
	BRITISH AIRWAYS PLC	S	530	0	0	69	15	11	5	0	0	15	59	17	530
<b>TOTAL GLASGOW</b>			<b>970</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>16</b>	<b>964</b>
INVERNESS	BMI BRITISH MIDLAND	S	60	0	0	73	17	8	2	0	0	11	78	9	60
<b>TOTAL INVERNESS</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>9</b>	<b>60</b>
JERSEY	BMI BRITISH MIDLAND	S	120	0	0	83	13	4	0	0	0	7	0	0	0
<b>TOTAL JERSEY</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	239	0	3	86	8	5	1	0	0	6	77	11	207
<b>TOTAL LEEDS BRADFORD</b>			<b>239</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>11</b>	<b>207</b>
MANCHESTER	BMI BRITISH MIDLAND	S	387	0	4	78	13	7	2	0	0	9	68	15	395
	BRITISH AIRWAYS PLC	S	458	0	0	58	20	17	4	0	0	18	56	20	517
<b>TOTAL MANCHESTER</b>			<b>845</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>17</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>61</b>	<b>18</b>	<b>912</b>
NEWCASTLE	BRITISH AIRWAYS PLC	S	330	0	0	68	18	10	4	0	0	15	58	19	330
<b>TOTAL NEWCASTLE</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>19</b>	<b>330</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4979</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>16</b>	<b>4795</b>
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	60	0	0	75	18	7	0	0	0	10	65	13	60
<b>TOTAL BALTIMORE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>13</b>	<b>60</b>
BOSTON	AMERICAN AIRLINES	S	120	0	0	85	12	2	1	1	0	8	67	17	120
	BRITISH AIRWAYS PLC	S	178	1	0	68	19	10	3	1	0	14	50	27	180

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
BOSTON	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	77	15	2	5	2	0	15	71	13	59
<b>TOTAL BOSTON</b>			<b>358</b>	<b>2</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>21</b>	<b>359</b>
CHICAGO (O'HARE)	AIR INDIA	S	26	0	0	50	8	0	12	23	8	104	35	53	26
	AMERICAN AIRLINES	S	297	0	0	80	11	7	2	0	0	10	58	20	300
	BRITISH AIRWAYS PLC	S	175	3	0	61	14	19	6	0	0	20	41	32	120
	UNITED AIRLINES	S	178	0	0	73	16	5	6	1	0	14	58	24	180
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	80	12	3	5	0	0	10	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>736</b>	<b>3</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>54</b>	<b>25</b>	<b>626</b>
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	0	0	45	27	22	7	0	0	23	41	34	58
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>34</b>	<b>58</b>
HOUSTON	BRITISH AIRWAYS PLC	S	60	0	0	82	8	7	2	2	0	11	72	14	60
<b>TOTAL HOUSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>14</b>	<b>60</b>
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	114	0	0	72	15	9	4	1	0	16	43	23	118
	BRITISH AIRWAYS PLC	S	180	0	0	48	26	21	5	0	0	21	41	34	180
	UNITED AIRLINES	S	60	0	4	87	8	2	3	0	0	7	61	22	119
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	69	14	10	7	0	0	14	57	20	120
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>474</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>49</b>	<b>26</b>	<b>537</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	70	0	0	70	16	10	4	0	0	14	58	19	69
	BRITISH AIRWAYS PLC	S	116	1	0	48	27	16	9	0	0	22	47	26	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	22	7	0	0	0	10	70	10	60
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>246</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>20</b>	<b>249</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	57	0	1	28	14	23	26	4	5	74	13	56	60
	AMERICAN AIRLINES	S	350	0	0	79	12	5	3	1	0	14	53	22	334
	BRITISH AIRWAYS PLC	S	435	0	0	47	28	18	6	1	0	24	37	30	410
	KUWAIT AIRWAYS	S	26	0	0	62	19	12	8	0	0	18	50	27	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	234	0	1	54	17	19	9	2	0	26	51	28	237
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1102</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>45</b>	<b>28</b>	<b>1127</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	170	0	0	77	16	5	2	0	0	10	65	15	170
	VIRGIN ATLANTIC AIRWAYS LTD	S	119	0	0	41	23	21	12	3	1	38	58	23	118
<b>TOTAL NEW YORK (NEWARK)</b>			<b>289</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>63</b>	<b>18</b>	<b>288</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	120	0	0	52	26	17	4	2	0	22	58	23	120
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>26</b>	<b>17</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>58</b>	<b>23</b>	<b>120</b>
PHOENIX	BRITISH AIRWAYS PLC	S	52	0	0	31	27	21	21	0	0	35	27	36	52
<b>TOTAL PHOENIX</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>27</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>27</b>	<b>36</b>	<b>52</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	120	0	0	63	18	13	5	1	0	16	35	25	119
	UNITED AIRLINES	S	119	0	1	82	12	1	3	2	0	13	55	20	120
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	0	0	72	12	8	5	3	0	19	37	26	59
<b>TOTAL SAN FRANCISCO</b>			<b>299</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>23</b>	<b>298</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	85	0	0	45	20	25	11	0	0	27	16	61	85
<b>TOTAL SEATTLE (TACOMA)</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>16</b>	<b>61</b>	<b>85</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	178	1	1	61	25	12	1	1	0	15	53	23	179
	UNITED AIRLINES	S	237	0	0	84	8	5	2	0	0	9	72	12	238

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
WASHINGTON (DULLES)	VIRGIN ATLANTIC AIRWAYS LTD	S	120	0	0	83	8	2	7	0	0	12	53	18	60
TOTAL WASHINGTON (DULLES)			535	1	1	76	14	7	3	0	0	12	62	17	477
TOTAL USA			4476	9	8	66	17	11	5	1	0	18	52	24	4456
UZBEKISTAN															
TASHKENT	UZBEKISTAN AIRLINES	S	18	0	0	44	39	11	6	0	0	18	77	8	26
TOTAL TASHKENT			18	0	0	44	39	11	6	0	0	18	67	24	51
TOTAL UZBEKISTAN			18	0	0	44	39	11	6	0	0	18	67	24	51
ZAMBIA															
LUSAKA	BRITISH AIRWAYS PLC	S	25	0	0	80	12	4	4	0	0	11	65	25	26
TOTAL LUSAKA			25	0	0	80	12	4	4	0	0	11	65	25	26
TOTAL ZAMBIA			25	0	0	80	12	4	4	0	0	11	65	25	26
ZIMBABWE															
HARARE	BRITISH AIRWAYS PLC	S	26	0	0	65	8	23	4	0	0	18	54	20	26
TOTAL HARARE			26	0	0	65	8	23	4	0	0	18	54	20	26
TOTAL ZIMBABWE			26	0	0	65	8	23	4	0	0	18	54	20	26
TOTAL HEATHROW			39830	30	66	68	17	11	4	0	0	16	62	19	39516

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Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	227	1	3	71	18	10	2	0	0	12	82	10	235
<b>TOTAL ANTWERP</b>			<b>227</b>	<b>1</b>	<b>3</b>	<b>71</b>	<b>18</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>235</b>
BRUSSELS	VLM (BELGIUM)	S	163	0	3	65	24	10	1	0	0	15	91	5	216
<b>TOTAL BRUSSELS</b>			<b>163</b>	<b>0</b>	<b>3</b>	<b>65</b>	<b>24</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>91</b>	<b>5</b>	<b>216</b>
<b>TOTAL BELGIUM</b>			<b>390</b>	<b>1</b>	<b>6</b>	<b>68</b>	<b>20</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>8</b>	<b>451</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	55	0	1	71	18	11	0	0	0	11	52	21	92
<b>TOTAL COPENHAGEN</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>21</b>	<b>92</b>
<b>TOTAL DENMARK</b>			<b>55</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>52</b>	<b>21</b>	<b>92</b>
<b>FRANCE</b>															
NICE	CITY JET	S	48	0	0	48	31	19	2	0	0	21	0	0	0
<b>TOTAL NICE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>31</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (ORLY)	CITY JET	S	238	1	0	56	22	17	5	0	0	19	66	16	247
<b>TOTAL PARIS (ORLY)</b>			<b>238</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>16</b>	<b>247</b>
<b>TOTAL FRANCE</b>			<b>286</b>	<b>18</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>66</b>	<b>16</b>	<b>292</b>
<b>GERMANY</b>															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	130	0	0	72	15	10	3	0	0	12	72	12	132
<b>TOTAL DUSSELDORF</b>			<b>130</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>12</b>	<b>72</b>	<b>12</b>	<b>132</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	138	0	0	59	22	15	4	0	0	17	60	15	151
	BA CITYFLYER	S	132	0	0	48	28	17	5	2	1	26	0	0	0
<b>TOTAL FRANKFURT MAIN</b>			<b>270</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>13</b>	<b>285</b>
HAMBURG	CIRRUS LUFTFAHRT	S	86	0	0	76	16	6	2	0	0	9	0	0	0
<b>TOTAL HAMBURG</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
MUNICH	LUFTHANSA CITY LINE	S	76	0	0	53	22	20	5	0	0	19	0	0	0
<b>TOTAL MUNICH</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>22</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>39</b>	<b>24</b>	<b>84</b>
NUREMBERG	CONTACTAIR FLUGDIENST	S	40	0	0	95	5	0	0	0	0	2	0	0	0
<b>TOTAL NUREMBERG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
STUTTGART	CONTACTAIR FLUGDIENST	S	36	0	0	92	6	3	0	0	0	4	92	8	50
<b>TOTAL STUTTGART</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>8</b>	<b>50</b>
<b>TOTAL GERMANY</b>			<b>638</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>14</b>	<b>602</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	242	0	0	42	24	26	8	0	0	28	42	24	232
<b>TOTAL DUBLIN</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>24</b>	<b>232</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>243</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>23</b>	<b>26</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>42</b>	<b>24</b>	<b>232</b>
<b>ITALY</b>															
MILAN (LINATE)	AIR ONE	S	98	0	2	56	22	14	7	0	0	19	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 MILAN (LINATE)			98	5	2	56	22	14	7	0	0	19	0	0	0
MILAN (MALPENSA)	BA CITYFLYER	S	50	0	0	52	22	8	18	0	0	27	0	0	0
TOTAL MILAN (MALPENSA)			50	0	0	52	22	8	18	0	0	27	57	23	47
ROME (FIUMICINO)	AIR ONE	S	91	0	7	59	22	12	7	0	0	20	0	0	0
TOTAL ROME (FIUMICINO)			91	0	7	59	22	12	7	0	0	20	0	0	0
TOTAL ITALY			239	6	9	56	22	12	9	0	0	21	57	23	47
LUXEMBOURG															
LUXEMBOURG	LUXAIR	S	154	0	6	65	16	12	8	0	0	19	80	9	168
	VLM (BELGIUM)	S	150	0	0	68	20	9	3	1	0	14	75	12	153
TOTAL LUXEMBOURG			304	0	6	66	18	10	5	0	0	17	78	10	321
TOTAL LUXEMBOURG			304	0	6	66	18	10	5	0	0	17	78	10	321
NETHERLANDS															
AMSTERDAM	KLM CITYHOPPER	S	312	0	0	54	28	12	6	0	0	19	69	14	284
	VLM (BELGIUM)	S	348	0	18	77	14	7	3	0	0	11	73	12	429
TOTAL AMSTERDAM			660	0	18	66	20	10	4	0	0	15	72	13	713
GRONINGEN	VLM (BELGIUM)	S	50	0	0	68	16	14	2	0	0	13	0	0	0
TOTAL GRONINGEN			50	0	0	68	16	14	2	0	0	13	0	0	0
ROTTERDAM	VLM (BELGIUM)	S	323	0	11	72	14	10	3	1	0	15	78	11	371
TOTAL ROTTERDAM			323	0	11	72	14	10	3	1	0	15	78	11	371
TOTAL NETHERLANDS			1033	0	29	68	18	10	4	0	0	15	74	12	1084
NORWAY															
OSLO (GARDERMOEN)	SAS	S	90	0	0	41	24	32	2	0	0	22	0	0	0
TOTAL OSLO (GARDERMOEN)			90	0	0	41	24	32	2	0	0	22	0	0	0
TOTAL NORWAY			90	0	0	41	24	32	2	0	0	22	0	0	0
SPAIN															
MADRID	BA CITYFLYER	S	89	1	0	49	20	20	10	0	0	25	0	0	0
	CITY JET	S	89	1	0	56	15	21	8	0	0	22	0	0	0
TOTAL MADRID			178	2	0	53	17	21	9	0	0	23	0	0	0
TOTAL SPAIN			178	2	0	53	17	21	9	0	0	23	0	0	0
SWEDEN															
STOCKHOLM (ARLANDA)	SAS	S	88	0	0	39	22	24	16	0	0	34	72	11	88
TOTAL STOCKHOLM (ARLANDA)			88	0	0	39	22	24	16	0	0	34	72	11	88
TOTAL SWEDEN			88	0	0	39	22	24	16	0	0	34	72	11	88
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	97	0	0	86	10	4	0	0	0	7	70	13	134
TOTAL BASLE MULHOUSE			97	0	0	86	10	4	0	0	0	7	70	13	134
GENEVA	CITY JET	S	140	0	0	54	25	14	7	0	0	20	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	SWISS AIRLINES	S	265	0	11	71	17	9	3	0	0	13	63	17	191
<b>TOTAL GENEVA</b>			<b>405</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>17</b>	<b>191</b>
ZURICH	BA CITYFLYER	S	182	0	0	65	21	8	5	0	0	17	0	0	0
	CITY JET	S	125	0	0	67	12	16	5	0	0	15	0	0	0
	SWISS AIRLINES	S	369	1	11	61	20	14	5	0	0	18	69	15	316
<b>TOTAL ZURICH</b>			<b>676</b>	<b>1</b>	<b>11</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>69</b>	<b>15</b>	<b>316</b>
<b>TOTAL SWITZERLAND</b>			<b>1178</b>	<b>1</b>	<b>22</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>15</b>	<b>733</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY	CITY JET	S	140	0	0	73	15	11	1	0	0	12	0	0	0
<b>TOTAL BELFAST CITY</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUNDEE	CITY JET	S	189	0	0	44	32	18	5	0	0	21	0	0	0
<b>TOTAL DUNDEE</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>32</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>35</b>	<b>25</b>	<b>194</b>
EDINBURGH	BA CITYFLYER	S	363	0	0	61	23	10	6	0	0	18	0	0	0
	CITY JET	S	279	0	0	61	24	12	2	0	0	14	0	0	0
<b>TOTAL EDINBURGH</b>			<b>642</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>23</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>11</b>	<b>705</b>
GLASGOW	BA CITYFLYER	S	185	0	0	62	22	9	7	0	0	18	0	0	0
<b>TOTAL GLASGOW</b>			<b>185</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLE OF MAN	EUROMANX GMBH	S	144	0	6	72	15	13	1	0	0	13	61	17	152
	VLM (BELGIUM)	S	50	0	0	40	52	6	0	2	0	22	79	10	42
<b>TOTAL ISLE OF MAN</b>			<b>194</b>	<b>0</b>	<b>6</b>	<b>63</b>	<b>24</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>16</b>	<b>194</b>
JERSEY	VLM (BELGIUM)	S	51	0	0	57	29	8	6	0	0	19	41	22	44
<b>TOTAL JERSEY</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>29</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>22</b>	<b>44</b>
MANCHESTER	VLM (BELGIUM)	S	303	0	6	62	23	11	3	0	0	18	64	15	317
<b>TOTAL MANCHESTER</b>			<b>303</b>	<b>0</b>	<b>6</b>	<b>62</b>	<b>23</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>15</b>	<b>317</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1704</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>24</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>65</b>	<b>15</b>	<b>1703</b>
<b>TOTAL LONDON CITY</b>			<b>6426</b>	<b>28</b>	<b>85</b>	<b>62</b>	<b>21</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>14</b>	<b>5645</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>BULGARIA</b>															
BURGAS	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	57	12	7
	WIZZ AIR	S	26	0	0	92	0	8	0	0	0	4	76	9	21
<b>TOTAL BURGAS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>9</b>	<b>28</b>
SOFIA	WIZZ AIR	S	35	0	0	54	29	6	11	0	0	27	63	19	35
<b>TOTAL SOFIA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>29</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>19</b>	<b>35</b>
<b>TOTAL BULGARIA</b>			<b>69</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>15</b>	<b>63</b>
<b>CROATIA</b>															
DUBROVNIK	THOMSONFLY LTD	S	26	0	0	69	31	0	0	0	0	10	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>26</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
RIJEKA	EASYJET AIRLINE COMPANY LTD	S	20	0	4	90	10	0	0	0	0	6	9	54	34
<b>TOTAL RIJEKA</b>			<b>20</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>54</b>	<b>34</b>
SPLIT	WIZZ AIR	S	34	0	0	76	9	12	3	0	0	11	71	13	24
<b>TOTAL SPLIT</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>13</b>	<b>24</b>
ZAGREB	WIZZ AIR	S	42	0	0	48	31	10	7	5	0	26	56	22	50
<b>TOTAL ZAGREB</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>31</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>22</b>	<b>50</b>
<b>TOTAL CROATIA</b>			<b>122</b>	<b>1</b>	<b>4</b>	<b>67</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>30</b>	<b>108</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	12	0	0	17	25	42	17	0	0	39	0	540	4
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	4	63	28	8
	MONARCH AIRLINES	C	8	0	0	50	25	25	0	0	0	22	42	48	12
	MONARCH AIRLINES	S	34	0	0	62	18	21	0	0	0	14	0	0	0
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	7	63	12	8
	XL AIRWAYS UK LTD	C	28	0	0	96	4	0	0	0	0	2	0	0	0
<b>TOTAL LARNACA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>43</b>	<b>85</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	9	0	0	89	0	11	0	0	0	7	50	37	8
	THOMSONFLY LTD	C	18	0	0	67	17	17	0	0	0	13	61	13	18
<b>TOTAL PAPHOS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>20</b>	<b>35</b>
<b>TOTAL CYPRUS</b>			<b>127</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>36</b>	<b>120</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	THOMSONFLY LTD	S	34	0	0	91	3	6	0	0	0	6	0	0	0
<b>TOTAL PRAGUE</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	3	63	9	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</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>3</b>	<b>63</b>	<b>9</b>	<b>8</b>
<b>TOTAL EGYPT</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>3</b>	<b>63</b>	<b>9</b>	<b>8</b>

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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
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			Actual (7)	Plan (8)											
<b>FRANCE</b>															
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	64	0	0	69	19	9	3	0	0	13	37	30	59
<b>TOTAL BORDEAUX</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>37</b>	<b>30</b>	<b>59</b>
BREST	RYANAIR	S	26	0	0	65	23	12	0	0	0	12	38	20	26
<b>TOTAL BREST</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>38</b>	<b>20</b>	<b>26</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	240	0	0	53	25	19	3	0	0	20	18	49	235
<b>TOTAL NICE</b>			<b>240</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>18</b>	<b>49</b>	<b>235</b>
NIMES	RYANAIR	S	60	0	0	73	18	7	2	0	0	10	68	15	60
<b>TOTAL NIMES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>60</b>
PARIS (CHARLES DE GAULLE)	BLUE LINE	C	2	0	0	100	0	0	0	0	0	2	50	17	2
	EASYJET AIRLINE COMPANY LTD	S	218	0	0	71	11	13	5	0	0	17	39	30	220
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>220</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>39</b>	<b>30</b>	<b>222</b>
PARIS (LE BOURGET)	CIRRUS LUFTFAHRT	C	2	0	0	50	0	50	0	0	0	29	0	0	0
<b>TOTAL PARIS (LE BOURGET)</b>			<b>2</b>	<b>10</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FRANCE</b>			<b>612</b>	<b>20</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>34</b>	<b>35</b>	<b>616</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	160	0	0	73	19	8	1	0	0	10	33	39	160
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>39</b>	<b>160</b>
BREMEN	EASYJET AIRLINE COMPANY LTD	S	50	0	0	62	34	4	0	0	0	10	38	24	55
<b>TOTAL BREMEN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>34</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>37</b>	<b>24</b>	<b>57</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	158	0	0	82	8	6	2	2	0	15	63	21	101
<b>TOTAL DORTMUND</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>21</b>	<b>101</b>
<b>TOTAL GERMANY</b>			<b>368</b>	<b>7</b>	<b>0</b>	<b>75</b>	<b>17</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>30</b>	<b>322</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	60	0	0	87	7	7	0	0	0	6	45	43	60
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>43</b>	<b>60</b>
<b>TOTAL GIBRALTAR</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>45</b>	<b>43</b>	<b>60</b>
<b>GREECE</b>															
ATHENS	AEGEAN AIRLINES	C	2	0	0	50	0	0	0	50	0	104	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	60	0	0	60	17	18	5	0	0	18	18	47	60
<b>TOTAL ATHENS</b>			<b>62</b>	<b>3</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>18</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>18</b>	<b>47</b>	<b>60</b>
CORFU	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	44	52	9
	MONARCH AIRLINES	C	7	0	0	86	0	14	0	0	0	7	100	2	7
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	2	72	9	18
<b>TOTAL CORFU</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>71</b>	<b>19</b>	<b>34</b>
HERAKLION	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	6	0	0	0
<b>TOTAL HERAKLION</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>6</b>	<b>100</b>	<b>4</b>	<b>4</b>
KEFALLINIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	0	22	43	36	7

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
KEFALLINIA	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	8	38	48	8
<b>TOTAL KEFALLINIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>40</b>	<b>42</b>	<b>15</b>
RHODES	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	8	80	12	10
<b>TOTAL RHODES</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>8</b>	<b>80</b>	<b>12</b>	<b>10</b>
SALONIKA	AEGEAN AIRLINES	C	2	0	0	0	0	0	100	0	0	106	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	5	88	4	8
<b>TOTAL SALONIKA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>88</b>	<b>4</b>	<b>8</b>
ZAKINTHOS	MONARCH AIRLINES	C	8	0	0	50	38	13	0	0	0	15	0	187	8
	THOMSONFLY LTD	C	8	1	0	50	25	0	0	25	0	60	100	2	10
<b>TOTAL ZAKINTHOS</b>			<b>16</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>37</b>	<b>56</b>	<b>84</b>	<b>18</b>
<b>TOTAL GREECE</b>			<b>147</b>	<b>5</b>	<b>0</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>47</b>	<b>39</b>	<b>149</b>
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	120	0	0	68	19	9	3	2	0	17	50	25	120
	WIZZ AIR	S	74	0	0	57	16	8	9	4	5	54	68	20	71
<b>TOTAL BUDAPEST</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>57</b>	<b>23</b>	<b>191</b>
<b>TOTAL HUNGARY</b>			<b>194</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>57</b>	<b>23</b>	<b>191</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	RYANAIR	S	60	0	0	83	12	5	0	0	0	7	76	18	58
<b>TOTAL CONNAUGHT</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>76</b>	<b>18</b>	<b>58</b>
DUBLIN	RYANAIR	S	194	0	0	68	16	11	4	1	0	16	58	19	194
<b>TOTAL DUBLIN</b>			<b>194</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>19</b>	<b>196</b>
GALWAY	AER ARRAN	S	122	0	0	83	11	6	1	0	0	7	80	14	118
<b>TOTAL GALWAY</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>14</b>	<b>118</b>
WATERFORD	AER ARRAN	S	120	0	2	95	5	0	0	0	0	3	84	10	119
<b>TOTAL WATERFORD</b>			<b>120</b>	<b>0</b>	<b>2</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>119</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>497</b>	<b>5</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>551</b>
<b>ISRAEL</b>															
TEL AVIV	ASTRAEUS LTD	C	2	0	0	0	0	100	0	0	0	47	0	0	0
<b>TOTAL TEL AVIV</b>			<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	120	0	0	78	9	12	2	0	0	11	53	22	119
<b>TOTAL BERGAMO</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>53</b>	<b>22</b>	<b>120</b>
CAGLIARI (ELMAS)	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	46	0	0	76	13	11	0	0	0	10	47	20	66
	GOLDEN AIR	C	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>50</b>	<b>2</b>	<b>0</b>	<b>72</b>	<b>16</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>47</b>	<b>20</b>	<b>66</b>
RIMINI	EASYJET AIRLINE COMPANY LTD	S	20	0	0	75	15	10	0	0	0	10	28	38	32

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 RIMINI			20	0	0	75	15	10	0	0	0	10	28	38	32
ROME (CIAMPINO)	RYANAIR	S	60	0	0	72	22	7	0	0	0	11	35	26	60
TOTAL ROME (CIAMPINO)			60	1	0	72	22	7	0	0	0	11	35	26	60
TURIN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	58	27	13	2	0	0	16	36	34	58
TOTAL TURIN			60	0	0	58	27	13	2	0	0	16	36	34	58
TOTAL ITALY			311	14	0	71	16	11	1	0	0	12	44	26	353
LIBYA															
BEIDA	BLUE LINE	C	2	0	0	50	0	0	50	0	0	39	0	0	0
TOTAL BEIDA			2	0	0	50	0	0	50	0	0	39	0	0	0
TOTAL LIBYA			2	1	0	50	0	0	50	0	0	39	0	0	0
MALTA															
MALTA	RYANAIR	S	60	0	0	67	13	13	7	0	0	15	0	0	0
TOTAL MALTA			60	0	0	67	13	13	7	0	0	15	100	5	8
TOTAL MALTA			60	0	0	67	13	13	7	0	0	15	100	5	8
MOROCCO															
FEZ	RYANAIR	S	26	0	0	81	19	0	0	0	0	5	0	0	0
TOTAL FEZ			26	0	0	81	19	0	0	0	0	5	0	0	0
MARRAKESH	RYANAIR	S	34	0	0	88	6	6	0	0	0	5	0	0	0
	THOMSONFLY LTD	S	16	0	0	63	38	0	0	0	0	13	0	0	0
TOTAL MARRAKESH			50	0	0	80	16	4	0	0	0	7	0	0	0
TOTAL MOROCCO			76	0	0	80	17	3	0	0	0	6	0	42	1
NETHERLANDS															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	230	0	0	75	13	9	2	1	0	13	41	29	267
TOTAL AMSTERDAM			230	2	0	75	13	9	2	1	0	13	41	29	267
TOTAL NETHERLANDS			230	2	0	75	13	9	2	1	0	13	41	29	267
POLAND															
GDANSK	WIZZ AIR	S	110	0	0	79	8	7	4	2	0	15	63	16	92
TOTAL GDANSK			110	0	0	79	8	7	4	2	0	15	63	16	92
KATOWICE	WIZZ AIR	S	110	0	0	73	11	8	3	3	3	33	46	33	118
TOTAL KATOWICE			110	0	0	73	11	8	3	3	3	33	46	33	118
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	15	5	0	0	0	8	32	29	60
TOTAL KRAKOW			60	0	0	80	15	5	0	0	0	8	32	29	60
POZNAN	WIZZ AIR	S	60	0	0	77	13	7	3	0	0	10	45	34	42
TOTAL POZNAN			60	0	0	77	13	7	3	0	0	10	45	34	42
WARSAW	EASYJET AIRLINE COMPANY LTD	S	100	0	0	67	13	16	4	0	0	15	38	40	100
	WIZZ AIR	S	138	0	0	64	16	11	7	1	1	23	24	44	111
TOTAL WARSAW			238	0	0	66	15	13	6	0	0	19	31	42	211

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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 POLAND</b>			<b>578</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>41</b>	<b>33</b>	<b>523</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	EASYJET AIRLINE COMPANY LTD	S	102	0	0	79	12	6	3	0	0	11	36	39	118
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	7	50	17	8
	MONARCH AIRLINES	S	60	0	0	83	13	3	0	0	0	7	55	25	42
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	9	88	6	8
<b>TOTAL FARO</b>			<b>180</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>9</b>	<b>43</b>	<b>33</b>	<b>176</b>
<b>LISBON</b>	EASYJET AIRLINE COMPANY LTD	S	120	0	0	53	26	15	5	0	1	24	42	23	60
<b>TOTAL LISBON</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>24</b>	<b>42</b>	<b>23</b>	<b>60</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>300</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>31</b>	<b>238</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	3	50	30	8
<b>TOTAL FUNCHAL</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>3</b>	<b>50</b>	<b>30</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</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>3</b>	<b>50</b>	<b>30</b>	<b>8</b>
<b>ROMANIA</b>															
<b>BUCHAREST (BANEASA)</b>	WIZZ AIR	S	52	0	0	31	37	15	13	4	0	38	0	0	0
<b>TOTAL BUCHAREST (BANEASA)</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>37</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>37</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RUSSIA</b>															
<b>MOSCOW (VNUKOVO)</b>	AVIAKOMPANIA AERO RENT	C	2	0	0	0	50	0	50	0	0	81	0	0	0
<b>TOTAL MOSCOW (VNUKOVO)</b>			<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL RUSSIA</b>			<b>2</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
<b>ALICANTE</b>	EASYJET AIRLINE COMPANY LTD	S	114	3	3	66	18	11	4	0	1	19	37	40	128
	MONARCH AIRLINES	S	60	0	0	55	25	10	2	8	0	38	65	20	60
	THOMSONFLY LTD	C	8	0	0	50	50	0	0	0	0	14	64	21	42
<b>TOTAL ALICANTE</b>			<b>182</b>	<b>3</b>	<b>3</b>	<b>62</b>	<b>22</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>25</b>	<b>49</b>	<b>31</b>	<b>230</b>
<b>ALMERIA</b>	MONARCH AIRLINES	S	36	0	0	78	8	8	6	0	0	12	0	0	0
<b>TOTAL ALMERIA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BARCELONA</b>	EASYJET AIRLINE COMPANY LTD	S	186	0	0	58	20	14	7	1	0	20	34	32	181
<b>TOTAL BARCELONA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>36</b>	<b>32</b>	<b>185</b>
<b>GERONA</b>	RYANAIR	S	60	0	0	80	15	3	2	0	0	10	15	53	60
	THOMSONFLY LTD	C	5	0	0	100	0	0	0	0	0	0	71	12	7
<b>TOTAL GERONA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>21</b>	<b>49</b>	<b>67</b>
<b>IBIZA</b>	EASYJET AIRLINE COMPANY LTD	S	58	2	0	71	16	12	2	0	0	12	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	100	0	0	0	0	0	2	50	28	8
	MONARCH AIRLINES	S	31	0	1	84	0	10	6	0	0	13	0	0	0
	THOMSONFLY LTD	C	35	0	0	74	14	6	0	6	0	23	69	12	32
<b>TOTAL IBIZA</b>			<b>127</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>15</b>	<b>40</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MADRID	EASYJET AIRLINE COMPANY LTD	S	120	0	0	74	16	7	3	0	0	12	23	36	120
<b>TOTAL MADRID</b>			<b>120</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>23</b>	<b>36</b>	<b>120</b>
MAHON	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	11	75	12	8
	MONARCH AIRLINES	S	34	0	0	65	26	6	3	0	0	14	58	17	36
	THOMSONFLY LTD	C	11	0	0	82	0	18	0	0	0	13	71	11	17
<b>TOTAL MAHON</b>			<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>17</b>	<b>78</b>	
MALAGA	EASYJET AIRLINE COMPANY LTD	S	202	0	2	68	19	8	4	1	0	18	41	34	201
	MONARCH AIRLINES	S	92	0	1	75	13	5	1	3	2	30	53	29	93
	THOMSONFLY LTD	C	36	0	0	92	3	0	6	0	0	10	85	11	34
<b>TOTAL MALAGA</b>			<b>330</b>	<b>3</b>	<b>3</b>	<b>73</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>20</b>	<b>49</b>	<b>30</b>	<b>328</b>
MURCIA SAN JAVIER	RYANAIR	S	60	0	0	72	8	15	5	0	0	17	63	22	59
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>63</b>	<b>22</b>	<b>59</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	129	4	4	60	22	13	5	0	0	18	39	35	135
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	53	24	18	6	0	0	20	50	23	20
	MONARCH AIRLINES	S	64	0	0	78	6	9	5	2	0	19	30	31	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	43	43	14	0	0	0	20	86	7	7
	THOMSONFLY LTD	C	53	1	0	77	13	6	0	2	2	31	57	22	58
<b>TOTAL PALMA DE MALLORCA</b>			<b>270</b>	<b>6</b>	<b>4</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>29</b>	<b>230</b>
REUS	RYANAIR	S	60	0	0	95	2	2	2	0	0	5	73	15	60
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
<b>TOTAL REUS</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>68</b>
SEVILLE	GIR JET (GESTION AEREA EXECU	C	2	0	0	50	0	0	50	0	0	40	0	0	0
<b>TOTAL SEVILLE</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>1499</b>	<b>18</b>	<b>11</b>	<b>70</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>46</b>	<b>30</b>	<b>1408</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	MONARCH AIRLINES	S	8	0	0	63	25	13	0	0	0	13	25	49	8
	THOMSONFLY LTD	C	8	0	0	75	0	0	0	25	0	85	75	10	8
<b>TOTAL ARRECIFE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>49</b>	<b>50</b>	<b>29</b>	<b>16</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	6	50	142	8
<b>TOTAL FUERTEVENTURA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>142</b>	<b>8</b>
LAS PALMAS	MONARCH AIRLINES	S	8	0	0	75	0	25	0	0	0	15	50	329	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	33	41	9
<b>TOTAL LAS PALMAS</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>41</b>	<b>177</b>	<b>17</b>
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	7	50	51	10
	MONARCH AIRLINES	S	44	0	0	73	18	9	0	0	0	11	28	50	54
	THOMSONFLY LTD	C	9	0	0	78	0	0	11	11	0	38	80	9	10
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>38</b>	<b>45</b>	<b>74</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>101</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>41</b>	<b>69</b>	<b>115</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	94	0	20	50	33	9	7	1	0	23	19	38	115
<b>TOTAL BASLE MULHOUSE</b>			<b>94</b>	<b>0</b>	<b>20</b>	<b>50</b>	<b>33</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>19</b>	<b>38</b>	<b>115</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GENEVA	EASYJET AIRLINE COMPANY LTD	S	174	0	0	61	22	11	5	0	0	16	36	30	174
<b>TOTAL GENEVA</b>			<b>174</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>36</b>	<b>30</b>	<b>174</b>
ZURICH	EASYJET AIRLINE COMPANY LTD	S	44	0	0	48	34	18	0	0	18	0	0	0	
<b>TOTAL ZURICH</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>48</b>	<b>34</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>312</b>	<b>6</b>	<b>20</b>	<b>56</b>	<b>27</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>19</b>	<b>29</b>	<b>33</b>	<b>289</b>	
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	3	63	22	8	
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	5	75	19	8	
<b>TOTAL MONASTIR</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>21</b>	<b>16</b>	
<b>TOTAL TUNISIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>69</b>	<b>21</b>	<b>16</b>	
<b>TURKEY</b>															
ANTALYA	SUNEXPRESS	C	7	0	0	86	0	14	0	0	8	100	0	6	
<b>TOTAL ANTALYA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>0</b>	<b>6</b>	
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	20	30	0	0	19	50	29	10	
	ONUR AIR	C	8	0	0	50	13	13	25	0	37	0	0	0	
<b>TOTAL BODRUM (MILAS)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>16</b>	<b>26</b>	<b>11</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>19</b>	<b>18</b>	
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	25	0	28	100	2	8	
	ONUR AIR	C	7	0	0	57	29	14	0	0	13	0	0	0	
	SUNEXPRESS	C	7	0	0	57	29	0	14	0	18	100	3	3	
<b>TOTAL DALAMAN</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>5</b>	<b>14</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>1</b>	<b>18</b>	
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	75	8	13	2	2	14	55	20	56	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>8</b>	<b>13</b>	<b>3</b>	<b>2</b>	<b>15</b>	<b>55</b>	<b>20</b>	<b>56</b>	
<b>TOTAL TURKEY</b>			<b>109</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>18</b>	<b>68</b>	<b>15</b>	<b>98</b>	
<b>UNITED KINGDOM</b>															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	100	0	0	52	22	16	9	1	25	23	36	100	
<b>TOTAL ABERDEEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>25</b>	<b>23</b>	<b>36</b>	<b>100</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	268	0	0	83	8	7	2	0	9	62	21	234	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>268</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>21</b>	<b>234</b>	
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	280	0	2	72	15	9	3	0	12	43	35	285	
<b>TOTAL EDINBURGH</b>			<b>280</b>	<b>2</b>	<b>2</b>	<b>72</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>43</b>	<b>35</b>	<b>285</b>	
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	304	0	0	85	8	5	3	0	8	55	25	277	
<b>TOTAL GLASGOW</b>			<b>304</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>55</b>	<b>25</b>	<b>277</b>	
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	80	0	0	51	24	20	5	0	21	15	49	78	
<b>TOTAL INVERNESS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>24</b>	<b>20</b>	<b>5</b>	<b>0</b>	<b>21</b>	<b>15</b>	<b>49</b>	<b>78</b>	
JERSEY	THOMSONFLY LTD	S	60	0	0	70	15	12	3	0	14	0	0	0	
<b>TOTAL JERSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>30</b>	<b>68</b>	<b>10</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>1093</b>	<b>7</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>29</b>	<b>1167</b>	
<b>USA</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006			
		CHARTER/ SCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	Actual (7)											Plan (8)
NEW YORK (NEWARK)	SILVERJET	S	70	1	2	51	17	19	10	3	0	29	0	0	0
TOTAL NEW YORK (NEWARK)			70	2	2	51	17	19	10	3	0	29	0	0	0
TOTAL USA			70	11	2	51	17	19	10	3	0	29	0	0	0
TOTAL LUTON			7061	154	41	71	15	10	3	1	0	16	47	30	6876



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	9	0	0	67	11	11	11	0	0	19	67	19	6
TOTAL ANTIGUA			9	0	0	67	11	11	11	0	0	19	67	19	6
TOTAL ANTIGUA AND BARBUDA			9	0	0	67	11	11	11	0	0	19	67	19	6
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	7	0	0	71	29	0	0	0	0	9	58	11	12
TOTAL INNSBRUCK			7	0	0	71	29	0	0	0	0	9	58	11	12
SALZBURG	ASTRAEUS LTD	C	5	0	0	100	0	0	0	0	0	1	67	21	12
	THOMSONFLY LTD	S	24	0	2	54	25	21	0	0	0	17	0	0	0
	THOMSONFLY LTD	C	10	0	0	80	0	0	20	0	0	21	100	2	11
TOTAL SALZBURG			39	0	2	67	15	13	5	0	0	16	83	9	47
TOTAL AUSTRIA			46	0	2	67	17	11	4	0	0	15	89	5	119
<b>BAHAMAS</b>															
NASSAU	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	5	100	0	8
TOTAL NASSAU			4	0	0	75	25	0	0	0	0	5	100	0	8
TOTAL BAHAMAS			4	0	0	75	25	0	0	0	0	5	100	0	8
<b>BARBADOS</b>															
BRIDGETOWN	BMI BRITISH MIDLAND	S	18	0	0	72	11	11	6	0	0	11	73	9	15
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	33	26	6
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	100	0	0	0	0	0	4	75	20	8
TOTAL BRIDGETOWN			31	0	0	84	6	6	3	0	0	8	62	19	39
TOTAL BARBADOS			31	0	0	84	6	6	3	0	0	8	62	19	39
<b>BELARUS</b>															
MINSK INT'L	BELAVIA (BELARUSSIAN AIRLINES)	S	2	0	0	50	0	50	0	0	0	35	100	11	2
TOTAL MINSK INT'L			2	0	0	50	0	50	0	0	0	35	100	11	2
TOTAL BELARUS			2	0	0	50	0	50	0	0	0	35	100	11	2
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	88	0	1	91	8	1	0	0	0	5	0	0	0
TOTAL ANTWERP			88	0	1	91	8	1	0	0	0	5	0	0	0
BRUSSELS	BRUSSELS AIRLINES	S	170	0	0	87	8	5	0	0	0	6	87	5	158
	FLYBE LTD	S	149	0	1	83	6	5	6	1	0	11	0	0	0
TOTAL BRUSSELS			319	0	1	85	7	5	3	0	0	9	89	5	290
TOTAL BELGIUM			407	0	2	86	7	4	2	0	0	8	89	5	290
<b>BULGARIA</b>															
BURGAS	BH AIR	C	23	0	0	83	9	0	9	0	0	13	43	31	28
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	71	12	0	18	0	0	20	94	3	18
	MONARCH AIRLINES	C	8	0	0	75	25	0	0	0	0	8	0	0	0
	MYTRAVEL AIRWAYS	C	8	0	0	75	25	0	0	0	0	7	88	9	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	30	100	1	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BURGAS	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	10	70	31	10
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	0	75	5	8
<b>TOTAL BURGAS</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>1</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>17</b>	<b>80</b>
SOFIA	BULGARIA AIR	S	18	0	0	44	17	17	22	0	0	31	88	5	16
<b>TOTAL SOFIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>17</b>	<b>17</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>88</b>	<b>5</b>	<b>16</b>
VARNA	BH AIR	C	18	0	0	83	11	6	0	0	0	7	79	11	28
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	3	91	4	22
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	5	38	115	8
<b>TOTAL VARNA</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>33</b>	<b>67</b>
<b>TOTAL BULGARIA</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>23</b>	<b>163</b>
<b>CANADA</b>															
CALGARY	THOMAS COOK AIRLINES LTD	S	18	0	0	67	22	0	11	0	0	15	63	14	8
	ZOOM AIRLINES (CANADA)	S	12	0	1	75	0	17	8	0	0	13	56	40	9
<b>TOTAL CALGARY</b>			<b>30</b>	<b>0</b>	<b>1</b>	<b>70</b>	<b>13</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>27</b>	<b>17</b>
HAMILTON (CANADA)	FLYGLOBESPAN	S	28	0	0	64	7	14	4	4	7	72	0	0	0
<b>TOTAL HAMILTON (CANADA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>7</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>7</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>
MONTREAL (DORVAL)	THOMAS COOK AIRLINES LTD	S	2	0	0	50	50	0	0	0	0	10	0	0	0
<b>TOTAL MONTREAL (DORVAL)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	AIR CANADA	S	34	0	0	76	24	0	0	0	0	8	71	16	56
	AIR TRANSAT	S	16	0	0	88	0	0	0	0	13	71	85	12	26
	THOMAS COOK AIRLINES LTD	S	52	0	0	79	4	4	12	2	0	19	93	10	59
	ZOOM AIRLINES (CANADA)	S	26	2	0	77	4	12	4	4	0	20	72	14	18
<b>TOTAL TORONTO</b>			<b>128</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>82</b>	<b>13</b>	<b>159</b>
VANCOUVER	AIR TRANSAT	S	8	0	0	63	25	13	0	0	0	10	50	33	10
	FLYGLOBESPAN	S	18	0	0	67	6	11	17	0	0	19	0	0	0
	MYTRAVEL AIRWAYS	S	9	0	0	44	22	11	11	0	11	69	0	0	0
	ZOOM AIRLINES (CANADA)	S	22	0	2	91	0	0	9	0	0	11	40	52	10
<b>TOTAL VANCOUVER</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>9</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>22</b>	<b>54</b>	<b>33</b>	<b>39</b>
<b>TOTAL CANADA</b>			<b>245</b>	<b>2</b>	<b>3</b>	<b>74</b>	<b>9</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>27</b>	<b>75</b>	<b>18</b>	<b>215</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	ASTRAEUS LTD	S	8	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CHINA</b>															
SANYA PHOENIX INTERNATIONAL	MYTRAVEL AIRWAYS	C	4	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL SANYA PHOENIX INTERNATIONAL</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CHINA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CROATIA</b>															
DUBROVNIK	MONARCH AIRLINES	C	10	0	0	70	20	10	0	0	0	10	0	0	0
	THOMSONFLY LTD	C	18	1	0	94	0	6	0	0	0	6	50	38	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBROVNIK	THOMSONFLY LTD	S	15	1	1	80	13	7	0	0	0	7	0	0	0
<b>TOTAL DUBROVNIK</b>			<b>43</b>	<b>2</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>17</b>	<b>52</b>
PULA	MONARCH AIRLINES	C	10	0	0	60	10	0	10	20	0	90	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	100	2	8	
<b>TOTAL PULA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>50</b>	<b>70</b>	<b>30</b>	<b>30</b>
SPLIT	CROATIA AIRLINES	C	2	0	0	50	50	0	0	0	0	9	0	0	0
	THOMAS COOK AIRLINES LTD	C	9	0	0	11	22	44	22	0	0	44	70	15	10
<b>TOTAL SPLIT</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>27</b>	<b>36</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>78</b>	<b>11</b>	<b>18</b>
<b>TOTAL CROATIA</b>			<b>72</b>	<b>2</b>	<b>1</b>	<b>72</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>23</b>	<b>73</b>	<b>20</b>	<b>100</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	100	5	4
	MONARCH AIRLINES	C	2	0	0	50	50	0	0	0	0	10	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	0	0	17	0	0	14	100	1	9
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>2</b>	<b>13</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	0	0	25	75	0	0	81	25	31	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>8</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>13</b>	<b>120</b>	<b>8</b>
SANTA CLARA	THOMAS COOK AIRLINES LTD	C	6	0	0	50	17	33	0	0	0	20	0	0	0
<b>TOTAL SANTA CLARA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>6</b>	<b>4</b>
VARADERO	FIRST CHOICE AIRWAYS LTD	C	6	0	0	83	17	0	0	0	0	5	40	33	5
	THOMAS COOK AIRLINES LTD	C	9	0	0	44	11	11	33	0	0	35	0	0	0
<b>TOTAL VARADERO</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>13</b>	<b>7</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>77</b>	<b>11</b>	<b>22</b>
<b>TOTAL CUBA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>27</b>	<b>47</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	42	0	0	48	31	19	2	0	0	17	38	83	26
	EUROCYPRIA AIRLINES LTD	C	46	0	0	43	24	28	4	0	0	25	45	40	38
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	26	22	15	33	0	4	87	0	0	0
	MONARCH AIRLINES	C	9	0	0	33	11	44	11	0	0	30	0	0	0
	MYTRAVEL AIRWAYS	C	17	0	0	71	6	12	12	0	0	16	88	3	16
	SILVERJET	C	17	0	0	18	6	18	29	18	12	209	25	132	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	11	17	22	0	0	41	44	42	27
	THOMSONFLY LTD	C	18	0	0	28	11	44	17	0	0	36	63	11	16
	XL AIRWAYS UK LTD	C	12	0	0	17	17	17	33	0	17	169	68	14	22
<b>TOTAL LARNACA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>19</b>	<b>23</b>	<b>15</b>	<b>1</b>	<b>2</b>	<b>57</b>	<b>52</b>	<b>40</b>	<b>187</b>
PAPHOS	ASTRAEUS LTD	C	10	0	0	60	30	10	0	0	0	14	88	3	8
	EUROCYPRIA AIRLINES LTD	C	10	0	0	100	0	0	0	0	0	4	60	32	10
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	44	19	19	11	4	4	79	75	9	16
	GB AIRWAYS LTD	S	61	0	0	82	5	7	7	0	0	11	83	20	40
	MONARCH AIRLINES	C	16	0	0	38	38	6	19	0	0	28	50	41	8
	THOMAS COOK AIRLINES LTD	C	20	0	0	20	15	25	40	0	0	56	65	19	34
	THOMSONFLY LTD	C	34	0	0	53	9	18	9	6	6	72	56	17	25
	XL AIRWAYS UK LTD	C	18	0	0	61	17	0	6	11	6	75	13	45	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL PAPHOS			196	0	0	60	13	11	11	3	2	43	67	19	199
TOTAL CYPRUS			402	0	0	49	16	17	13	2	2	50	60	29	386
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	60	0	0	68	10	10	5	7	0	30	76	17	68
	CSA CZECH AIRLINES	S	110	0	0	88	9	1	2	0	0	8	83	8	111
	JET2.COM LTD	S	44	0	0	86	0	0	14	0	0	16	0	0	0
TOTAL PRAGUE			214	0	0	82	7	3	5	2	0	15	80	11	179
TOTAL CZECH REPUBLIC			214	0	0	82	7	3	5	2	0	15	80	11	179
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	90	0	0	68	17	8	4	3	0	20	70	14	92
TOTAL BILLUND			90	0	0	68	17	8	4	3	0	20	70	14	92
COPENHAGEN	SAS	S	144	0	0	74	19	7	0	0	0	10	60	14	146
TOTAL COPENHAGEN			144	0	0	74	19	7	0	0	0	10	60	14	146
TOTAL DENMARK			234	0	0	71	18	7	2	1	0	14	64	14	238
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	20	0	0	0	0	8	75	6	8
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	3	88	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	5	100	3	8
	THOMSONFLY LTD	C	8	1	0	88	13	0	0	0	0	7	38	44	8
TOTAL PUERTO PLATA			34	1	0	88	12	0	0	0	0	6	75	14	32
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	0	75	9	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSONFLY LTD	C	8	0	0	25	25	25	25	0	0	34	75	10	8
TOTAL PUNTA CANA			20	0	0	70	10	10	10	0	0	14	65	14	20
TOTAL DOMINICAN REPUBLIC			54	1	0	81	11	4	4	0	0	9	71	14	52
<b>EGYPT</b>															
HURGHADA	MONARCH AIRLINES	C	9	0	0	0	0	67	33	0	0	53	0	0	0
	MYTRAVEL AIRWAYS	C	9	0	0	67	0	33	0	0	0	16	80	37	10
TOTAL HURGHADA			18	0	0	33	0	50	17	0	0	34	67	24	30
LUXOR	MONARCH AIRLINES	C	8	0	0	63	13	25	0	0	0	20	31	56	16
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	4	75	12	8
TOTAL LUXOR			16	0	0	81	6	13	0	0	0	12	46	41	24
MARSA ALAM	ASTRAEUS LTD	C	8	0	0	75	25	0	0	0	0	6	0	0	0
TOTAL MARSA ALAM			8	0	0	75	25	0	0	0	0	6	0	0	0
SHARM EL SHEIKH (OPHIRA)	FIRST CHOICE AIRWAYS LTD	C	16	0	0	56	13	6	19	6	0	43	65	10	17
	MONARCH AIRLINES	C	8	0	0	38	25	38	0	0	0	24	13	42	8
	MYTRAVEL AIRWAYS	C	9	0	0	100	0	0	0	0	0	1	100	1	8
	SILVERJET	C	18	0	0	50	22	11	6	0	11	195	60	82	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	38	13	0	0	29	94	6	17
	THOMSONFLY LTD	S	10	0	0	70	30	0	0	0	0	14	0	0	0
	XL AIRWAYS UK LTD	C	16	0	0	81	13	6	0	0	0	9	76	65	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL SHARM EL SHEIKH (OPHIRA)			85	0	0	64	15	12	6	1	2	58	75	30	110
TABA	ASTRAEUS LTD	C	17	0	0	53	29	6	12	0	0	23	61	17	18
TOTAL TABA			17	0	0	53	29	6	12	0	0	23	61	17	18
TOTAL EGYPT			144	0	0	61	15	15	7	1	1	43	69	29	182
FINLAND															
HELSINKI	FINNAIR	S	110	0	0	78	15	7	0	0	0	9	70	13	111
TOTAL HELSINKI			110	0	0	78	15	7	0	0	0	9	70	13	111
TOTAL FINLAND			110	0	0	78	15	7	0	0	0	9	70	13	111
FRANCE															
BERGERAC	FLYBE LTD	S	34	0	1	79	15	6	0	0	0	9	0	0	0
TOTAL BERGERAC			34	0	1	79	15	6	0	0	0	9	0	0	0
BORDEAUX	BMIBABY LTD	S	52	0	0	77	19	0	4	0	0	10	47	25	60
TOTAL BORDEAUX			52	0	0	77	19	0	4	0	0	10	47	25	60
BREST	FLYBE LTD	S	26	0	0	85	0	4	12	0	0	10	0	0	0
TOTAL BREST			26	0	0	85	0	4	12	0	0	10	0	0	0
CALVI	ASTRAEUS LTD	C	10	0	0	80	10	10	0	0	0	9	100	0	8
TOTAL CALVI			10	0	0	80	10	10	0	0	0	9	100	0	8
LA ROCHELLE	FLYBE LTD	S	18	0	0	50	33	17	0	0	0	16	0	0	0
TOTAL LA ROCHELLE			18	0	0	50	33	17	0	0	0	16	0	0	0
LIMOGES	FLYBE LTD	S	18	0	1	56	22	6	17	0	0	23	0	0	0
TOTAL LIMOGES			18	0	1	56	22	6	17	0	0	23	0	0	0
LYON	BMI REGIONAL	S	56	0	0	93	2	5	0	0	0	4	0	0	0
	JET2.COM LTD	C	2	0	0	0	50	50	0	0	0	34	0	0	0
TOTAL LYON			58	0	0	90	3	7	0	0	0	5	75	9	60
NICE	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	0	33	0	0	32	0	0	0
	JET2.COM LTD	S	60	0	0	68	17	10	5	0	0	17	58	29	60
TOTAL NICE			63	0	0	68	16	10	6	0	0	18	60	28	62
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	240	0	0	84	10	5	0	0	0	7	77	11	300
	FLYBE LTD	S	209	0	0	63	15	14	8	0	0	19	0	0	0
	JET2.COM LTD	S	60	0	0	90	0	3	2	5	0	14	0	0	0
	REGIONAL COMPAGNIE AERIENN	S	60	0	0	93	5	2	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	3	50	123	8
TOTAL PARIS (CHARLES DE GAULLE)			579	0	0	78	10	8	3	1	0	12	74	14	575
PERPIGNAN	BMIBABY LTD	S	52	0	0	81	10	10	0	0	0	9	57	19	60
TOTAL PERPIGNAN			52	0	0	81	10	10	0	0	0	9	57	19	60
RENNES	FLYBE LTD	S	34	0	0	74	6	15	6	0	0	12	0	0	0
TOTAL RENNES			34	0	0	74	6	15	6	0	0	12	0	0	0
TARBES-LOURDES INTERNATIONAL	ASTRAEUS LTD	C	16	0	0	44	31	19	6	0	0	26	56	46	18
TOTAL TARBES-LOURDES INTERNATIONAL			16	0	0	44	31	19	6	0	0	26	56	46	18

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				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	JET2.COM LTD	S	43	2	2	67	23	5	5	0	0	12	0	0	0
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>43</b>	<b>2</b>	<b>2</b>	<b>67</b>	<b>23</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>15</b>	<b>59</b>
<b>TOTAL FRANCE</b>			<b>1003</b>	<b>2</b>	<b>4</b>	<b>76</b>	<b>12</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>917</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	JET2.COM LTD	S	50	0	0	84	2	2	12	0	0	12	0	0	0
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>2</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE (BONN)	TUIFLY (GERMANY)	S	42	0	0	93	5	2	0	0	0	4	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>8</b>	<b>42</b>
DUSSELDORF	FLYBE LTD	S	150	0	0	83	5	4	6	1	0	13	0	0	0
	LUFTHANSA CITY LINE	S	193	0	0	83	10	5	2	0	0	7	78	12	197
<b>TOTAL DUSSELDORF</b>			<b>343</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>345</b>
FRANKFURT MAIN	FLYBE LTD	S	146	0	4	80	10	5	4	1	0	12	0	0	0
	LUFTHANSA	S	240	0	0	86	8	4	2	0	0	7	81	8	240
<b>TOTAL FRANKFURT MAIN</b>			<b>386</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>8</b>	<b>390</b>
HAMBURG	AIR BERLIN	S	50	0	0	92	4	4	0	0	0	4	88	6	50
	LUFTHANSA CITY LINE	S	100	0	0	86	9	5	0	0	0	5	89	8	102
<b>TOTAL HAMBURG</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>7</b>	<b>152</b>
HANOVER	FLYBE LTD	S	60	0	0	73	17	2	8	0	0	15	0	0	0
	TUIFLY (GERMANY)	S	42	0	0	67	19	0	5	10	0	34	0	0	0
<b>TOTAL HANOVER</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>1</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>12</b>	<b>142</b>
MUNICH	FLYBE LTD	C	9	0	0	78	22	0	0	0	0	8	0	0	0
	LUFTHANSA	S	180	0	0	91	7	1	1	0	0	6	85	7	180
<b>TOTAL MUNICH</b>			<b>189</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>180</b>
PADERBORN	AIR BERLIN	S	33	0	1	76	21	0	0	3	0	14	74	14	34
<b>TOTAL PADERBORN</b>			<b>33</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>14</b>	<b>34</b>
STUTTGART	TUIFLY (GERMANY)	S	42	0	0	26	26	40	7	0	0	29	0	0	0
<b>TOTAL STUTTGART</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>26</b>	<b>40</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>11</b>	<b>42</b>
<b>TOTAL GERMANY</b>			<b>1337</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>1387</b>
<b>GREECE</b>															
ATHENS	OLYMPIC AIRLINES	S	26	0	0	31	38	27	4	0	0	25	42	23	26
<b>TOTAL ATHENS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>37</b>	<b>26</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>42</b>	<b>23</b>	<b>26</b>
CHANIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	75	163	8
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	0	21	30	151	10
	THOMSONFLY LTD	C	8	0	0	50	25	25	0	0	0	21	75	24	8
	XL AIRWAYS UK LTD	C	8	0	0	88	13	0	0	0	0	6	60	13	10
<b>TOTAL CHANIA</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>87</b>	<b>36</b>
CORFU	FIRST CHOICE AIRWAYS LTD	C	20	1	0	65	10	10	10	5	0	31	64	22	25
	MONARCH AIRLINES	C	34	0	0	76	9	6	9	0	0	14	72	30	36
	MYTRAVEL AIRWAYS	C	8	0	0	50	0	0	50	0	0	67	88	5	8
	THOMAS COOK AIRLINES LTD	C	15	1	0	53	7	7	13	20	0	68	71	22	28
	THOMSONFLY LTD	C	17	0	0	71	6	6	18	0	0	28	56	42	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
CORFU	XL AIRWAYS UK LTD	C	21	0	0	57	24	14	0	0	5	40	60	21	25
<b>TOTAL CORFU</b>			<b>115</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>35</b>	<b>67</b>	<b>41</b>	<b>150</b>
HERAKLION	FIRST CHOICE AIRWAYS LTD	C	18	0	0	78	11	11	0	0	0	8	92	6	24
	GB AIRWAYS LTD	S	17	0	0	88	6	6	0	0	0	5	83	9	18
	MONARCH AIRLINES	C	25	0	0	68	16	16	0	0	0	13	91	6	22
	MYTRAVEL AIRWAYS	C	24	0	0	67	8	17	0	8	0	29	78	6	18
	THOMAS COOK AIRLINES LTD	C	35	0	0	69	6	9	17	0	0	23	90	12	29
	THOMSONFLY LTD	C	17	0	0	47	29	12	0	12	0	43	75	9	16
	XL AIRWAYS UK LTD	C	21	0	0	71	10	10	10	0	0	16	64	28	28
<b>TOTAL HERAKLION</b>			<b>157</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>11</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>14</b>	<b>198</b>
KALAMATA	MYTRAVEL AIRWAYS	C	10	0	0	100	0	0	0	0	0	0	88	4	8
	XL AIRWAYS UK LTD	C	10	0	0	80	0	0	20	0	0	16	100	3	8
<b>TOTAL KALAMATA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>94</b>	<b>3</b>	<b>16</b>
KAVALLA	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	2	75	44	8
<b>TOTAL KAVALLA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>22</b>	<b>18</b>
KEFALLINIA	ASTRAEUS LTD	C	10	0	0	70	10	0	20	0	0	21	50	28	24
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	50	22	11	17	0	0	31	56	15	9
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	88	3	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	20	10	0	0	0	11	63	13	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	75	28	8
	XL AIRWAYS UK LTD	C	20	0	0	85	0	0	15	0	0	25	57	48	28
<b>TOTAL KEFALLINIA</b>			<b>74</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>4</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>30</b>	<b>85</b>
KOS	FIRST CHOICE AIRWAYS LTD	C	9	0	0	33	33	11	22	0	0	39	82	8	11
	MONARCH AIRLINES	C	10	0	0	80	0	20	0	0	0	11	56	36	25
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	13	0	0	11	75	19	8
	THOMAS COOK AIRLINES LTD	C	15	0	0	20	13	47	20	0	0	38	71	17	14
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	4	0	0	0
	XL AIRWAYS UK LTD	C	18	0	0	83	17	0	0	0	0	8	63	33	19
<b>TOTAL KOS</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>13</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>27</b>	<b>85</b>
MIKONOS	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	1	80	10	10
<b>TOTAL MIKONOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>10</b>
MITILINI	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	100	4	8
	SILVERJET	C	8	0	0	63	0	25	13	0	0	24	0	0	0
<b>TOTAL MITILINI</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>3</b>	<b>16</b>
PREVEZA	BMI BRITISH MIDLAND	C	10	0	0	60	20	20	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	20	0	20	0	0	27	63	37	8
	MONARCH AIRLINES	C	10	0	0	50	10	20	20	0	0	34	75	18	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	100	0	0	0	0	0	1	100	1	8
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	0	0	0
	XL AIRWAYS UK LTD	C	10	0	0	80	20	0	0	0	0	4	56	45	16
<b>TOTAL PREVEZA</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>70</b>	<b>29</b>	<b>40</b>
RHODES	FIRST CHOICE AIRWAYS LTD	C	23	0	0	52	30	13	4	0	0	19	76	6	25
	MONARCH AIRLINES	C	38	0	0	82	8	11	0	0	0	8	76	16	21
	MYTRAVEL AIRWAYS	C	8	0	0	63	25	13	0	0	0	16	81	4	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: MANCHESTER (Full Analysis)

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				Actual (7)	Plan (8)										
RHODES	SILVERJET	C	10	0	0	60	0	20	10	10	0	43	22	94	9
	THOMAS COOK AIRLINES LTD	C	26	0	0	31	8	23	27	12	0	72	80	13	25
	THOMSONFLY LTD	C	18	0	0	61	6	11	11	0	11	97	100	1	17
	XL AIRWAYS UK LTD	C	8	0	0	88	13	0	0	0	0	9	100	1	8
<b>TOTAL RHODES</b>			<b>131</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>38</b>	<b>78</b>	<b>14</b>	<b>123</b>
SALONIKA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	7	88	7	8
	MYTRAVEL AIRWAYS	C	7	0	0	86	14	0	0	0	0	6	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	38	25	0	0	40	25	32	8
	THOMSONFLY LTD	C	8	0	0	25	38	38	0	0	0	25	71	61	7
<b>TOTAL SALONIKA</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>77</b>	<b>19</b>	<b>39</b>
SAMOS	XL AIRWAYS UK LTD	C	8	0	0	75	13	13	0	0	0	10	100	1	8
<b>TOTAL SAMOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>100</b>	<b>2</b>	<b>14</b>
SKIATHOS	FIRST CHOICE AIRWAYS LTD	C	22	0	0	91	5	5	0	0	0	4	76	7	17
	THOMAS COOK AIRLINES LTD	C	6	2	0	67	17	17	0	0	0	13	63	39	8
	XL AIRWAYS UK LTD	C	16	0	0	38	38	19	6	0	0	22	58	48	12
<b>TOTAL SKIATHOS</b>			<b>44</b>	<b>2</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>71</b>	<b>22</b>	<b>65</b>
THIRA (SANTORINI)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	100	1	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	75	45	8
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	1	75	18	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>22</b>	<b>24</b>
VOLOS	SWIFTAIR	C	2	0	0	0	0	0	100	0	0	77	0	0	0
<b>TOTAL VOLOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>100</b>	<b>4</b>	<b>5</b>
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	21	0	0	62	14	5	19	0	0	30	44	29	16
	MONARCH AIRLINES	C	18	0	0	83	6	11	0	0	0	10	50	14	8
	MYTRAVEL AIRWAYS	C	34	0	0	88	6	0	6	0	0	10	81	10	32
	THOMAS COOK AIRLINES LTD	C	35	0	0	66	31	3	0	0	0	9	71	14	38
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	5	61	17	18
	XL AIRWAYS UK LTD	C	12	0	0	83	8	8	0	0	0	6	56	20	16
<b>TOTAL ZAKINTHOS</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>26</b>	<b>152</b>
<b>TOTAL GREECE</b>			<b>962</b>	<b>4</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>25</b>	<b>1102</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	60	0	0	68	7	7	15	3	0	27	82	7	34
<b>TOTAL BUDAPEST</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>82</b>	<b>7</b>	<b>34</b>
<b>TOTAL HUNGARY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>82</b>	<b>7</b>	<b>34</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	16	0	0	100	0	0	0	0	0	1	94	3	18
<b>TOTAL KEFLAVIK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>18</b>
<b>TOTAL ICELAND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>94</b>	<b>3</b>	<b>18</b>
<b>IRISH REPUBLIC</b>															
CONNAUGHT	BMIBABY LTD	S	68	0	0	82	4	6	4	3	0	17	86	14	59
<b>TOTAL CONNAUGHT</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>17</b>	<b>86</b>	<b>14</b>	<b>59</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

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				Actual (7)	Plan (8)										
CORK	BMIBABY LTD	S	68	0	0	88	3	3	3	3	0	16	71	20	59
<b>TOTAL CORK</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>71</b>	<b>20</b>	<b>59</b>
DUBLIN	AER ARRAN	C	4	0	0	50	25	0	25	0	0	23	0	31	2
	AER LINGUS	S	241	0	0	67	18	11	4	0	0	14	56	18	218
	LUXAIR	S	60	0	0	82	8	5	5	0	0	10	78	9	60
	RYANAIR	S	226	0	0	77	13	7	3	0	0	10	60	18	220
<b>TOTAL DUBLIN</b>			<b>531</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>60</b>	<b>17</b>	<b>501</b>
GALWAY	AER ARRAN	S	94	0	0	87	6	2	0	3	1	18	88	9	78
<b>TOTAL GALWAY</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>87</b>	<b>9</b>	<b>79</b>
KERRY COUNTY	AER ARRAN	S	34	0	0	79	6	9	0	6	0	24	85	16	26
<b>TOTAL KERRY COUNTY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>24</b>	<b>85</b>	<b>16</b>	<b>26</b>
SHANNON	RYANAIR	S	34	0	0	97	3	0	0	0	0	2	65	21	26
<b>TOTAL SHANNON</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>65</b>	<b>21</b>	<b>26</b>
SLIGO	AER ARRAN	S	34	0	0	85	12	3	0	0	0	5	0	0	0
<b>TOTAL SLIGO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	AER ARRAN	S	50	0	0	90	8	2	0	0	0	2	85	8	26
<b>TOTAL WATERFORD</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>26</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>913</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>16</b>	<b>776</b>
ISLE OF CURACAO NETH.ANTILLES															
ARUBA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	9	0	0	0
<b>TOTAL ARUBA</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISLE OF CURACAO NETH.ANTILLES</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>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISRAEL															
TEL AVIV	ASTRAEUS LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
<b>TOTAL TEL AVIV</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
ITALY															
BERGAMO	JET2.COM LTD	S	60	0	0	82	10	8	0	0	0	7	0	0	0
<b>TOTAL BERGAMO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRESCIA/MONTICHIARI	FLYBE LTD	C	18	0	0	50	11	28	11	0	0	34	0	0	0
<b>TOTAL BRESCIA/MONTICHIARI</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>11</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>17</b>	<b>47</b>	<b>12</b>
CAGLIARI (ELMAS)	BMI REGIONAL	C	10	0	0	40	50	10	0	0	0	17	30	59	10
<b>TOTAL CAGLIARI (ELMAS)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>30</b>	<b>59</b>	<b>10</b>
CATANIA (FONTANAROSSA)	MONARCH AIRLINES	C	10	0	0	30	30	30	10	0	0	27	80	9	10
	THOMAS COOK AIRLINES LTD	C	7	0	0	29	14	29	0	29	0	108	88	6	8
	THOMSONFLY LTD	C	10	0	0	80	0	20	0	0	0	8	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>15</b>	<b>26</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>41</b>	<b>83</b>	<b>8</b>	<b>18</b>
LAMETIA-TERME	THOMSONFLY LTD	C	8	0	0	50	25	13	13	0	0	26	0	0	0

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ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LAMETIA-TERME</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>57</b>	<b>20</b>	<b>7</b>
<b>MILAN (MALPENSA)</b>	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	0	0	0	0
	FLYBE LTD	S	100	0	0	75	19	2	3	1	0	12	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>13</b>	<b>218</b>
<b>NAPLES</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	13	38	13	0	0	28	40	32	10
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	3	60	18	10
	THOMSONFLY LTD	C	16	0	0	31	50	6	13	0	0	28	61	29	18
	THOMSONFLY LTD	S	18	0	0	44	22	22	6	6	0	35	0	0	0
	XL AIRWAYS UK LTD	C	8	0	0	25	25	0	50	0	0	66	0	0	0
<b>TOTAL NAPLES</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>26</b>	<b>14</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>32</b>	<b>52</b>	<b>29</b>	<b>50</b>
<b>OLBIA</b>	ASTRAEUS LTD	C	9	0	0	67	11	0	22	0	0	20	33	47	9
<b>TOTAL OLBIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>47</b>	<b>9</b>
<b>PISA</b>	JET2.COM LTD	S	36	0	0	69	8	6	17	0	0	25	78	26	18
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	90	6	10
<b>TOTAL PISA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>4</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>80</b>	<b>20</b>	<b>30</b>
<b>RIMINI</b>	MYTRAVEL AIRWAYS	C	7	0	0	100	0	0	0	0	0	1	71	8	7
<b>TOTAL RIMINI</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>8</b>	<b>7</b>
<b>ROME (CIAMPINO)</b>	TITAN AIRWAYS LTD	C	2	0	0	0	100	0	0	0	0	19	0	0	0
<b>TOTAL ROME (CIAMPINO)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ROME (FIUMICINO)</b>	JET2.COM LTD	S	60	0	0	38	28	17	12	5	0	40	36	35	44
<b>TOTAL ROME (FIUMICINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>28</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>40</b>	<b>36</b>	<b>35</b>	<b>44</b>
<b>VENICE</b>	ASTRAEUS LTD	C	2	0	0	0	0	0	100	0	0	147	0	0	0
	JET2.COM LTD	S	34	0	0	71	12	15	0	3	0	16	0	0	0
	MONARCH AIRLINES	C	9	0	0	44	22	33	0	0	0	20	75	17	8
	THOMSONFLY LTD	C	34	0	0	41	26	12	21	0	0	37	89	5	9
	TITAN AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	52	0	0	0
<b>TOTAL VENICE</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>19</b>	<b>15</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>63</b>	<b>16</b>	<b>27</b>
<b>VERONA VILLAFRANCA</b>	FIRST CHOICE AIRWAYS LTD	C	16	0	0	50	13	25	13	0	0	31	11	39	9
	MONARCH AIRLINES	C	10	0	0	60	20	0	20	0	0	33	0	0	0
	THOMSONFLY LTD	C	18	0	0	78	17	6	0	0	0	7	39	41	18
	XL AIRWAYS UK LTD	C	10	0	0	70	10	0	20	0	0	39	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>54</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>9</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>41</b>	<b>34</b>	<b>34</b>
<b>TOTAL ITALY</b>			<b>542</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>18</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>63</b>	<b>21</b>	<b>467</b>
<b>JAMAICA</b>															
<b>MONTEGO BAY</b>	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	17	25	203	4
	MYTRAVEL AIRWAYS	C	8	0	0	63	25	0	13	0	0	21	75	8	8
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	7	78	16	9
<b>TOTAL MONTEGO BAY</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>48</b>	<b>21</b>
<b>TOTAL JAMAICA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>48</b>	<b>21</b>
<b>KENYA</b>															
<b>MOMBASA</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	0	13	0	0	0	8	50	54	4

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			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL MOMBASA			8	8	0	88	0	13	0	0	0	8	50	54	4
TOTAL KENYA			8	8	0	88	0	13	0	0	0	8	50	54	4
<b>LIBYA</b>															
TRIPOLI	LIBYAN ARAB AIRLINES	S	18	0	2	11	28	33	17	0	11	156	50	38	16
TOTAL TRIPOLI			18	0	2	11	28	33	17	0	11	156	50	38	16
TOTAL LIBYA			18	0	2	11	28	33	17	0	11	156	50	38	16
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	60	0	0	82	10	5	3	0	0	9	87	5	60
	VLM (BELGIUM)	S	98	0	0	77	14	7	2	0	0	11	0	0	0
TOTAL LUXEMBOURG			158	0	0	78	13	6	3	0	0	10	87	5	60
TOTAL LUXEMBOURG			158	0	0	78	13	6	3	0	0	10	87	5	60
<b>MACEDONIA</b>															
SKOPJE	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	12	0	0	0
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	4	0	0	0
TOTAL SKOPJE			4	0	0	100	0	0	0	0	0	8	67	17	3
TOTAL MACEDONIA			4	0	0	100	0	0	0	0	0	8	67	17	3
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	3	0	147	4
	MONARCH AIRLINES	C	8	0	0	63	13	13	13	0	0	33	0	89	7
TOTAL MALE INTERNATIONAL			16	0	0	75	13	6	6	0	0	18	0	110	11
TOTAL MALDIVE ISLANDS			16	0	0	75	13	6	6	0	0	18	0	110	11
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	0	0	100	0	0	0	0	23	50	19	2
	AIR MALTA	S	70	1	0	36	34	14	13	3	0	41	82	14	72
	GB AIRWAYS LTD	S	60	0	0	70	20	3	7	0	0	14	42	17	26
	HELLO	C	16	0	0	31	44	25	0	0	0	22	50	28	18
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	88	4	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	21	100	2	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	38	53	8
TOTAL MALTA			172	1	0	53	27	10	8	1	0	25	67	18	150
TOTAL MALTA			172	1	0	53	27	10	8	1	0	25	67	18	150
<b>MEXICO</b>															
BAHIAS DE HUATULCO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	50	0	25	0	0	29	100	6	4
TOTAL BAHIAS DE HUATULCO			4	0	0	25	50	0	25	0	0	29	100	6	4
<b>CANCUN</b>															
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	11	22	0	0	0	13	38	44	8
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	6	100	1	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	6	88	6	8
	THOMSONFLY LTD	C	8	4	0	100	0	0	0	0	0	1	70	15	10
TOTAL CANCUN			33	4	0	85	9	6	0	0	0	7	64	28	42

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				Actual (7)	Plan (8)										
PUERTO VALLARTA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	2	80	6	5
<b>TOTAL PUERTO VALLARTA</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>6</b>	<b>5</b>
<b>TOTAL MEXICO</b>			<b>41</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>23</b>	<b>55</b>
<b>MOROCCO</b>															
AGADIR	ASTRAEUS LTD	C	8	0	0	100	0	0	0	0	0	4	20	92	10
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	0	25	0	73	75	71	8
<b>TOTAL AGADIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>58</b>	<b>58</b>	<b>26</b>
MARRAKESH	THOMSONFLY LTD	S	18	0	0	28	17	28	17	6	6	75	0	0	0
<b>TOTAL MARRAKESH</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>17</b>	<b>28</b>	<b>17</b>	<b>6</b>	<b>6</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL MOROCCO</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>12</b>	<b>15</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>58</b>	<b>58</b>	<b>58</b>	<b>26</b>
<b>NETHERLANDS</b>															
AMSTERDAM	JET2.COM LTD	S	100	0	0	81	5	10	4	0	0	11	77	12	111
	KLM	S	220	0	4	86	10	2	2	0	0	7	90	8	267
	KLM CITYHOPPER	S	180	0	0	86	8	3	3	0	0	8	87	5	124
<b>TOTAL AMSTERDAM</b>			<b>500</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>503</b>
EINDHOVEN	TRANSAVIA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL EINDHOVEN</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>
ROTTERDAM	VLM (BELGIUM)	S	89	0	1	81	13	4	1	0	0	8	0	0	0
<b>TOTAL ROTTERDAM</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL NETHERLANDS</b>			<b>591</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>503</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	S	50	0	0	86	12	2	0	0	0	6	76	9	34
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>9</b>	<b>34</b>
<b>TOTAL NORWAY</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>70</b>	<b>14</b>	<b>50</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	44	0	0	55	7	7	14	18	0	60	0	0	0
	PAKISTAN INTL AIRLINES	S	55	0	1	73	5	11	11	0	0	17	31	68	59
<b>TOTAL ISLAMABAD</b>			<b>99</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>6</b>	<b>9</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>36</b>	<b>31</b>	<b>68</b>	<b>59</b>
KARACHI	PAKISTAN INTL AIRLINES	S	32	0	1	50	13	25	13	0	0	31	32	57	63
<b>TOTAL KARACHI</b>			<b>32</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>57</b>	<b>63</b>
LAHORE	PAKISTAN INTL AIRLINES	S	16	0	0	81	13	6	0	0	0	10	50	37	14
<b>TOTAL LAHORE</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>37</b>	<b>14</b>
<b>TOTAL PAKISTAN</b>			<b>147</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>8</b>	<b>12</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>33</b>	<b>60</b>	<b>136</b>
<b>POLAND</b>															
KRAKOW	SKY EUROPE	S	26	0	0	88	12	0	0	0	0	5	27	33	26
<b>TOTAL KRAKOW</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>27</b>	<b>33</b>	<b>26</b>
WARSAW	CENTRALWINGS	S	50	0	0	72	8	4	14	2	0	21	0	0	0
<b>TOTAL WARSAW</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>8</b>	<b>4</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>49</b>	<b>25</b>	<b>43</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 POLAND</b>			<b>76</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>3</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>41</b>	<b>28</b>	<b>69</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
<b>FARO</b>	BMI BRITISH MIDLAND	C	10	0	0	80	10	10	0	0	0	8	100	1	1
	FIRST CHOICE AIRWAYS LTD	C	30	0	0	57	20	13	10	0	0	22	72	11	36
	JET2.COM LTD	S	60	0	0	70	8	10	5	7	0	30	93	3	60
	MONARCH AIRLINES	S	120	0	0	59	22	8	8	3	0	23	77	13	120
	MONARCH AIRLINES	C	10	0	0	40	30	30	0	0	0	23	70	11	10
	MYTRAVEL AIRWAYS	C	18	0	0	78	11	0	6	6	0	25	88	12	16
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	22	0	0	11	6	67	52	27	29
	THOMSONFLY LTD	S	16	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	18	0	0	56	6	17	0	11	11	109	44	77	16
	XL AIRWAYS UK LTD	C	18	0	0	89	6	0	0	0	6	29	87	14	15
<b>TOTAL FARO</b>			<b>319</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>76</b>	<b>17</b>	<b>318</b>
<b>LISBON</b>	MONARCH AIRLINES	C	2	0	0	50	0	50	0	0	0	19	50	19	2
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	0	0	0
	THOMSONFLY LTD	S	42	0	0	48	33	17	2	0	0	19	0	0	0
<b>TOTAL LISBON</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>11</b>	<b>4</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>365</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>76</b>	<b>17</b>	<b>322</b>
<b>PORTUGAL(MADEIRA)</b>															
<b>FUNCHAL</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	1	100	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	13	0	0	0	11	100	10	8
	THOMSONFLY LTD	C	16	0	0	81	6	13	0	0	0	10	100	5	8
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	3	88	5	8
<b>TOTAL FUNCHAL</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>5</b>	<b>32</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>5</b>	<b>32</b>
<b>QATAR</b>															
<b>DOHA</b>	QATAR AIRWAYS	S	60	0	0	80	13	5	2	0	0	9	68	15	60
<b>TOTAL DOHA</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>9</b>	<b>68</b>	<b>15</b>	<b>60</b>
<b>TOTAL QATAR</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>9</b>	<b>68</b>	<b>15</b>	<b>60</b>
<b>SAUDI ARABIA</b>															
<b>JEDDAH</b>	SAUDI ARABIAN AIRLINES	S	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL JEDDAH</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RIYADH</b>	SAUDI ARABIAN AIRLINES	S	7	0	1	57	14	14	14	0	0	21	0	0	0
<b>TOTAL RIYADH</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>57</b>	<b>14</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAUDI ARABIA</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SINGAPORE</b>															
<b>SINGAPORE</b>	FIRST CHOICE AIRWAYS LTD	C	4	0	0	25	25	25	25	0	0	47	25	25	4
	SINGAPORE AIRLINES	S	44	0	0	91	7	2	0	0	0	4	77	9	60
<b>TOTAL SINGAPORE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>11</b>	<b>74</b>
<b>TOTAL SINGAPORE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>11</b>	<b>74</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	34	0	0	82	12	0	6	0	0	10	81	22	36
<b>TOTAL BRATISLAVA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>22</b>	<b>36</b>	
<b>TOTAL SLOVAK REPUBLIC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>22</b>	<b>36</b>	
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	18	0	0	28	44	22	6	0	0	25	67	11	18
<b>TOTAL LJUBLJANA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>11</b>	<b>18</b>	
<b>TOTAL SLOVENIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>44</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>11</b>	<b>18</b>	
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	58	1	2	64	7	16	10	3	0	26	65	18	60
	FIRST CHOICE AIRWAYS LTD	C	26	0	0	77	12	12	0	0	0	9	77	15	26
	JET2.COM LTD	S	63	0	0	83	5	11	2	0	0	8	80	9	60
	MONARCH AIRLINES	S	112	0	0	82	12	4	2	1	0	10	79	15	120
	MYTRAVEL AIRWAYS	C	28	0	0	68	0	18	11	0	4	59	93	3	28
	THOMAS COOK AIRLINES LTD	C	19	0	0	68	11	11	11	0	0	16	65	51	26
	THOMSONFLY LTD	C	45	0	0	69	13	11	7	0	0	16	70	23	53
	XL AIRWAYS UK LTD	C	29	0	0	79	0	3	14	3	0	27	78	20	41
<b>TOTAL ALICANTE</b>			<b>380</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>8</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>18</b>	<b>436</b>
ALMERIA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	13	25	0	0	32	63	17	8
	MONARCH AIRLINES	S	44	0	0	89	9	0	2	0	0	7	85	5	34
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	4	100	1	8
<b>TOTAL ALMERIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>6</b>	<b>57</b>
BARCELONA	JET2.COM LTD	S	9	1	0	100	0	0	0	0	0	1	0	0	0
	MONARCH AIRLINES	S	60	0	0	70	20	10	0	0	0	10	58	32	60
	TITAN AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	37	100	0	2
<b>TOTAL BARCELONA</b>			<b>71</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>17</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>31</b>	<b>62</b>
GERONA	MYTRAVEL AIRWAYS	C	10	0	0	80	20	0	0	0	0	7	84	77	19
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	25	50	0	0	64	100	0	7
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	56	114	18
<b>TOTAL GERONA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>83</b>	<b>62</b>
IBIZA	FIRST CHOICE AIRWAYS LTD	C	24	0	0	58	21	4	8	8	0	38	67	16	27
	JET2.COM LTD	S	52	0	0	54	10	10	21	6	0	48	83	13	29
	MONARCH AIRLINES	S	38	1	0	95	3	3	0	0	0	2	0	0	0
	MYTRAVEL AIRWAYS	C	26	0	0	85	4	0	8	0	4	27	72	27	36
	THOMAS COOK AIRLINES LTD	C	31	1	0	48	10	26	16	0	0	32	65	15	17
	THOMSONFLY LTD	C	34	0	0	53	12	9	15	12	0	50	68	28	44
<b>TOTAL IBIZA</b>			<b>206</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>10</b>	<b>9</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>34</b>	<b>69</b>	<b>21</b>	<b>169</b>
JEREZ	MONARCH AIRLINES	S	34	0	0	79	6	12	3	0	0	12	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	9	90	3	10
<b>TOTAL JEREZ</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>3</b>	<b>12</b>
MAHON	FIRST CHOICE AIRWAYS LTD	C	39	0	0	59	15	10	15	0	0	26	76	9	54
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	6	90	5	10

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MAHON	MONARCH AIRLINES	S	24	0	0	83	8	8	0	0	0	8	92	4	36
	MYTRAVEL AIRWAYS	C	30	0	0	83	7	10	0	0	7	79	10	29	
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	0	28	11	0	23	67	41	27	
	THOMSONFLY LTD	C	34	0	0	74	15	9	3	0	10	78	15	36	
<b>TOTAL MAHON</b>			<b>154</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>13</b>	<b>206</b>	
MALAGA	BMI BRITISH MIDLAND	C	10	0	0	70	0	10	20	0	25	40	36	10	
	BMIBABY LTD	S	70	0	0	70	6	14	10	0	20	57	19	70	
	FIRST CHOICE AIRWAYS LTD	C	38	0	0	58	16	21	5	0	20	71	10	38	
	JET2.COM LTD	S	60	0	0	63	15	8	10	2	32	56	22	61	
	MONARCH AIRLINES	C	2	0	0	0	0	0	100	0	78	0	0	0	
	MONARCH AIRLINES	S	156	0	0	72	15	8	3	1	14	71	21	196	
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	17	50	18	10	
	THOMSONFLY LTD	C	44	1	0	75	9	7	9	0	15	78	27	50	
XL AIRWAYS UK LTD	C	18	0	0	67	0	6	6	11	11	95	70	34	23	
<b>TOTAL MALAGA</b>			<b>408</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>23</b>	<b>67</b>	<b>22</b>	<b>521</b>	
MURCIA SAN JAVIER	JET2.COM LTD	S	60	0	0	73	18	5	3	0	14	72	26	60	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>23</b>	<b>70</b>	
PALMA DE MALLORCA	BMIBABY LTD	S	60	0	0	65	18	8	5	3	22	63	26	60	
	FIRST CHOICE AIRWAYS LTD	C	89	1	0	49	13	18	17	2	34	63	18	94	
	JET2.COM LTD	S	60	0	0	77	13	3	7	0	14	73	12	60	
	MONARCH AIRLINES	C	23	0	0	35	17	17	22	9	52	45	34	29	
	MONARCH AIRLINES	S	112	1	0	66	14	12	4	3	26	60	23	104	
	MYTRAVEL AIRWAYS	C	56	0	0	71	13	9	2	2	29	95	2	61	
	THOMAS COOK AIRLINES LTD	C	45	0	0	51	18	18	13	0	22	69	27	62	
	THOMSONFLY LTD	C	85	0	0	72	11	9	4	4	24	60	43	95	
XL AIRWAYS UK LTD	C	18	0	0	89	11	0	0	0	6	83	9	35		
<b>TOTAL PALMA DE MALLORCA</b>			<b>550</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>26</b>	<b>67</b>	<b>23</b>	<b>629</b>	
REUS	ASTRAEUS LTD	C	7	0	0	43	29	0	29	0	33	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	56	19	13	0	13	37	78	23	18	
	MYTRAVEL AIRWAYS	C	18	0	0	100	0	0	0	0	1	100	0	16	
	THOMAS COOK AIRLINES LTD	C	7	0	0	57	14	0	29	0	28	65	90	17	
	THOMSONFLY LTD	C	18	0	0	100	0	0	0	0	1	61	36	18	
<b>TOTAL REUS</b>			<b>66</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>3</b>	<b>16</b>	<b>72</b>	<b>34</b>	<b>85</b>	
VALENCIA	JET2.COM LTD	S	38	0	0	47	21	11	21	0	34	58	18	36	
<b>TOTAL VALENCIA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>21</b>	<b>11</b>	<b>21</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>18</b>	<b>36</b>	
<b>TOTAL SPAIN</b>			<b>2063</b>	<b>8</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>22</b>	<b>71</b>	<b>22</b>	<b>2446</b>	
SPAIN(CANARY ISLANDS)															
ARRECIFE	AIR EUROPA	C	8	0	0	88	13	0	0	0	5	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	63	26	11	0	0	13	40	19	25	
	MONARCH AIRLINES	C	8	0	0	50	13	38	0	0	19	88	7	8	
	MONARCH AIRLINES	S	15	1	1	60	27	0	13	0	21	0	0	0	
	MYTRAVEL AIRWAYS	C	25	0	0	72	16	4	8	0	17	94	3	16	
	THOMAS COOK AIRLINES LTD	C	21	0	0	48	19	14	19	0	29	52	45	33	
	THOMSONFLY LTD	C	18	0	0	67	17	11	6	0	16	50	115	16	
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	5	65	30	31	

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Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ARRECIFE</b>			<b>131</b>	<b>1</b>	<b>1</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>61</b>	<b>33</b>	<b>164</b>
<b>FUERTEVENTURA</b>	FIRST CHOICE AIRWAYS LTD	C	18	0	0	72	17	0	11	0	0	21	59	21	17
	MYTRAVEL AIRWAYS	C	18	0	0	83	6	11	0	0	7	100	2	17	
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	17	6	11	0	19	75	13	16	
	THOMSONFLY LTD	C	8	0	0	50	13	38	0	0	20	88	7	8	
	XL AIRWAYS UK LTD	C	18	0	0	78	6	11	0	0	6	58	61	23	18
<b>TOTAL FUERTEVENTURA</b>			<b>81</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>11</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>71</b>	<b>15</b>	<b>84</b>
<b>LAS PALMAS</b>	FIRST CHOICE AIRWAYS LTD	C	26	0	0	77	12	4	8	0	18	44	21	25	
	FUTURA AIRLINES	C	8	0	0	25	13	13	50	0	67	88	10	17	
	MYTRAVEL AIRWAYS	C	18	0	0	89	0	0	0	11	27	100	1	17	
	THOMAS COOK AIRLINES LTD	C	19	0	0	42	21	26	11	0	30	57	74	23	
	THOMSONFLY LTD	C	26	0	0	85	15	0	0	0	5	50	47	26	
	XL AIRWAYS UK LTD	C	18	0	0	89	11	0	0	0	5	81	8	27	
<b>TOTAL LAS PALMAS</b>			<b>115</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>20</b>	<b>68</b>	<b>28</b>	<b>137</b>	
<b>TENERIFE (SURREINA SOFIA)</b>	ASTRAEUS LTD	C	8	0	0	50	0	13	38	0	38	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	34	0	0	59	9	18	12	3	29	59	29	70	
	GB AIRWAYS LTD	S	43	0	0	88	12	0	0	0	5	75	19	52	
	IBERWORLD	C	4	0	0	50	50	0	0	0	13	0	0	0	
	MONARCH AIRLINES	S	60	1	0	70	23	7	0	0	10	63	19	60	
	MONARCH AIRLINES	C	8	0	0	38	50	13	0	0	20	22	35	9	
	MYTRAVEL AIRWAYS	C	27	0	0	93	7	0	0	0	2	61	26	28	
	THOMAS COOK AIRLINES LTD	C	26	1	0	58	15	19	8	0	26	54	47	41	
	THOMSONFLY LTD	C	16	0	0	50	25	19	6	0	21	39	41	18	
	VOLAR AIRLINES	C	4	0	0	100	0	0	0	0	9	91	6	23	
	XL AIRWAYS UK LTD	C	18	0	0	56	11	22	11	0	25	46	71	39	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>248</b>	<b>2</b>	<b>0</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>32</b>	<b>367</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>575</b>	<b>3</b>	<b>1</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>18</b>	<b>63</b>	<b>29</b>	<b>752</b>	
<b>SWEDEN</b>															
<b>GOTEBORG</b>	CITY AIRLINE	S	90	0	0	83	10	0	7	0	12	75	10	92	
<b>TOTAL GOTEBORG</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>10</b>	<b>92</b>	
<b>STOCKHOLM (ARLANDA)</b>	SAS	S	88	0	0	92	7	1	0	0	4	88	7	92	
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>92</b>	
<b>TOTAL SWEDEN</b>			<b>178</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>184</b>	
<b>SWITZERLAND</b>															
<b>BASLE MULHOUSE</b>	SWISS AIRLINES	S	24	0	0	79	21	0	0	0	6	0	0	0	
<b>TOTAL BASLE MULHOUSE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>GENEVA</b>	FLYBE LTD	C	7	0	0	57	14	0	29	0	28	0	0	0	
<b>TOTAL GENEVA</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>14</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>28</b>	<b>78</b>	<b>20</b>	<b>67</b>	
<b>ZURICH</b>	SWISS AIRLINES	S	180	0	0	78	18	3	0	0	9	79	9	171	
<b>TOTAL ZURICH</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>171</b>	
<b>TOTAL SWITZERLAND</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>18</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>12</b>	<b>238</b>	



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ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	14	0	0	57	14	21	7	0	0	23	46	34	13
TOTAL DAMASCUS			14	0	0	57	14	21	7	0	0	23	46	34	13
TOTAL SYRIA			14	0	0	57	14	21	7	0	0	23	46	34	13
<b>TUNISIA</b>															
JERBA	MYTRAVEL AIRWAYS	C	10	0	0	80	0	0	0	20	0	55	100	0	9
TOTAL JERBA			10	0	0	80	0	0	0	20	0	55	100	0	9
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	10	0	0	40	20	10	30	0	0	43	75	10	8
	MYTRAVEL AIRWAYS	C	17	0	0	94	0	0	0	0	6	21	100	0	25
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	20	20	20	0	0	29	88	7	8
	THOMSONFLY LTD	C	17	0	0	65	12	12	0	12	0	37	56	52	16
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	1	100	3	8
TOTAL MONASTIR			62	0	0	69	10	8	8	3	2	28	85	15	65
TOTAL TUNISIA			72	0	0	71	8	7	7	6	1	32	86	13	74
<b>TURKEY</b>															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	12	0	0	67	8	8	17	0	0	21	100	0	8
	MYTRAVEL AIRWAYS	C	9	0	0	100	0	0	0	0	0	0	100	2	8
	ONUR AIR	C	8	0	0	88	0	13	0	0	0	6	80	9	10
	THOMAS COOK AIRLINES LTD	C	27	0	0	56	19	11	15	0	0	22	100	1	16
	THOMSONFLY LTD	C	10	0	0	60	20	20	0	0	0	16	65	65	17
TOTAL ANTALYA			66	0	0	68	12	11	9	0	0	16	81	22	70
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	29	0	0	59	10	14	17	0	0	31	80	8	25
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	2	75	13	16
	ONUR AIR	C	45	0	0	38	11	24	24	2	0	42	71	16	28
	THOMAS COOK AIRLINES LTD	C	26	0	0	69	0	15	15	0	0	26	53	51	17
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	0	80	172	10
	XL AIRWAYS UK LTD	C	8	0	0	88	0	0	13	0	0	18	88	8	17
TOTAL BODRUM (MILAS)			125	0	0	61	6	15	17	1	0	29	73	31	123
DALAMAN	BMI BRITISH MIDLAND	C	10	0	0	0	40	50	10	0	0	39	17	45	18
	FIRST CHOICE AIRWAYS LTD	C	34	1	0	59	9	6	9	18	0	58	83	12	35
	FREEBIRD AIRLINES	C	14	0	0	79	14	7	0	0	0	8	100	6	4
	KIBRIS TURKISH AIRLINES - KTHY	S	18	0	0	89	0	11	0	0	0	7	83	10	36
	MONARCH AIRLINES	C	21	0	0	67	10	19	5	0	0	15	41	25	27
	MYTRAVEL AIRWAYS	C	33	2	0	88	0	3	3	0	6	49	91	11	46
	ONUR AIR	C	54	0	0	48	11	20	15	6	0	39	56	26	39
	PEGASUS AIRLINES	C	6	0	0	100	0	0	0	0	0	1	0	0	0
	SILVERJET	C	17	0	0	29	18	18	35	0	0	43	38	140	16
	THOMAS COOK AIRLINES LTD	C	67	2	0	63	13	9	9	6	0	28	70	27	43
	THOMSONFLY LTD	C	16	0	0	100	0	0	0	0	0	2	82	20	17
	XL AIRWAYS UK LTD	C	11	0	0	27	9	18	45	0	0	57	44	18	18
TOTAL DALAMAN			301	5	0	62	10	12	10	4	1	33	66	26	307
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	53	22	12	12	2	0	27	62	17	60
TOTAL ISTANBUL			60	0	0	53	22	12	12	2	0	27	61	17	62

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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)										
IZMIR (ADNAM MENDERES)	ONUR AIR	C	7	0	0	100	0	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	50	8	17	25	0	0	34	56	60	9
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>5</b>	<b>11</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>32</b>	<b>17</b>
<b>TOTAL TURKEY</b>			<b>571</b>	<b>5</b>	<b>0</b>	<b>62</b>	<b>11</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>26</b>	<b>579</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	60	0	0	73	8	10	8	0	0	15	80	12	60
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>8</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>12</b>	<b>60</b>
DUBAI	EMIRATES	S	120	0	1	33	23	30	14	0	0	31	58	18	119
<b>TOTAL DUBAI</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>23</b>	<b>30</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>18</b>	<b>119</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>180</b>	<b>0</b>	<b>1</b>	<b>47</b>	<b>18</b>	<b>23</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>65</b>	<b>16</b>	<b>179</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	330	0	0	87	7	3	2	0	0	7	93	8	190
<b>TOTAL ABERDEEN</b>			<b>331</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>360</b>
BELFAST CITY	FLYBE LTD	S	436	1	8	81	9	5	3	1	0	12	84	13	211
<b>TOTAL BELFAST CITY</b>			<b>436</b>	<b>1</b>	<b>8</b>	<b>81</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>16</b>	<b>532</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	184	0	4	91	3	4	2	0	0	5	80	11	176
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>185</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>11</b>	<b>176</b>
BOURNEMOUTH	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	4	0	28	2
<b>TOTAL BOURNEMOUTH</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>28</b>	<b>2</b>
BRISTOL	AIR SOUTHWEST	S	23	0	2	87	4	4	4	0	0	7	61	19	88
<b>TOTAL BRISTOL</b>			<b>23</b>	<b>7</b>	<b>2</b>	<b>87</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>19</b>	<b>88</b>
EDINBURGH	BMI REGIONAL	S	319	0	0	93	5	2	0	0	0	3	91	5	274
	FLYBE LTD	S	334	0	3	87	9	2	1	0	0	6	0	0	0
<b>TOTAL EDINBURGH</b>			<b>653</b>	<b>1</b>	<b>3</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>7</b>	<b>655</b>
EXETER	FLYBE LTD	S	96	0	0	84	4	3	7	1	0	14	82	10	100
<b>TOTAL EXETER</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>100</b>
GATWICK	BMI REGIONAL	C	2	0	0	50	0	0	50	0	0	36	0	0	0
	BRITISH AIRWAYS PLC	S	358	0	2	56	23	16	6	0	0	21	53	25	365
<b>TOTAL GATWICK</b>			<b>361</b>	<b>24</b>	<b>2</b>	<b>56</b>	<b>23</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>21</b>	<b>502</b>
GLASGOW	BMI REGIONAL	S	206	0	0	89	5	3	2	0	0	7	88	6	172
	FLYBE LTD	S	265	0	10	81	5	3	9	1	0	15	0	0	0
<b>TOTAL GLASGOW</b>			<b>472</b>	<b>11</b>	<b>10</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>11</b>	<b>488</b>
GUERNSEY	AURIGNY AIR SERVICES	S	146	0	2	88	8	3	1	0	0	6	84	12	128
	FLYBE LTD	S	55	0	5	87	5	2	5	0	0	9	0	0	0
<b>TOTAL GUERNSEY</b>			<b>201</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>12</b>	<b>128</b>
HEATHROW	BMI BRITISH MIDLAND	S	387	0	9	80	12	7	1	0	0	8	72	15	397
	BRITISH AIRWAYS PLC	S	459	0	0	56	22	18	4	0	0	18	59	19	517
<b>TOTAL HEATHROW</b>			<b>846</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>18</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>17</b>	<b>918</b>
INVERNESS	EASTERN AIRWAYS	S	90	0	1	90	7	3	0	0	0	4	78	13	133

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL INVERNESS</b>			<b>90</b>	<b>0</b>	<b>1</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>13</b>	133
<b>ISLE OF MAN</b>	EUROMANX GMBH	S	214	0	6	94	4	1	0	0	4	81	9	162	
	FLYBE LTD	S	254	2	6	70	11	9	10	0	18	0	0	0	
<b>TOTAL ISLE OF MAN</b>			<b>468</b>	<b>2</b>	<b>12</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>17</b>	445
<b>JERSEY</b>	BMIBABY LTD	S	60	0	1	77	5	8	8	2	19	60	31	60	
	FLYBE LTD	S	159	0	0	63	13	13	11	0	21	0	0	0	
	VLM (BELGIUM)	C	6	0	0	67	0	17	17	0	26	0	0	0	
<b>TOTAL JERSEY</b>			<b>225</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>10</b>	<b>12</b>	<b>11</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>30</b>	166	
<b>LONDON CITY</b>	VLM (BELGIUM)	S	206	0	4	73	16	7	3	0	15	76	11	317	
<b>TOTAL LONDON CITY</b>			<b>206</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>11</b>	317	
<b>NEWQUAY</b>	AIR SOUTHWEST	S	29	0	1	45	24	24	7	0	24	42	22	102	
	BMIBABY LTD	S	46	0	4	63	9	7	17	4	30	86	10	59	
<b>TOTAL NEWQUAY</b>			<b>75</b>	<b>0</b>	<b>5</b>	<b>56</b>	<b>15</b>	<b>13</b>	<b>13</b>	<b>3</b>	<b>28</b>	<b>58</b>	<b>17</b>	161	
<b>NORWICH</b>	FLYBE LTD	S	96	0	0	76	10	3	6	4	21	76	22	101	
<b>TOTAL NORWICH</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>4</b>	<b>21</b>	<b>76</b>	<b>22</b>	101	
<b>PLYMOUTH</b>	AIR SOUTHWEST	S	91	0	3	70	16	8	5	0	15	63	19	60	
<b>TOTAL PLYMOUTH</b>			<b>91</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>19</b>	60	
<b>SOUTHAMPTON</b>	FLYBE LTD	S	254	0	6	72	14	9	4	1	16	73	14	192	
<b>TOTAL SOUTHAMPTON</b>			<b>254</b>	<b>0</b>	<b>6</b>	<b>72</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>80</b>	<b>11</b>	431	
<b>STANSTED</b>	AIR BERLIN	S	100	0	0	83	14	3	0	0	7	30	30	102	
<b>TOTAL STANSTED</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>30</b>	<b>30</b>	102	
<b>TOTAL UNITED KINGDOM</b>			<b>5212</b>	<b>53</b>	<b>78</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	5872	
<b>USA</b>															
<b>ATLANTA</b>	DELTA AIRLINES	S	60	0	2	73	8	7	10	2	19	65	16	60	
<b>TOTAL ATLANTA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>8</b>	<b>7</b>	<b>10</b>	<b>2</b>	<b>19</b>	<b>65</b>	<b>16</b>	60	
<b>BOSTON</b>	AMERICAN AIRLINES	S	60	0	0	90	3	0	3	3	13	80	10	60	
<b>TOTAL BOSTON</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>13</b>	<b>80</b>	<b>10</b>	60	
<b>CHICAGO (O'HARE)</b>	AMERICAN AIRLINES	S	60	0	0	90	2	3	3	2	10	80	33	60	
	BMI BRITISH MIDLAND	S	60	0	0	88	5	5	2	0	7	64	21	56	
	PAKISTAN INTL AIRLINES	S	8	0	2	50	25	13	13	0	21	59	23	17	
<b>TOTAL CHICAGO (O'HARE)</b>			<b>128</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>71</b>	<b>27</b>	133	
<b>LAS VEGAS</b>	BMI BRITISH MIDLAND	S	25	0	0	96	4	0	0	0	3	63	61	24	
	MYTRAVEL AIRWAYS	C	17	0	0	88	12	0	0	0	5	63	12	16	
<b>TOTAL LAS VEGAS</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>63</b>	<b>42</b>	40	
<b>NEW YORK (JF KENNEDY)</b>	BRITISH AIRWAYS PLC	S	59	0	0	75	20	5	0	0	9	75	11	60	
	DELTA AIRLINES	S	60	1	0	70	13	8	8	0	15	50	31	60	
	PAKISTAN INTL AIRLINES	S	27	0	0	37	19	19	26	0	38	14	75	44	
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>146</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>35</b>	164	
<b>NEW YORK (NEWARK)</b>	CONTINENTAL AIRLINES	S	120	0	0	82	9	7	3	0	9	79	14	120	
<b>TOTAL NEW YORK (NEWARK)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>14</b>	120	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	56	0	0	84	4	7	5	0	0	12	62	18	58
<b>TOTAL ORLANDO</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>18</b>	<b>58</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	60	0	0	58	17	8	12	5	0	33	68	15	60
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>8</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>68</b>	<b>15</b>	<b>60</b>
SANFORD	FIRST CHOICE AIRWAYS LTD	C	20	0	0	70	25	5	0	0	0	11	40	72	10
	MONARCH AIRLINES	C	15	0	0	67	13	13	7	0	0	18	50	37	6
	MYTRAVEL AIRWAYS	C	28	0	0	89	7	0	4	0	0	6	64	15	36
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	0	11	6	0	0	13	33	37	9
	THOMSONFLY LTD	C	10	0	0	40	30	20	10	0	0	25	58	15	19
	XL AIRWAYS UK LTD	C	44	0	0	82	7	7	5	0	0	11	59	27	44
<b>TOTAL SANFORD</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>26</b>	<b>124</b>
<b>TOTAL USA</b>			<b>807</b>	<b>1</b>	<b>4</b>	<b>78</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>25</b>	<b>828</b>
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	0	0	50	0	102	60	116	5
<b>TOTAL PORLAMAR</b>			<b>4</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>102</b>	<b>60</b>	<b>116</b>	<b>5</b>
<b>TOTAL VENEZUELA</b>			<b>4</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>102</b>	<b>60</b>	<b>116</b>	<b>5</b>
<b>TOTAL MANCHESTER</b>			<b>18813</b>	<b>96</b>	<b>113</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>72</b>	<b>18</b>	<b>19702</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	AUSTRIAN ARROWS	C	5	0	0	60	20	0	20	0	0	33	100	0	5
<b>TOTAL INNSBRUCK</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>100</b>	<b>0</b>	<b>5</b>
<b>SALZBURG</b>															
TOTAL SALZBURG	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	80	7	10
<b>TOTAL AUSTRIA</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>87</b>	<b>5</b>	<b>15</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	90	0	0	89	6	0	4	1	0	10	88	8	92
<b>TOTAL BRUSSELS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>92</b>
<b>TOTAL BELGIUM</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>8</b>	<b>92</b>
<b>BULGARIA</b>															
<b>BURGAS</b>															
	BH AIR	C	18	0	0	78	6	6	11	0	0	13	65	14	17
	THOMAS COOK AIRLINES LTD	C	9	1	0	89	0	0	0	11	0	41	80	16	10
	THOMSONFLY LTD	C	8	0	0	88	0	0	13	0	0	16	86	6	7
<b>TOTAL BURGAS</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>3</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>13</b>	<b>34</b>
VARNA	BH AIR	C	8	0	0	50	38	13	0	0	0	15	100	5	10
<b>TOTAL VARN</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>15</b>	<b>94</b>	<b>10</b>	<b>18</b>
<b>TOTAL BULGARIA</b>			<b>43</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>81</b>	<b>12</b>	<b>52</b>
<b>CANADA</b>															
HAMILTON (CANADA)	FLYGLOBESPAN	S	10	0	0	60	20	20	0	0	0	17	0	0	0
<b>TOTAL HAMILTON (CANADA)</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>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
TORONTO	THOMAS COOK AIRLINES LTD	S	8	0	0	75	13	0	13	0	0	27	0	0	0
<b>TOTAL TORONTO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>TOTAL CANADA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>100</b>	<b>1</b>	<b>8</b>
<b>CYPRUS</b>															
<b>LARNACA</b>															
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	0	50	0	0	46	75	30	8
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	5	50	27	8
	XL AIRWAYS UK LTD	C	20	0	0	30	25	15	20	0	10	197	0	0	0
<b>TOTAL LARNACA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>13</b>	<b>8</b>	<b>21</b>	<b>0</b>	<b>5</b>	<b>115</b>	<b>39</b>	<b>36</b>	<b>44</b>
<b>PAPHOS</b>															
	EUROCYPRIA AIRLINES LTD	C	18	0	0	39	11	11	39	0	0	42	100	4	8
	SILVERJET	C	8	0	0	38	25	13	0	25	0	59	25	86	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	0	10	0	0	15	88	3	8
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	10	90	45	10
	XL AIRWAYS UK LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL PAPHOS</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>15</b>	<b>6</b>	<b>17</b>	<b>4</b>	<b>0</b>	<b>31</b>	<b>80</b>	<b>29</b>	<b>41</b>
<b>TOTAL CYPRUS</b>			<b>86</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>14</b>	<b>7</b>	<b>19</b>	<b>2</b>	<b>2</b>	<b>68</b>	<b>59</b>	<b>33</b>	<b>85</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	53	23	17	7	0	0	21	61	15	56

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			Actual (7)	Plan (8)											
TOTAL PRAGUE			60	0	0	53	23	17	7	0	0	21	61	15	56
TOTAL CZECH REPUBLIC			60	0	0	53	23	17	7	0	0	21	61	15	56
DENMARK															
COPENHAGEN	CIMBER AIR A/S	S	56	0	4	79	5	0	16	0	0	22	100	10	3
TOTAL COPENHAGEN			56	0	4	79	5	0	16	0	0	22	100	10	3
TOTAL DENMARK			56	0	4	79	5	0	16	0	0	22	100	10	3
DOMINICAN REPUBLIC															
PUERTO PLATA	MONARCH AIRLINES	C	9	0	0	89	0	11	0	0	0	8	10	131	10
TOTAL PUERTO PLATA			9	0	0	89	0	11	0	0	0	8	10	131	10
TOTAL DOMINICAN REPUBLIC			9	0	0	89	0	11	0	0	0	8	10	131	10
EGYPT															
LUXOR	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL LUXOR			8	0	0	100	0	0	0	0	0	3	0	0	0
SHARM EL SHEIKH (OPHIRA)	SILVERJET	C	8	0	0	100	0	0	0	0	0	4	50	19	6
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	7	88	6	8
TOTAL SHARM EL SHEIKH (OPHIRA)			16	0	0	94	6	0	0	0	0	5	75	11	16
TOTAL EGYPT			24	0	0	96	4	0	0	0	0	5	75	11	16
FRANCE															
LIMOGES	FLYBE LTD	S	9	0	1	56	11	11	22	0	0	26	0	0	0
TOTAL LIMOGES			9	0	1	56	11	11	22	0	0	26	0	0	0
NICE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	50	34	10	6	0	0	21	30	26	56
TOTAL NICE			62	0	0	50	34	10	6	0	0	21	30	26	56
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	154	0	0	86	12	1	1	0	0	7	72	13	159
	EASYJET AIRLINE COMPANY LTD	S	98	0	0	57	29	12	2	0	0	16	65	25	54
TOTAL PARIS (CHARLES DE GAULLE)			252	0	0	75	18	6	1	0	0	10	70	16	213
TOTAL FRANCE			323	0	1	70	21	7	3	0	0	13	62	18	269
GERMANY															
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	50	0	0	58	32	10	0	0	0	13	88	5	50
TOTAL DUSSELDORF			50	0	0	58	32	10	0	0	0	13	88	5	50
HANOVER	CIRRUS LUFTFAHRT	C	2	0	0	0	50	0	50	0	0	82	0	0	0
	TUIFLY (GERMANY)	S	26	0	0	23	35	27	15	0	0	37	0	0	0
TOTAL HANOVER			28	0	0	21	36	25	18	0	0	40	42	27	26
TOTAL GERMANY			78	0	0	45	33	15	6	0	0	23	60	19	130
GREECE															
CORFU	MYTRAVEL AIRWAYS	C	8	0	0	75	25	0	0	0	0	5	100	0	8
	SILVERJET	C	8	0	0	75	0	0	25	0	0	27	75	20	8
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	0	13	0	0	16	94	4	18
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	5	88	136	17

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CORFU	XL AIRWAYS UK LTD	C	10	0	0	100	0	0	0	0	0	0	100	1	10
<b>TOTAL CORFU</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>92</b>	<b>42</b>	<b>61</b>
HERAKLION	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	100	1	8
	SILVERJET	C	9	0	0	56	11	0	11	22	0	89	88	3	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	13	38	0	0	0	22	88	6	8
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	63	50	8
<b>TOTAL HERAKLION</b>			<b>33</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>31</b>	<b>86</b>	<b>12</b>	<b>44</b>
KEFALLINIA	BMI BRITISH MIDLAND	C	10	0	0	50	30	20	0	0	0	17	0	61	8
<b>TOTAL KEFALLINIA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>61</b>	<b>8</b>
KOS	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	13	0	0	13	0	0	0
	SILVERJET	C	10	0	0	70	0	30	0	0	0	16	57	57	7
<b>TOTAL KOS</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>65</b>	<b>34</b>	<b>17</b>
RHODES	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	13	50	13	0	78	50	51	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	13	321	8
	XL AIRWAYS UK LTD	C	18	0	0	78	11	0	0	6	6	47	76	7	17
<b>TOTAL RHODES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>3</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>43</b>	<b>55</b>	<b>94</b>	<b>33</b>
SALONIKA	THOMSONFLY LTD	C	8	0	0	50	0	25	0	25	0	86	0	0	0
<b>TOTAL SALONIKA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>0</b>	<b>0</b>
SKIATHOS	XL AIRWAYS UK LTD	C	8	0	0	50	13	13	25	0	0	46	90	3	10
<b>TOTAL SKIATHOS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>90</b>	<b>3</b>	<b>10</b>
THIRA (SANTORINI)	XL AIRWAYS UK LTD	C	8	0	0	88	13	0	0	0	0	8	88	6	8
<b>TOTAL THIRA (SANTORINI)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>88</b>	<b>6</b>	<b>8</b>
ZAKINTHOS	THOMAS COOK AIRLINES LTD	C	9	0	0	44	33	0	22	0	0	45	100	5	8
	THOMSONFLY LTD	C	8	0	0	50	50	0	0	0	0	15	100	1	8
	XL AIRWAYS UK LTD	C	18	0	0	94	0	0	6	0	0	6	100	1	8
<b>TOTAL ZAKINTHOS</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>94</b>	<b>4</b>	<b>31</b>
<b>TOTAL GREECE</b>			<b>204</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>80</b>	<b>33</b>	<b>226</b>
IRISH REPUBLIC															
CORK	JET2.COM LTD	S	44	0	0	55	14	18	14	0	0	24	64	29	36
<b>TOTAL CORK</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>14</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>29</b>	<b>36</b>
DUBLIN	AER ARRAN	C	4	2	0	75	25	0	0	0	0	6	50	16	2
	AER LINGUS	S	58	0	0	81	10	5	3	0	0	10	0	0	0
	RYANAIR	S	120	0	0	81	7	9	3	0	0	10	49	20	114
<b>TOTAL DUBLIN</b>			<b>182</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>49</b>	<b>20</b>	<b>116</b>
GALWAY	AER ARRAN	S	34	2	0	71	6	6	12	6	0	29	0	0	0
<b>TOTAL GALWAY</b>			<b>34</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>6</b>	<b>6</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>260</b>	<b>4</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>53</b>	<b>22</b>	<b>152</b>
ITALY															
ALGHERO/SASSARI	XL AIRWAYS UK LTD	C	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL ALGHERO/SASSARI</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>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERGAMO	RYANAIR	S	26	0	0	92	8	0	0	0	0	4	65	15	26
<b>TOTAL BERGAMO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>65</b>	<b>15</b>	<b>26</b>
NAPLES	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	11	80	8	10
<b>TOTAL NAPLES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>8</b>	<b>10</b>
PISA	JET2.COM LTD	S	34	0	0	65	18	12	6	0	0	15	77	25	26
<b>TOTAL PISA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>77</b>	<b>25</b>	<b>26</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	30	5	3	0	0	13	83	22	58
<b>TOTAL ROME (CIAMPINO)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>30</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>22</b>	<b>58</b>
VENICE	BMI BRITISH MIDLAND	C	9	0	0	89	11	0	0	0	0	5	63	12	8
<b>TOTAL VENICE</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>63</b>	<b>12</b>	<b>8</b>
VERONA VILLAFRANCA	THOMSONFLY LTD	C	11	0	0	73	9	9	0	9	0	40	20	56	5
<b>TOTAL VERONA VILLAFRANCA</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>40</b>	<b>42</b>	<b>92</b>	<b>12</b>
<b>TOTAL ITALY</b>			<b>150</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>20</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>26</b>	<b>140</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	9	1	0	67	0	0	22	0	11	196	63	15	8
	HELLO	C	10	0	0	100	0	0	0	0	0	3	100	0	8
	MYTRAVEL AIRWAYS	C	8	0	0	88	13	0	0	0	0	2	100	0	8
<b>TOTAL MALTA</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>88</b>	<b>5</b>	<b>24</b>
<b>TOTAL MALTA</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>88</b>	<b>5</b>	<b>24</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	120	0	2	90	5	1	4	0	0	7	83	9	120
	KLM CITYHOPPER	S	168	0	0	79	14	5	2	0	0	11	84	12	166
<b>TOTAL AMSTERDAM</b>			<b>288</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>388</b>
<b>TOTAL NETHERLANDS</b>			<b>288</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>10</b>	<b>388</b>
<b>NORWAY</b>															
BERGEN	JET2.COM LTD	S	26	0	0	73	4	23	0	0	0	13	85	5	26
<b>TOTAL BERGEN</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>7</b>	<b>44</b>
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	34	0	0	79	12	9	0	0	0	8	62	22	34
<b>TOTAL STAVANGER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>22</b>	<b>34</b>
<b>TOTAL NORWAY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>134</b>
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	34	0	0	56	24	15	6	0	0	18	0	0	0
	JET2.COM LTD	S	16	0	0	94	6	0	0	0	0	5	0	0	0
<b>TOTAL KRAKOW</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL POLAND</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	70	0	0	53	30	13	4	0	0	21	49	66	41
	MYTRAVEL AIRWAYS	C	10	0	0	80	0	20	0	0	0	8	100	0	8



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				Actual (7)	Plan (8)										
FARO	THOMAS COOK AIRLINES LTD	C	18	0	0	50	17	11	11	11	0	52	100	3	18
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	3	100	2	8	
	XL AIRWAYS UK LTD	C	9	0	0	67	22	0	0	0	11	58	88	6	8
<b>TOTAL FARO</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>73</b>	<b>34</b>	<b>83</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>73</b>	<b>34</b>	<b>83</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	XL AIRWAYS UK LTD	C	8	0	0	63	13	0	13	13	0	54	100	3	8
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>54</b>	<b>100</b>	<b>3</b>	<b>8</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	104	0	0	85	10	3	3	0	0	9	62	29	71
	MYTRAVEL AIRWAYS	C	10	0	0	60	0	20	10	10	0	49	100	1	10
	THOMAS COOK AIRLINES LTD	C	18	0	0	61	17	11	6	6	0	29	72	18	18
	THOMSONFLY LTD	C	42	0	0	90	5	0	0	0	5	63	94	3	35
	XL AIRWAYS UK LTD	C	17	0	0	94	6	0	0	0	0	4	78	7	18
<b>TOTAL ALICANTE</b>			<b>191</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>75</b>	<b>18</b>	<b>152</b>
ALMERIA	JET2.COM LTD	S	18	0	0	94	6	0	0	0	0	6	0	0	0
<b>TOTAL ALMERIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	70	0	0	64	19	16	1	0	0	13	58	20	60
<b>TOTAL BARCELONA</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>58</b>	<b>20</b>	<b>60</b>
GERONA	RYANAIR	S	34	0	0	71	18	12	0	0	0	10	0	0	0
	THOMSONFLY LTD	C	10	0	0	80	0	10	10	0	0	17	78	56	9
<b>TOTAL GERONA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>14</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>33</b>	<b>27</b>
IBIZA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	33	17	17	33	0	0	46	73	7	11
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	0	6	6	0	29	100	3	16
	THOMSONFLY LTD	C	31	0	0	84	6	6	3	0	0	7	81	10	32
	XL AIRWAYS UK LTD	C	9	0	0	78	0	0	22	0	0	36	83	4	18
<b>TOTAL IBIZA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>84</b>	<b>6</b>	<b>77</b>
MAHON	EASYJET AIRLINE COMPANY LTD	S	6	0	0	100	0	0	0	0	0	1	0	0	0
	JET2.COM LTD	S	4	0	0	100	0	0	0	0	0	4	56	15	18
	MYTRAVEL AIRWAYS	C	18	0	0	78	0	11	6	6	0	27	90	6	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	6	100	1	10
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	1	100	1	8
<b>TOTAL MAHON</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>84</b>	<b>6</b>	<b>63</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	98	0	0	76	13	6	5	0	0	13	90	7	68
	JET2.COM LTD	S	36	0	0	58	22	8	6	6	0	32	0	0	0
	MYTRAVEL AIRWAYS	C	8	0	0	50	38	13	0	0	0	15	100	0	9
	SILVERJET	C	10	0	0	50	20	10	0	0	20	98	75	15	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	34	100	1	8
	THOMSONFLY LTD	C	44	0	0	84	9	2	5	0	0	8	85	19	34
<b>TOTAL MALAGA</b>			<b>206</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>20</b>	<b>89</b>	<b>9</b>	<b>129</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MURCIA SAN JAVIER	JET2.COM LTD	S	60	0	0	77	7	7	8	2	0	18	74	12	34
<b>TOTAL MURCIA SAN JAVIER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>74</b>	<b>12</b>	<b>34</b>
PALMA DE MALLORCA	AIR EUROPA	C	10	0	0	70	20	10	0	0	0	14	84	6	19
	EASYJET AIRLINE COMPANY LTD	S	86	0	0	57	22	15	6	0	0	18	55	23	58
	FUTURA AIRLINES	C	2	0	0	100	0	0	0	0	0	0	30	22	10
	JET2.COM LTD	S	46	0	0	70	15	4	7	4	0	22	0	0	0
	THOMAS COOK AIRLINES LTD	C	32	0	0	53	19	9	6	13	0	54	76	11	29
	THOMSONFLY LTD	C	40	0	0	85	8	3	0	5	0	23	68	13	57
	XL AIRWAYS UK LTD	C	19	0	0	74	5	21	0	0	0	12	70	9	20
<b>TOTAL PALMA DE MALLORCA</b>			<b>235</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>65</b>	<b>16</b>	<b>201</b>
REUS	MYTRAVEL AIRWAYS	C	10	0	0	90	0	10	0	0	0	4	100	0	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	13	0	0	23	75	8	8
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	10	100	2	8
<b>TOTAL REUS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>92</b>	<b>3</b>	<b>24</b>
VALENCIA	JET2.COM LTD	S	26	0	2	69	12	0	19	0	0	21	0	0	0
<b>TOTAL VALENCIA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>69</b>	<b>12</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>991</b>	<b>0</b>	<b>2</b>	<b>74</b>	<b>12</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>14</b>	<b>767</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	SILVERJET	C	8	0	0	100	0	0	0	0	0	7	38	23	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	13	50	25	0	0	58	89	6	9
	THOMSONFLY LTD	C	2	0	0	50	50	0	0	0	0	10	88	5	8
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>72</b>	<b>11</b>	<b>25</b>
FUERTEVENTURA	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	88	2	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	7	100	3	8
<b>TOTAL FUERTEVENTURA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>3</b>	<b>24</b>
LAS PALMAS	MYTRAVEL AIRWAYS	C	10	0	0	80	0	0	20	0	0	24	100	0	9
	THOMAS COOK AIRLINES LTD	C	9	0	0	89	0	11	0	0	0	11	63	13	8
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	5	81	19	16
<b>TOTAL LAS PALMAS</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>83</b>	<b>11</b>	<b>36</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	17	0	0	76	12	0	12	0	0	18	0	0	0
	MYTRAVEL AIRWAYS	C	9	0	0	56	22	0	22	0	0	28	100	2	10
	SILVERJET	C	15	0	0	47	27	13	0	13	0	48	63	20	16
	THOMAS COOK AIRLINES LTD	C	16	1	0	69	13	0	6	13	0	32	89	7	18
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	3	80	7	10
	XL AIRWAYS UK LTD	C	7	0	0	86	0	0	0	0	14	67	100	9	2
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>73</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>14</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>31</b>	<b>84</b>	<b>8</b>	<b>83</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>134</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>24</b>	<b>83</b>	<b>8</b>	<b>168</b>
<b>TUNISIA</b>															
MONASTIR	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	20	0	0	42	100	1	8
	THOMSONFLY LTD	C	10	0	0	80	20	0	0	0	0	8	0	0	0
<b>TOTAL MONASTIR</b>			<b>20</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>25</b>	<b>63</b>	<b>22</b>	<b>16</b>
<b>TOTAL TUNISIA</b>			<b>20</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>25</b>	<b>63</b>	<b>22</b>	<b>16</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>TURKEY</b>															
ANTALYA	ONUR AIR	C	7	0	0	57	14	29	0	0	0	15	0	0	0
	SUNEXPRESS	C	8	0	0	100	0	0	0	0	0	1	80	4	5
	THOMSONFLY LTD	C	7	0	0	100	0	0	0	0	0	3	75	9	8
<b>TOTAL ANTALYA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>7</b>	<b>13</b>
<b>BODRUM (MILAS)</b>	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	1	100	0	7
	ONUR AIR	C	17	0	0	88	6	6	0	0	0	5	88	4	17
	THOMAS COOK AIRLINES LTD	C	17	0	0	82	6	12	0	0	0	9	75	11	16
<b>TOTAL BODRUM (MILAS)</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>6</b>	<b>40</b>
<b>DALAMAN</b>	FREEBIRD AIRLINES	C	9	0	0	56	44	0	0	0	0	11	0	0	0
	ONUR AIR	C	21	0	0	62	10	14	14	0	0	25	78	8	18
	THOMAS COOK AIRLINES LTD	C	25	0	0	88	4	0	8	0	0	14	100	0	18
	THOMSONFLY LTD	C	8	0	0	63	13	0	0	25	0	55	56	47	9
	XL AIRWAYS UK LTD	C	16	0	0	75	0	0	0	0	25	147	78	7	18
<b>TOTAL DALAMAN</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>10</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>48</b>	<b>76</b>	<b>13</b>	<b>68</b>
<b>IZMIR (ADNAM MENDERES)</b>	ONUR AIR	C	5	0	0	60	20	20	0	0	0	14	0	0	0
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>5</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>78</b>	<b>5</b>	<b>9</b>
<b>TOTAL TURKEY</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>3</b>	<b>29</b>	<b>79</b>	<b>10</b>	<b>130</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	60	0	0	78	15	7	0	0	0	8	0	0	0
<b>TOTAL DUBAI</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	220	0	0	90	7	3	0	0	0	5	78	11	226
<b>TOTAL ABERDEEN</b>			<b>220</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>11</b>	<b>226</b>
BELFAST CITY	FLYBE LTD	S	100	0	0	88	4	3	5	0	0	7	97	2	60
<b>TOTAL BELFAST CITY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>97</b>	<b>2</b>	<b>60</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	164	0	0	81	9	6	4	0	0	11	71	16	160
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>164</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>16</b>	<b>160</b>
BIRMINGHAM	EASTERN AIRWAYS	S	151	0	1	97	3	0	1	0	0	3	83	7	165
<b>TOTAL BIRMINGHAM</b>			<b>151</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>7</b>	<b>165</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	176	0	0	74	9	11	5	1	0	16	63	20	145
<b>TOTAL BRISTOL</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>20</b>	<b>145</b>
CARDIFF WALES	EASTERN AIRWAYS	S	80	0	0	100	0	0	0	0	0	1	83	8	82
<b>TOTAL CARDIFF WALES</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>83</b>	<b>8</b>	<b>82</b>
EXETER	FLYBE LTD	S	93	0	6	76	10	4	10	0	0	14	80	12	101
<b>TOTAL EXETER</b>			<b>93</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>10</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>80</b>	<b>12</b>	<b>101</b>
GATWICK	JET2.COM LTD	S	137	0	1	77	9	10	4	0	0	13	0	0	0
<b>TOTAL GATWICK</b>			<b>137</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>39</b>	<b>30</b>	<b>226</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
GLASGOW	BMI BRITISH MIDLAND	C	9	0	0	78	22	0	0	0	0	6	0	0	0
<b>TOTAL GLASGOW</b>			<b>9</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>149</b>	<b>1</b>
HEATHROW	BRITISH AIRWAYS PLC	S	330	0	0	67	17	11	5	0	16	59	18	330	
<b>TOTAL HEATHROW</b>			<b>330</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>59</b>	<b>18</b>	<b>330</b>	
ISLE OF MAN	EASTERN AIRWAYS	S	50	0	0	98	2	0	0	0	1	84	7	50	
<b>TOTAL ISLE OF MAN</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>50</b>	
JERSEY	FLYBE LTD	S	10	0	0	50	30	20	0	0	19	100	8	10	
<b>TOTAL JERSEY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>100</b>	<b>8</b>	<b>10</b>	
SOUTHAMPTON	EASTERN AIRWAYS	S	130	0	0	85	14	2	0	0	7	83	8	134	
	FLYBE LTD	S	148	0	1	72	18	4	5	1	15	81	11	150	
<b>TOTAL SOUTHAMPTON</b>			<b>278</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>82</b>	<b>10</b>	<b>284</b>	
STANSTED	EASYJET AIRLINE COMPANY LTD	S	206	0	0	69	20	9	2	0	12	49	28	196	
<b>TOTAL STANSTED</b>			<b>206</b>	<b>10</b>	<b>0</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>49</b>	<b>28</b>	<b>196</b>	
<b>TOTAL UNITED KINGDOM</b>			<b>2005</b>	<b>14</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>16</b>	<b>2198</b>	
<b>USA</b>															
SANFORD	MONARCH AIRLINES	C	10	0	0	40	20	30	10	0	26	17	102	18	
<b>TOTAL SANFORD</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>17</b>	<b>102</b>	<b>18</b>	
<b>TOTAL USA</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>30</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>17</b>	<b>102</b>	<b>18</b>	
<b>TOTAL NEWCASTLE</b>			<b>5334</b>	<b>23</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>17</b>	<b>5261</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALBANIA</b>															
TIRANA	ALBANIAN AIRLINES	S	26	0	0	73	12	12	4	0	0	10	47	35	32
TOTAL TIRANA			27	0	0	74	11	11	4	0	0	10	47	35	32
TOTAL ALBANIA			27	0	0	74	11	11	4	0	0	10	47	35	32
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	34	0	0	79	12	9	0	0	0	11	50	27	60
TOTAL GRAZ			34	0	0	79	12	9	0	0	0	11	50	27	60
KLAGENFURT	RYANAIR	S	26	0	0	77	19	4	0	0	0	11	0	0	0
TOTAL KLAGENFURT			26	0	0	77	19	4	0	0	0	11	0	0	0
LINZ	RYANAIR	S	34	0	0	91	9	0	0	0	0	5	66	14	61
TOTAL LINZ			34	0	0	91	9	0	0	0	0	5	66	14	61
SALZBURG	RYANAIR	S	117	0	1	67	21	11	1	0	0	13	47	30	119
TOTAL SALZBURG			118	0	1	66	22	11	1	0	0	13	47	30	121
TOTAL AUSTRIA			213	0	1	73	18	8	0	0	0	11	50	26	293
<b>BELGIUM</b>															
CHARLEROI	RYANAIR	S	133	0	1	84	9	7	0	0	0	7	0	0	0
TOTAL CHARLEROI			133	0	1	84	9	7	0	0	0	7	0	0	0
TOTAL BELGIUM			133	0	1	84	9	7	0	0	0	7	0	0	0
<b>BULGARIA</b>															
BURGAS	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	0	0	0	22	0	71	100	2	7
TOTAL BURGAS			9	0	0	78	0	0	0	22	0	71	75	11	16
TOTAL BULGARIA			9	0	0	78	0	0	0	22	0	71	75	11	16
<b>CANADA</b>															
HAMILTON (CANADA)	FLYGLOBESPAN	S	60	0	0	73	17	5	3	2	0	16	0	0	0
TOTAL HAMILTON (CANADA)			60	0	0	73	17	5	3	2	0	16	0	0	0
TOTAL CANADA			60	0	0	73	17	5	3	2	0	16	67	23	9
<b>CROATIA</b>															
DUBROVNIK	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	3	0	0	0
TOTAL DUBROVNIK			2	0	0	100	0	0	0	0	0	3	0	0	0
PULA	RYANAIR	S	26	0	0	58	35	4	0	0	4	29	0	0	0
TOTAL PULA			26	0	0	58	35	4	0	0	4	29	0	0	0
ZADAR	RYANAIR	S	26	0	0	85	15	0	0	0	0	6	0	0	0
TOTAL ZADAR			26	0	0	85	15	0	0	0	0	6	0	0	0
TOTAL CROATIA			54	0	0	72	24	2	0	0	2	17	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	34	0	0	50	26	15	9	0	0	20	72	33	32
	FLYGLOBESPAN	S	37	0	0	35	14	30	19	3	0	42	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LARNACA	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	13	13	0	48	75	35	8
<b>TOTAL LARNACA</b>			<b>79</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>20</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>73</b>	<b>33</b>	<b>40</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	18	0	0	83	11	6	0	0	0	7	81	22	16
	THOMSONFLY LTD	C	10	0	0	70	30	0	0	0	0	11	100	3	10
	XL AIRWAYS UK LTD	C	10	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL PAPHOS</b>			<b>39</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>14</b>	<b>34</b>
<b>TOTAL CYPRUS</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>17</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>24</b>	<b>74</b>
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	60	0	0	82	15	3	0	0	0	8	72	14	60
<b>TOTAL BRNO (TURANY)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>60</b>
PRAGUE	CSA CZECH AIRLINES	S	52	0	0	94	6	0	0	0	0	3	75	10	110
	EASYJET AIRLINE COMPANY LTD	S	120	0	0	80	14	6	0	0	0	8	65	14	120
<b>TOTAL PRAGUE</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>233</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>232</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>13</b>	<b>293</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	98	0	0	81	15	4	0	0	0	9	45	24	110
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>45</b>	<b>24</b>	<b>110</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	170	0	2	58	28	8	6	0	0	17	52	23	164
<b>TOTAL COPENHAGEN</b>			<b>170</b>	<b>0</b>	<b>2</b>	<b>58</b>	<b>28</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>23</b>	<b>165</b>
ESBJERG	RYANAIR	S	60	0	0	77	18	5	0	0	0	10	73	13	60
<b>TOTAL ESBJERG</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>13</b>	<b>60</b>
<b>TOTAL DENMARK</b>			<b>328</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>23</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>21</b>	<b>335</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	60	0	0	85	15	0	0	0	0	8	75	13	60
<b>TOTAL TALLIN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>60</b>
<b>TOTAL ESTONIA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>13</b>	<b>60</b>
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	S	6	0	0	67	0	17	0	0	17	75	0	88	18
<b>TOTAL VAGAR</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>0</b>	<b>88</b>	<b>18</b>
<b>TOTAL FAROE ISLANDS</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>0</b>	<b>88</b>	<b>18</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	50	0	0	66	14	20	0	0	0	13	70	20	88
<b>TOTAL HELSINKI</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>20</b>	<b>88</b>
TAMPERE	RYANAIR	S	60	0	0	92	3	2	3	0	0	7	79	8	86
<b>TOTAL TAMPERE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>86</b>
<b>TOTAL FINLAND</b>			<b>110</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>14</b>	<b>174</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
FRANCE															
BEAUVAIS	RYANAIR	S	12	0	2	100	0	0	0	0	0	5	0	0	0
TOTAL BEAUVAIS			12	0	2	100	0	0	0	0	0	5	0	0	0
BERGERAC	RYANAIR	S	68	0	0	79	15	4	0	1	0	13	44	26	68
TOTAL BERGERAC			68	0	0	79	15	4	0	1	0	13	44	26	68
BIARRITZ	RYANAIR	S	68	0	0	75	10	10	4	0	0	15	41	24	68
TOTAL BIARRITZ			68	0	0	75	10	10	4	0	0	15	42	24	69
CALVI	TITAN AIRWAYS LTD	C	10	0	0	90	10	0	0	0	0	5	0	0	0
TOTAL CALVI			10	0	0	90	10	0	0	0	0	5	75	26	8
CARCASSONNE	RYANAIR	S	119	0	4	83	9	6	2	0	0	9	78	12	119
TOTAL CARCASSONNE			119	0	4	83	9	6	2	0	0	9	78	12	119
DINARD	RYANAIR	S	67	0	1	84	7	9	0	0	0	7	87	6	62
TOTAL DINARD			67	0	1	84	7	9	0	0	0	7	87	6	62
GRENOBLE	RYANAIR	S	32	0	0	94	6	0	0	0	0	3	77	12	60
TOTAL GRENOBLE			32	0	0	94	6	0	0	0	0	3	77	12	60
LA ROCHELLE	RYANAIR	S	88	0	0	90	8	2	0	0	0	6	79	9	62
TOTAL LA ROCHELLE			88	0	0	90	8	2	0	0	0	6	79	9	62
LIMOGES	RYANAIR	S	60	0	0	87	2	7	5	0	0	12	84	12	62
TOTAL LIMOGES			60	0	0	87	2	7	5	0	0	12	84	12	62
LYON	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	12	2	7	0	0	11	63	17	60
TOTAL LYON			60	0	0	80	12	2	7	0	0	11	63	17	60
MARSEILLE	RYANAIR	S	60	0	0	92	5	0	3	0	0	10	0	0	0
TOTAL MARSEILLE			60	0	0	92	5	0	3	0	0	10	0	0	0
MONTPELLIER	RYANAIR	S	60	0	0	98	2	0	0	0	0	2	52	28	60
TOTAL MONTPELLIER			60	0	0	98	2	0	0	0	0	2	52	28	60
NANTES	RYANAIR	S	62	0	0	92	6	2	0	0	0	5	77	10	60
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	10	0	0	0
TOTAL NANTES			65	0	0	91	8	2	0	0	0	5	77	10	60
NICE	EASYJET AIRLINE COMPANY LTD	S	120	0	0	61	24	9	6	0	0	17	51	20	96
TOTAL NICE			120	0	0	61	24	9	6	0	0	17	51	20	96
PAU	RYANAIR	S	58	0	1	74	7	10	7	0	2	24	60	26	60
TOTAL PAU			58	0	1	74	7	10	7	0	2	24	60	26	60
PERPIGNAN	RYANAIR	S	61	0	0	87	11	2	0	0	0	7	68	14	60
TOTAL PERPIGNAN			61	0	0	87	11	2	0	0	0	7	68	14	60
POITIERS	RYANAIR	S	60	0	0	80	15	5	0	0	0	8	85	8	60
TOTAL POITIERS			60	0	0	80	15	5	0	0	0	8	85	8	60
RODEZ	RYANAIR	S	60	0	0	78	10	8	3	0	0	13	53	20	60
TOTAL RODEZ			60	0	0	78	10	8	3	0	0	13	53	20	60

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			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TARBES-LOURDES INTERNATIONAL	JET2.COM LTD	C	10	0	0	50	0	50	0	0	0	19	62	17	13
	TITAN AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	25	0	28	3
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>7</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>19</b>	<b>16</b>
TOULON / HYERES	RYANAIR	S	60	0	0	72	20	8	0	0	0	10	50	22	60
<b>TOTAL TOULON / HYERES</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>22</b>	<b>60</b>
TOURS	RYANAIR	S	59	0	1	69	20	7	3	0	0	12	80	12	60
<b>TOTAL TOURS</b>			<b>59</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>62</b>
<b>TOTAL FRANCE</b>			<b>1262</b>	<b>3</b>	<b>9</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>16</b>	<b>1164</b>
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	57	0	1	84	12	0	4	0	0	7	62	16	60
<b>TOTAL ALTENBURG - WALLBURG</b>			<b>57</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>16</b>	<b>60</b>
BERLIN (SCHONEFELD)	RYANAIR	S	120	0	0	57	23	19	2	0	0	16	43	22	120
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>23</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>43</b>	<b>22</b>	<b>120</b>
BERLIN (TEGEL)	AIR BERLIN	S	160	0	0	69	24	6	1	0	0	12	56	18	202
<b>TOTAL BERLIN (TEGEL)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>24</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>18</b>	<b>203</b>
BREMEN	RYANAIR	S	120	0	0	80	12	3	3	3	0	16	0	0	0
<b>TOTAL BREMEN</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>
COLOGNE (BONN)	GERMANWINGS	S	150	0	0	76	15	5	3	0	0	11	75	14	162
<b>TOTAL COLOGNE (BONN)</b>			<b>150</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>14</b>	<b>162</b>
DUSSELDORF	AIR BERLIN	S	190	0	0	87	9	4	0	0	0	7	68	16	191
<b>TOTAL DUSSELDORF</b>			<b>190</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>16</b>	<b>191</b>
FRIEDRICHSHAFEN	RYANAIR	S	60	0	0	87	8	5	0	0	0	6	43	22	120
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>43</b>	<b>22</b>	<b>120</b>
HAHN	RYANAIR	S	200	0	1	72	18	7	3	2	1	18	65	18	238
<b>TOTAL HAHN</b>			<b>200</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>238</b>
HANOVER	AIR BERLIN	S	99	0	1	64	16	10	5	3	2	32	54	32	101
<b>TOTAL HANOVER</b>			<b>100</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>31</b>	<b>54</b>	<b>32</b>	<b>101</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	100	0	0	66	23	11	0	0	0	12	64	18	102
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>18</b>	<b>102</b>
LEIPZIG	AIR BERLIN	S	60	0	0	85	7	7	2	0	0	8	57	24	60
<b>TOTAL LEIPZIG</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>24</b>	<b>60</b>
LUBECK	RYANAIR	S	154	0	0	83	12	4	1	0	0	8	73	15	158
<b>TOTAL LUBECK</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>15</b>	<b>158</b>
MUNICH	EASYJET AIRLINE COMPANY LTD	S	160	0	0	70	18	6	6	0	0	14	49	25	160
<b>TOTAL MUNICH</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>18</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>25</b>	<b>161</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	59	0	1	92	3	3	2	0	0	4	75	14	59
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>14</b>	<b>59</b>
NIEDERRHEIN	RYANAIR	S	170	0	0	89	7	3	1	0	0	6	51	18	101



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 NIEDERRHEIN			170	0	0	89	7	3	1	0	0	6	51	18	101
NUREMBERG	AIR BERLIN	S	100	0	0	71	20	5	2	2	0	17	66	14	102
TOTAL NUREMBERG			100	0	0	71	20	5	2	2	0	17	66	14	102
PADERBORN	AIR BERLIN	S	100	0	0	81	11	7	1	0	0	9	71	13	70
TOTAL PADERBORN			100	0	0	81	11	7	1	0	0	9	71	13	70
STUTTGART	GERMANWINGS	S	100	0	0	58	27	15	0	0	0	16	68	19	109
TOTAL STUTTGART			100	0	0	58	27	15	0	0	0	16	68	19	110
TOTAL GERMANY			2161	4	4	76	15	7	2	1	0	12	61	19	2118
GREECE															
CORFU	FIRST CHOICE AIRWAYS LTD	C	7	0	0	100	0	0	0	0	0	4	75	8	8
	JET2.COM LTD	C	2	0	0	50	50	0	0	0	0	18	0	0	0
	THOMAS COOK AIRLINES LTD	C	7	0	0	86	14	0	0	0	0	5	100	0	8
	THOMSONFLY LTD	C	8	0	0	75	13	0	0	13	0	32	100	4	8
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL CORFU			32	0	0	88	9	0	0	3	0	11	88	7	32
HERAKLION	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	100	0	7
	THOMSONFLY LTD	C	9	0	0	100	0	0	0	0	0	3	86	8	7
	XL AIRWAYS UK LTD	C	8	0	0	88	0	0	0	0	13	54	0	0	0
TOTAL HERAKLION			25	0	0	96	0	0	0	0	4	19	71	19	31
KOS	XL AIRWAYS UK LTD	C	8	1	0	25	25	25	25	0	0	35	0	0	0
TOTAL KOS			8	1	0	25	25	25	25	0	0	35	71	28	7
PREVEZA	TITAN AIRWAYS LTD	C	4	0	0	50	0	50	0	0	0	22	0	0	0
TOTAL PREVEZA			4	0	0	50	0	50	0	0	0	22	0	0	0
RHODES	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	10	75	7	8
TOTAL RHODES			8	0	0	75	13	13	0	0	0	10	75	7	8
ZAKINTHOS	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	38	0	0	0	23	25	29	8
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	0	11	75	18	8
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	22	0	0	0	14	63	14	8
	XL AIRWAYS UK LTD	C	10	0	0	50	10	30	10	0	0	25	0	0	0
TOTAL ZAKINTHOS			35	0	0	54	17	26	3	0	0	19	54	20	24
TOTAL GREECE			113	2	0	72	11	13	3	1	1	17	66	21	161
HUNGARY															
TOTAL BUDAPEST			2	2	0	100	0	0	0	0	0	1	0	0	0
SARMELLEK/BALATON	RYANAIR	S	26	0	0	62	19	19	0	0	0	14	88	8	26
TOTAL SARMELLEK/BALATON			26	0	0	62	19	19	0	0	0	14	88	8	26
TOTAL HUNGARY			28	2	0	64	18	18	0	0	0	13	88	8	26
ICELAND															
KEFLAVIK	HELLO	S	60	0	4	88	8	2	0	0	2	13	81	14	80
TOTAL KEFLAVIK			60	0	4	88	8	2	0	0	2	13	81	14	80

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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 ICELAND			60	0	4	88	8	2	0	0	2	13	81	14	80
IRISH REPUBLIC															
CONNAUGHT	RYANAIR	S	60	0	0	80	12	7	2	0	0	9	83	16	59
TOTAL CONNAUGHT			60	0	0	80	12	7	2	0	0	9	83	16	59
CORK	RYANAIR	S	169	0	0	85	10	4	2	0	0	9	59	20	162
TOTAL CORK			169	0	0	85	10	4	2	0	0	9	59	20	162
DUBLIN	RYANAIR	S	549	0	3	68	20	11	1	0	0	14	50	23	579
TOTAL DUBLIN			549	0	3	68	20	11	1	0	0	14	50	23	579
KERRY COUNTY	RYANAIR	S	120	0	0	85	13	3	0	0	0	7	76	11	112
TOTAL KERRY COUNTY			120	0	0	85	13	3	0	0	0	7	76	11	112
SHANNON	RYANAIR	S	171	0	0	85	9	4	0	2	0	12	72	13	170
TOTAL SHANNON			171	0	0	85	9	4	0	2	0	12	72	13	170
TOTAL IRISH REPUBLIC			1069	2	4	76	15	7	1	0	0	11	59	19	1082
ISRAEL															
TEL AVIV	EL AL	C	5	0	0	60	40	0	0	0	0	14	0	0	0
	EL AL	S	45	0	0	58	20	16	4	2	0	20	88	6	17
	ISRAIR LTD	C	30	0	0	20	13	17	40	3	7	107	59	12	22
TOTAL TEL AVIV			82	0	0	43	20	15	18	2	2	52	72	9	39
TOTAL ISRAEL			82	0	0	43	20	15	18	2	2	52	72	9	39
ITALY															
ALGHERO/SASSARI	RYANAIR	S	120	0	0	88	7	4	2	0	0	8	47	20	119
TOTAL ALGHERO/SASSARI			121	0	0	87	7	5	2	0	0	8	48	20	120
ANCONA	RYANAIR	S	60	0	0	63	18	12	7	0	0	19	57	23	60
TOTAL ANCONA			60	0	0	63	18	12	7	0	0	19	57	23	60
BARI (PALESE)	RYANAIR	S	34	0	0	74	21	6	0	0	0	10	74	16	34
TOTAL BARI (PALESE)			34	0	0	74	21	6	0	0	0	10	74	16	34
BERGAMO	PRIVATAIR SA	C	2	0	0	100	0	0	0	0	0	4	0	0	0
	RYANAIR	S	232	0	0	69	20	9	2	0	0	13	62	21	239
	TITAN AIRWAYS LTD	C	2	0	0	50	0	50	0	0	0	24	0	0	0
TOTAL BERGAMO			236	0	0	69	19	9	2	0	0	13	62	21	239
BRESCIA/MONTICHIARI	RYANAIR	S	60	0	0	52	30	17	2	0	0	17	42	23	60
TOTAL BRESCIA/MONTICHIARI			60	0	0	52	30	17	2	0	0	17	42	23	60
BRINDISI	RYANAIR	S	26	0	0	69	31	0	0	0	0	13	62	14	26
TOTAL BRINDISI			26	0	0	69	31	0	0	0	0	13	62	14	26
CAGLIARI (ELMAS)	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL CAGLIARI (ELMAS)			2	0	0	100	0	0	0	0	0	1	0	0	0
FORLI	RYANAIR	S	120	0	0	71	23	7	0	0	0	12	53	22	120
TOTAL FORLI			120	1	0	71	23	7	0	0	0	12	53	22	120

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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)
GENOA	RYANAIR	S	58	0	0	52	31	17	0	0	0	17	40	26	60
<b>TOTAL GENOA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>31</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>40</b>	<b>26</b>	<b>60</b>
LAMETIA-TERME	RYANAIR	S	34	0	0	94	3	3	0	0	0	5	24	28	34
<b>TOTAL LAMETIA-TERME</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>24</b>	<b>28</b>	<b>34</b>
NAPLES	EASYJET AIRLINE COMPANY LTD	S	120	0	0	73	15	7	6	0	0	15	35	35	118
<b>TOTAL NAPLES</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>35</b>	<b>35</b>	<b>120</b>
PALERMO	JET2.COM LTD	C	2	0	0	0	100	0	0	0	0	22	25	59	4
	RYANAIR	S	120	0	0	90	8	2	1	0	0	6	66	13	123
<b>TOTAL PALERMO</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>16</b>	<b>137</b>
PARMA	RYANAIR	S	34	0	0	35	35	29	0	0	0	23	34	32	50
<b>TOTAL PARMA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>37</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>34</b>	<b>32</b>	<b>50</b>
PERUGIA	RYANAIR	S	26	0	0	92	8	0	0	0	0	6	0	0	0
<b>TOTAL PERUGIA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PESCARA	RYANAIR	S	60	0	0	85	8	3	0	3	0	12	77	9	60
<b>TOTAL PESCARA</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>9</b>	<b>60</b>
PISA	RYANAIR	S	180	0	0	71	19	7	2	1	0	14	57	21	179
<b>TOTAL PISA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>21</b>	<b>179</b>
ROME (CIAMPINO)	RYANAIR	S	296	0	0	69	19	9	2	0	0	14	56	19	297
<b>TOTAL ROME (CIAMPINO)</b>			<b>296</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>56</b>	<b>19</b>	<b>297</b>
ROME (FIUMICINO)	FLIGHTLINE LTD	C	2	0	0	50	50	0	0	0	0	16	0	0	0
<b>TOTAL ROME (FIUMICINO)</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>16</b>	<b>33</b>	<b>89</b>	<b>3</b>
TREVISO	RYANAIR	S	180	0	1	60	28	9	2	0	0	15	58	18	180
<b>TOTAL TREVISO</b>			<b>180</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>28</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>18</b>	<b>180</b>
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	60	0	0	67	20	7	7	0	0	17	57	18	60
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>18</b>	<b>60</b>
TURIN	RYANAIR	S	60	0	0	60	25	15	0	0	0	14	57	28	61
<b>TOTAL TURIN</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>57</b>	<b>28</b>	<b>61</b>
VERONA VILLAFRANCA	AEROLYON	C	12	0	0	50	17	0	33	0	0	45	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>15</b>	<b>8</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>63</b>	<b>1</b>
<b>TOTAL ITALY</b>			<b>1907</b>	<b>5</b>	<b>1</b>	<b>70</b>	<b>19</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>21</b>	<b>1912</b>
LATVIA															
RIGA	RYANAIR	S	120	0	0	80	14	3	3	0	0	9	62	14	94
<b>TOTAL RIGA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>14</b>	<b>94</b>
<b>TOTAL LATVIA</b>			<b>120</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>14</b>	<b>94</b>
LIBYA															
TRIPOLI	BLUE LINE	C	2	0	0	0	50	50	0	0	0	38	0	0	0
<b>TOTAL TRIPOLI</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>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LIBYA</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>38</b>	<b>0</b>	<b>0</b>	<b>0</b>

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			Actual (7)	Plan (8)											
<b>LITHUANIA</b>															
KAUNAS	RYANAIR	S	86	0	0	81	17	1	0	0	0	7	58	19	60
TOTAL KAUNAS			<b>86</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>19</b>	<b>60</b>
TOTAL LITHUANIA			<b>86</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>19</b>	<b>60</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	25	0	1	28	16	20	28	8	0	61	78	16	18
	HELLO	C	8	0	0	50	13	38	0	0	0	23	50	13	8
	JET2.COM LTD	C	2	0	0	50	0	0	50	0	0	52	0	0	0
TOTAL MALTA			<b>35</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>14</b>	<b>23</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>69</b>	<b>15</b>	<b>26</b>
TOTAL MALTA			<b>35</b>	<b>0</b>	<b>1</b>	<b>34</b>	<b>14</b>	<b>23</b>	<b>23</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>69</b>	<b>15</b>	<b>26</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	180	0	0	66	23	8	3	0	0	14	58	21	178
TOTAL AMSTERDAM			<b>181</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>58</b>	<b>21</b>	<b>178</b>
EINDHOVEN	RYANAIR	S	98	0	0	88	10	2	0	0	0	7	61	15	102
TOTAL EINDHOVEN			<b>98</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>61</b>	<b>15</b>	<b>102</b>
ROTTERDAM	TRANSAVIA	S	120	0	0	85	8	7	0	0	0	7	75	13	120
TOTAL ROTTERDAM			<b>120</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>13</b>	<b>120</b>
TOTAL NETHERLANDS			<b>399</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>15</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>17</b>	<b>400</b>
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	84	0	0	82	8	5	5	0	0	9	75	14	60
TOTAL BERGEN			<b>84</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>14</b>	<b>60</b>
HAUGESUND	RYANAIR	S	26	0	0	81	0	0	15	4	0	25	83	7	60
TOTAL HAUGESUND			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>83</b>	<b>7</b>	<b>60</b>
KRISTIANSAND (KJEVIK)	NORWEGIAN AIR SHUTTLE	S	18	0	2	72	17	0	11	0	0	19	0	0	0
TOTAL KRISTIANSAND (KJEVIK)			<b>18</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	110	0	0	52	22	18	6	2	0	26	62	18	110
TOTAL OSLO (GARDERMOEN)			<b>110</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>18</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>62</b>	<b>18</b>	<b>110</b>
SANDEFJORD(TORP)	RYANAIR	S	156	0	0	83	10	7	0	0	0	8	56	21	158
TOTAL SANDEFJORD(TORP)			<b>156</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>56</b>	<b>21</b>	<b>158</b>
TRONDHEIM (VAERNES)	BLUE LINE	C	2	0	0	100	0	0	0	0	0	6	0	0	0
	NORWEGIAN AIR SHUTTLE	S	26	0	0	88	12	0	0	0	0	6	50	17	52
TOTAL TRONDHEIM (VAERNES)			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>17</b>	<b>52</b>
TOTAL NORWAY			<b>422</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>17</b>	<b>440</b>
<b>POLAND</b>															
BYDGOSZCZ/SZWEREDOWO	RYANAIR	S	60	0	0	63	22	15	0	0	0	14	33	36	60
TOTAL BYDGOSZCZ/SZWEREDOWO			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>36</b>	<b>60</b>
GDANSK	RYANAIR	S	60	0	0	90	5	5	0	0	0	7	48	21	60

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Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GDANSK			60	0	0	90	5	5	0	0	0	7	48	21	60
KATOWICE	WIZZ AIR	S	50	0	0	56	28	4	8	0	4	37	0	0	0
TOTAL KATOWICE			50	0	0	56	28	4	8	0	4	37	0	0	0
KRAKOW	RYANAIR	S	120	0	1	83	9	7	1	0	9	71	13	120	
TOTAL KRAKOW			120	1	2	83	9	7	1	0	9	66	15	180	
LODZ LUBLINEK	RYANAIR	S	60	0	0	73	18	7	2	0	11	50	23	60	
TOTAL LODZ LUBLINEK			60	0	0	73	18	7	2	0	11	50	23	60	
POZNAN	RYANAIR	S	60	0	0	72	13	7	7	0	22	60	16	60	
TOTAL POZNAN			60	0	0	72	13	7	7	0	22	60	16	60	
RZESZOW	RYANAIR	S	60	0	0	83	10	3	2	0	17	45	32	60	
TOTAL RZESZOW			60	0	0	83	10	3	2	0	17	45	32	60	
SZCZECIN (GOLENOW)	RYANAIR	S	34	0	0	74	18	6	3	0	10	56	23	34	
TOTAL SZCZECIN (GOLENOW)			34	0	0	74	18	6	3	0	10	56	23	34	
WARSAW	CENTRALWINGS	S	35	3	0	9	26	37	17	6	6	80	0	0	0
TOTAL WARSAW			35	3	0	9	26	37	17	6	6	80	67	11	3
WROCLAW	RYANAIR	S	86	0	0	72	14	12	0	0	2	23	41	34	86
TOTAL WROCLAW			86	0	0	72	14	12	0	0	2	23	41	34	86
TOTAL POLAND			625	4	2	72	15	9	3	0	1	20	52	24	603
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	130	0	0	69	22	7	2	0	0	12	48	29	128
	FIRST CHOICE AIRWAYS LTD	C	7	0	0	43	29	29	0	0	0	20	75	9	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	20	0	0	0	14	20	58	10
	XL AIRWAYS UK LTD	C	10	0	0	80	0	20	0	0	0	13	0	0	0
TOTAL FARO			157	0	0	68	21	10	1	0	0	13	46	32	156
OPORTO (PORTUGAL)	RYANAIR	S	120	0	0	67	23	9	2	0	0	13	53	20	120
TOTAL OPORTO (PORTUGAL)			120	0	0	67	23	9	2	0	0	13	53	20	120
TOTAL PORTUGAL(EXCLUDING MADEIRA)			277	0	0	68	22	9	1	0	0	13	49	27	277
REPUBLIC OF MOLDOVA															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	16	0	0	63	25	6	6	0	0	20	0	0	0
TOTAL CHISINAU (KISHINEV)			16	0	0	63	25	6	6	0	0	20	0	0	0
TOTAL REPUBLIC OF MOLDOVA			16	0	0	63	25	6	6	0	0	20	0	0	0
REPUBLIC OF SERBIA															
PRISTINA	JET2.COM LTD	C	3	4	0	0	33	67	0	0	0	40	100	0	4
TOTAL PRISTINA			3	4	0	0	33	67	0	0	0	40	100	0	4
TOTAL REPUBLIC OF SERBIA			3	4	0	0	33	67	0	0	0	40	100	0	4
RUSSIA															
MOSCOW (SHEREMETYEVO)	AVIAENERGO	C	2	0	0	50	0	50	0	0	0	28	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 MOSCOW (SHEREMETYEVO)			2	0	0	50	0	50	0	0	0	28	0	0	0
TOTAL RUSSIA			2	3	0	50	0	50	0	0	0	28	0	0	0
SLOVAK REPUBLIC															
BRATISLAVA	RYANAIR	S	118	0	2	52	24	22	3	0	0	19	46	21	120
	SKY EUROPE	S	92	0	0	65	18	14	2	0	0	15	66	17	94
TOTAL BRATISLAVA			210	0	2	58	21	19	2	0	0	17	55	20	214
TATRY-POPRAD	SKY EUROPE	S	26	0	0	85	15	0	0	0	0	7	44	20	18
TOTAL TATRY-POPRAD			26	0	0	85	15	0	0	0	0	7	44	20	18
TOTAL SLOVAK REPUBLIC			236	0	2	61	21	17	2	0	0	16	54	20	232
SLOVENIA															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	60	0	0	60	28	8	3	0	0	16	57	16	58
TOTAL LJUBLJANA			60	0	0	60	28	8	3	0	0	16	57	16	58
MARIBOR	RYANAIR	S	25	0	1	72	16	4	8	0	0	13	0	0	0
TOTAL MARIBOR			25	0	1	72	16	4	8	0	0	13	0	0	0
TOTAL SLOVENIA			85	0	1	64	25	7	5	0	0	15	57	16	58
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	250	0	1	66	16	12	6	0	0	17	62	20	201
	RYANAIR	S	58	0	0	78	16	7	0	0	0	8	0	0	0
TOTAL ALICANTE			308	0	1	68	16	11	5	0	0	15	60	21	253
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	60	0	1	63	22	5	8	2	0	20	66	22	56
	RYANAIR	S	59	0	1	83	12	5	0	0	0	8	51	20	78
TOTAL ALMERIA			119	0	2	73	17	5	4	1	0	14	57	21	134
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	60	0	0	80	7	7	5	2	0	16	79	15	56
TOTAL ASTURIAS			60	0	0	80	7	7	5	2	0	16	79	15	56
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	120	0	0	51	33	13	3	0	0	18	46	31	118
TOTAL BARCELONA			120	0	0	51	33	13	3	0	0	18	45	31	122
BILBAO	EASYJET AIRLINE COMPANY LTD	S	118	0	2	65	26	8	1	0	0	12	63	19	112
TOTAL BILBAO			118	0	2	65	26	8	1	0	0	12	63	19	112
GERONA	RYANAIR	S	244	0	0	74	16	7	2	0	0	14	43	26	214
TOTAL GERONA			244	0	0	74	16	7	2	0	0	14	43	26	214
GRANADA	RYANAIR	S	86	0	1	72	23	2	1	1	0	14	43	26	86
TOTAL GRANADA			86	0	1	72	23	2	1	1	0	14	43	26	86
IBIZA	EASYJET AIRLINE COMPANY LTD	S	121	0	0	70	14	8	6	2	0	18	64	22	129
	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	8	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	4	75	28	8
	THOMSONFLY LTD	C	18	0	0	78	17	6	0	0	0	7	89	8	18
	XL AIRWAYS UK LTD	C	6	1	0	83	17	0	0	0	0	6	0	0	0
TOTAL IBIZA			156	1	0	73	14	7	4	1	0	15	67	20	166
JEREZ	RYANAIR	S	84	0	0	73	19	7	0	1	0	15	66	16	120

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			Actual (7)	Plan (8)											
<b>TOTAL JEREZ</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>16</b>	122
<b>MAHON</b>	FIRST CHOICE AIRWAYS LTD	C	12	0	0	75	0	8	0	8	8	64	83	10	12
	MYTRAVEL AIRWAYS	C	8	0	0	75	25	0	0	0	0	6	100	1	10
	THOMAS COOK AIRLINES LTD	C	15	0	0	73	13	13	0	0	0	10	93	2	15
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	5	90	4	10
<b>TOTAL MAHON</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>23</b>	<b>90</b>	<b>8</b>	49
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	200	0	1	75	15	8	3	1	0	14	59	21	188
<b>TOTAL MALAGA</b>			<b>200</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>59</b>	<b>21</b>	188
<b>MURCIA SAN JAVIER</b>	RYANAIR	S	120	0	0	53	30	13	3	0	0	18	57	20	122
<b>TOTAL MURCIA SAN JAVIER</b>			<b>120</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>30</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>57</b>	<b>20</b>	122
<b>PALMA DE MALLORCA</b>	AIR BERLIN	S	60	0	0	50	35	13	2	0	0	16	33	32	60
	EASYJET AIRLINE COMPANY LTD	S	126	0	1	61	19	14	6	0	0	16	50	34	68
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	50	33	6	6	6	0	34	78	9	18
	MONARCH AIRLINES	C	10	0	0	70	10	0	20	0	0	19	40	24	10
	RYANAIR	S	60	0	0	57	23	15	3	2	0	20	0	0	0
	THOMAS COOK AIRLINES LTD	C	19	0	0	79	11	5	5	0	0	9	93	5	15
	THOMSONFLY LTD	C	25	0	0	100	0	0	0	0	0	3	88	19	26
<b>TOTAL PALMA DE MALLORCA</b>			<b>318</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>21</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>29</b>	231
<b>REUS</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	0	0	25	107	100	3	10
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	100	2	8
	RYANAIR	S	120	0	0	68	17	13	3	0	0	13	66	16	119
<b>TOTAL REUS</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>70</b>	<b>14</b>	137
<b>SANTANDER</b>	RYANAIR	S	60	0	0	87	8	5	0	0	0	8	62	16	60
<b>TOTAL SANTANDER</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>16</b>	60
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	RYANAIR	S	60	0	0	80	17	3	0	0	0	9	60	14	58
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>14</b>	58
<b>SEVILLE</b>	HELLO	C	2	0	0	50	0	50	0	0	0	33	0	0	0
	RYANAIR	S	94	0	0	79	17	3	1	0	0	9	56	17	94
<b>TOTAL SEVILLE</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>17</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>17</b>	94
<b>VALENCIA</b>	EASYJET AIRLINE COMPANY LTD	S	60	0	0	62	27	10	2	0	0	13	57	16	60
	RYANAIR	S	120	0	0	63	32	4	1	0	0	11	53	22	120
<b>TOTAL VALENCIA</b>			<b>180</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>30</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>54</b>	<b>20</b>	180
<b>VALLADOLID</b>	RYANAIR	S	46	0	0	85	11	4	0	0	0	7	63	15	60
<b>TOTAL VALLADOLID</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>15</b>	60
<b>VITORIA</b>	RYANAIR	S	18	0	0	83	11	6	0	0	0	9	68	12	60
<b>TOTAL VITORIA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>12</b>	60
<b>ZARAGOZA</b>	RYANAIR	S	44	0	0	43	32	18	7	0	0	22	42	26	60
<b>TOTAL ZARAGOZA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>32</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>26</b>	60
<b>TOTAL SPAIN</b>			<b>2616</b>	<b>5</b>	<b>9</b>	<b>69</b>	<b>19</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>21</b>	2564
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	36	50	13	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ARRECIFE	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	2	88	7	8
	XL AIRWAYS UK LTD	C	8	0	0	50	0	0	38	0	13	133	0	0	0
<b>TOTAL ARRECIFE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>4</b>	<b>57</b>	<b>63</b>	<b>16</b>	<b>24</b>
FUERTEVENTURA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	50	10	10	0	0	24	56	20	9
	THOMSONFLY LTD	C	8	0	0	88	0	0	13	0	0	9	88	7	8
<b>TOTAL FUERTEVENTURA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>28</b>	<b>6</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>71</b>	<b>14</b>	<b>17</b>
LAS PALMAS	IBERWORLD	C	10	0	0	70	10	0	20	0	0	19	0	0	0
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	100	4	8
	XL AIRWAYS UK LTD	C	10	0	0	70	0	10	20	0	0	31	0	0	0
<b>TOTAL LAS PALMAS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>4</b>	<b>4</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>2</b>	<b>16</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	8	0	0	25	25	50	0	0	0	26	0	0	0
	FLYGLOBESPAN	S	60	0	0	55	32	7	5	2	0	24	48	29	60
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	19	10	43	10
	XL AIRWAYS UK LTD	C	8	0	0	50	13	13	13	13	0	44	0	0	0
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>29</b>	<b>13</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>44</b>	<b>30</b>	<b>88</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>154</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>21</b>	<b>9</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>28</b>	<b>57</b>	<b>23</b>	<b>145</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	158	0	0	70	21	9	1	0	0	12	56	16	158
<b>TOTAL GOTEBORG (SAVE)</b>			<b>158</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>16</b>	<b>158</b>
MALMO	RYANAIR	S	60	0	0	87	10	3	0	0	0	7	48	21	102
<b>TOTAL MALMO</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>21</b>	<b>102</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	160	0	0	85	10	4	1	0	0	8	76	18	167
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>18</b>	<b>167</b>
VASTERAS	RYANAIR	S	60	0	2	78	8	8	5	0	0	14	0	0	0
<b>TOTAL VASTERAS</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>8</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>TOTAL SWEDEN</b>			<b>438</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>19</b>	<b>477</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	60	0	0	63	22	10	5	0	0	16	38	26	58
<b>TOTAL BASLE MULHOUSE</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>38</b>	<b>26</b>	<b>58</b>
GENEVA	EASYJET AIRLINE COMPANY LTD	S	57	0	1	49	26	19	5	0	0	22	36	28	58
<b>TOTAL GENEVA</b>			<b>57</b>	<b>1</b>	<b>2</b>	<b>49</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>36</b>	<b>28</b>	<b>58</b>
<b>TOTAL SWITZERLAND</b>			<b>117</b>	<b>3</b>	<b>3</b>	<b>56</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>37</b>	<b>27</b>	<b>117</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	3	0	1	33	0	0	33	33	0	106	0	0	0
<b>TOTAL DAMASCUS</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SYRIA</b>			<b>3</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>106</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TUNISIA</b>															
MONASTIR	NOUVELAIR TUNISIE	C	10	0	0	70	10	20	0	0	0	10	78	9	9
<b>TOTAL MONASTIR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>10</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>9</b>	<b>9</b>



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL TUNISIA			10	0	0	70	10	20	0	0	0	10	78	9	9
TURKEY															
ADANA	KIBRIS TURKISH AIRLINES - KTHY	S	4	0	0	25	25	0	50	0	0	42	0	0	0
TOTAL ADANA			4	0	0	25	25	0	50	0	0	42	0	0	0
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	54	0	9	70	11	15	4	0	0	15	66	18	85
	ONUR AIR	C	5	0	0	80	20	0	0	0	0	4	0	0	0
	SUNEXPRESS	S	16	0	0	63	19	6	13	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	76	12	6	6	0	0	11	88	2	8
TOTAL ANTALYA			92	0	9	71	13	11	5	0	0	14	68	17	93
BODRUM (MILAS)	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	10	75	16	8
	ONUR AIR	C	8	0	0	50	13	25	13	0	0	30	0	0	0
	PEGASUS AIRLINES	C	8	0	0	63	25	13	0	0	0	14	0	0	0
TOTAL BODRUM (MILAS)			25	0	0	64	16	16	4	0	0	18	75	16	8
DALAMAN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	6	100	0	8
	KIBRIS TURKISH AIRLINES - KTHY	S	10	0	0	80	10	10	0	0	0	8	73	11	26
	ONUR AIR	C	7	0	0	71	0	0	29	0	0	32	0	0	0
	THOMAS COOK AIRLINES LTD	C	17	0	0	65	24	6	6	0	0	13	30	49	10
	XL AIRWAYS UK LTD	C	8	0	0	100	0	0	0	0	0	6	13	53	8
TOTAL DALAMAN			50	0	0	80	10	4	6	0	0	12	62	21	60
GAZIANTEP	KIBRIS TURKISH AIRLINES - KTHY	S	21	0	0	24	19	29	29	0	0	38	0	0	0
TOTAL GAZIANTEP			21	0	0	24	19	29	29	0	0	38	0	0	0
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	60	0	0	35	13	43	8	0	0	33	50	19	60
TOTAL ISTANBUL			62	0	0	37	13	42	8	0	0	33	48	19	62
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	26	0	0	69	23	8	0	0	0	11	0	0	0
TOTAL ISTANBUL (SABIHA GOKCEN)			26	0	0	69	23	8	0	0	0	11	0	0	0
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	13	0	1	100	0	0	0	0	0	3	39	38	23
	SUNEXPRESS	S	18	0	0	61	17	11	0	11	0	36	0	0	0
TOTAL IZMIR (ADNAM MENDERES)			31	0	1	77	10	6	0	6	0	22	53	29	30
TOTAL TURKEY			311	0	10	62	14	17	7	1	0	20	60	20	253
UNITED KINGDOM															
BELFAST CITY	AIR BERLIN	S	100	0	0	76	17	3	3	1	0	14	26	29	102
TOTAL BELFAST CITY			100	0	0	76	17	3	3	1	0	14	26	29	102
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	270	0	0	71	15	8	5	0	0	16	58	21	244
TOTAL BELFAST INTERNATIONAL			270	0	0	71	15	8	5	0	0	16	58	21	244
CITY OF DERRY (EGLINTON)	RYANAIR	S	108	0	0	81	10	6	0	1	1	14	48	22	110
TOTAL CITY OF DERRY (EGLINTON)			108	0	0	81	10	6	0	1	1	14	48	22	110
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	290	0	0	71	14	12	3	0	0	13	53	25	291
	JET2.COM LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL EDINBURGH			292	0	0	71	14	12	3	0	0	13	54	25	293
GLASGOW	AIR BERLIN	S	100	0	0	54	25	17	4	0	0	19	32	33	102
	EASYJET AIRLINE COMPANY LTD	S	266	0	0	77	12	7	4	0	0	10	54	23	229

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR SEPTEMBER 2007

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GLASGOW			366	0	0	71	16	10	4	0	0	13	47	26	331
GUERNSEY	AURIGNY AIR SERVICES	S	90	0	0	79	12	7	1	0	1	13	82	19	66
TOTAL GUERNSEY			90	0	0	79	12	7	1	0	1	13	82	19	66
JERSEY	AIR SOUTHWEST	C	6	0	0	17	50	33	0	0	0	32	0	0	0
TOTAL JERSEY			6	0	0	17	50	33	0	0	0	32	43	24	128
MANCHESTER	AIR BERLIN	S	100	0	0	76	17	6	1	0	0	9	24	32	102
TOTAL MANCHESTER			100	0	0	76	17	6	1	0	0	9	24	32	103
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	206	0	0	69	19	10	2	0	0	13	51	29	196
TOTAL NEWCASTLE			206	0	0	69	19	10	2	0	0	13	51	29	196
NEWQUAY	RYANAIR	S	59	0	1	69	15	12	3	0	0	15	64	15	58
TOTAL NEWQUAY			59	0	1	69	15	12	3	0	0	15	64	15	58
PRESTWICK	RYANAIR	S	278	0	5	80	13	5	0	1	0	10	72	12	299
TOTAL PRESTWICK			278	0	5	80	13	5	0	1	0	10	72	12	299
SUMBURGH	ATLANTIC AIRWAYS	S	6	0	3	50	50	0	0	0	0	16	0	0	0
TOTAL SUMBURGH			6	0	3	50	50	0	0	0	0	16	0	0	0
TOTAL UNITED KINGDOM			1884	1	9	73	15	8	3	0	0	13	54	22	2037
USA															
LAS VEGAS	MAXJET AIRWAYS	S	35	0	0	49	17	9	26	0	0	36	0	0	0
TOTAL LAS VEGAS			35	0	0	49	17	9	26	0	0	36	0	0	0
LOS ANGELES INTERNATIONAL	MAXJET AIRWAYS	S	34	0	0	62	12	6	18	3	0	32	0	0	0
TOTAL LOS ANGELES INTERNATIONAL			34	0	0	62	12	6	18	3	0	32	0	0	0
NEW YORK (JF KENNEDY)	EOS AIRLINES	S	125	0	6	69	16	9	6	0	0	16	49	29	93
	EOS AIRLINES	C	3	0	0	67	0	33	0	0	0	15	0	0	0
	MAXJET AIRWAYS	S	47	0	3	47	6	23	17	6	0	44	55	34	51
TOTAL NEW YORK (JF KENNEDY)			175	0	9	63	13	13	9	2	0	24	51	31	144
WASHINGTON (DULLES)	MAXJET AIRWAYS	S	27	0	7	33	15	33	19	0	0	38	67	25	33
TOTAL WASHINGTON (DULLES)			27	0	7	33	15	33	19	0	0	38	67	25	33
TOTAL USA			274	1	16	57	14	14	14	1	0	28	54	30	177
TOTAL STANSTED			16147	44	84	72	16	8	3	0	0	14	58	20	15878

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					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)												
AALBORG																		
	GATWICK	STERLING AIRLINES	S	A	21	0	0	76	10	5	10	0	0	14	91	4	11	
	GATWICK	STERLING AIRLINES	S	D	21	0	0	76	10	5	10	0	0	12	91	7	11	
<b>TOTAL AALBORG</b>					<b>42</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>13</b>	<b>91</b>	<b>6</b>	<b>6</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	49	0	0	90	8	2	0	0	5	65	18	55		
	STANSTED	RYANAIR	S	D	49	0	0	71	22	6	0	0	12	24	30	55		
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>98</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>45</b>	<b>24</b>	<b>24</b>		
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	154	0	1	81	10	7	2	0	0	10	85	7	135	
	HEATHROW	BMI BRITISH MIDLAND	S	D	155	0	1	81	8	8	3	0	0	10	76	13	135	
	MANCHESTER	BMI REGIONAL	S	A	162	0	0	85	9	4	2	1	0	9	93	7	95	
	MANCHESTER	BMI REGIONAL	S	D	168	0	0	89	6	3	2	0	0	6	93	9	95	
	BIRMINGHAM	BMIBABY LTD	S	A	49	0	1	73	10	4	12	0	0	18	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	49	0	1	61	16	10	10	2	0	25	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	90	0	0	50	19	21	10	0	0	25	29	36	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	57	19	14	10	0	0	22	32	37	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	66	14	12	8	0	0	17	60	19	193	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	62	15	15	8	0	0	18	49	22	194	
	NEWCASTLE	EASTERN AIRWAYS	S	A	110	0	0	94	4	3	0	0	0	4	81	9	113	
	NEWCASTLE	EASTERN AIRWAYS	S	D	110	0	0	86	11	3	0	0	0	6	75	12	113	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	56	18	18	8	0	0	22	26	36	50	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	48	26	14	10	2	0	27	20	37	50	
	BIRMINGHAM	FLYBE LTD	S	A	75	0	0	93	1	4	1	0	0	5	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	75	0	0	84	8	5	3	0	0	10	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1778</b>	<b>1</b>	<b>5</b>	<b>75</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>18</b>	<b>18</b>	
ABU DHABI INTERNATIONAL																		
	HEATHROW	ETIHAD AIRWAYS	S	A	60	0	0	80	5	7	8	0	0	13	98	1	48	
	HEATHROW	ETIHAD AIRWAYS	S	D	60	0	0	43	37	15	5	0	0	22	58	27	48	
	MANCHESTER	ETIHAD AIRWAYS	S	A	30	0	0	70	3	10	17	0	0	21	77	16	30	
	MANCHESTER	ETIHAD AIRWAYS	S	D	30	0	0	77	13	10	0	0	0	9	83	9	30	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>180</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>17</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>80</b>	<b>13</b>	<b>13</b>	
ABUJA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	2	73	26	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	53	27	17	3	0	0	21	47	20	30
<b>TOTAL ABUJA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>23</b>	<b>23</b>
ACCRA	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	80	7	0	13	0	0	21	63	32	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	17	33	30	20	0	0	36	27	31	30
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	A	23	0	0	57	9	13	13	0	9	71	64	27	28
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	D	23	0	0	9	17	22	35	9	9	114	29	60	28
<b>TOTAL ACCRA</b>					<b>108</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>17</b>	<b>16</b>	<b>21</b>	<b>2</b>	<b>4</b>	<b>56</b>	<b>43</b>	<b>42</b>	<b>42</b>
ADANA	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	2	0	0	50	0	0	50	0	0	42	0	0	0
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	2	0	0	0	50	0	50	0	0	42	0	0	0
<b>TOTAL ADANA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
ADDIS ABABA	HEATHROW	BMED	S	A	21	0	0	71	19	10	0	0	0	8	86	13	21
	HEATHROW	BMED	S	D	22	0	0	23	18	36	18	5	0	46	38	53	21
	HEATHROW	ETHIOPIAN AIRLINES	S	A	26	0	0	69	15	8	8	0	0	14	33	38	18
	HEATHROW	ETHIOPIAN AIRLINES	S	D	26	0	0	38	27	31	4	0	0	27	22	65	18
<b>TOTAL ADDIS ABABA</b>					<b>95</b>	<b>1</b>	<b>0</b>	<b>51</b>	<b>20</b>	<b>21</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>46</b>	<b>42</b>	<b>42</b>
AGADIR	GATWICK	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	100	0	0	0	0	0	8	20	91	5
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	0	20	92	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	3	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	2	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	17	50	47	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	75	44	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	70	75	69	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	0	25	0	75	75	74	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	100	100	2	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	D	4	0	0	75	0	0	0	0	25	104	100	1	4
<b>TOTAL AGADIR</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>34</b>	<b>68</b>	<b>38</b>	<b>38</b>
AGEN					2	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL AGEN</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
AHMEDABAD	HEATHROW	AIR INDIA	S	A	13	0	0	54	31	15	0	0	0	15	0	0	0
	HEATHROW	AIR INDIA	S	D	15	0	0	60	13	20	7	0	0	23	0	35	2
	HEATHROW	JET AIRWAYS	S	A	13	0	0	85	8	0	8	0	0	10	0	0	0
	HEATHROW	JET AIRWAYS	S	D	13	0	0	85	8	8	0	0	0	6	0	0	0
<b>TOTAL AHMEDABAD</b>					<b>54</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>35</b>	<b>35</b>
AJACCIO	GATWICK	GB AIRWAYS LTD	S	A	5	0	0	80	20	0	0	0	0	4	75	12	4
	GATWICK	GB AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	6	50	20	4
<b>TOTAL AJACCIO</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>5</b>	<b>63</b>	<b>16</b>	<b>16</b>
AKTAU	GATWICK	ASTRAEUS LTD	S	A	4	0	0	50	0	0	50	0	0	61	0	0	0
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	50	25	0	25	0	0	42	0	0	0
<b>TOTAL AKTAU</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALEPPO	HEATHROW	BMED	S	A	13	0	0	85	8	8	0	0	0	7	100	7	5
	HEATHROW	BMED	S	D	16	0	0	31	25	31	13	0	0	37	100	7	5
<b>TOTAL ALEPPO</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>17</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>100</b>	<b>7</b>	<b>7</b>
ALESUND	GATWICK	SAS	S	A	8	0	0	88	13	0	0	0	0	6	0	0	0
	GATWICK	SAS	S	D	8	0	0	75	25	0	0	0	0	6	0	0	0
<b>TOTAL ALESUND</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
ALGHERO/SASSARI	BIRMINGHAM	BA CITYFLYER	C	A	4	1	0	50	25	0	0	25	0	58	0	0	0
	BIRMINGHAM	BA CITYFLYER	C	D	4	0	0	75	25	0	0	0	0	15	0	0	0
	STANSTED	RYANAIR	S	A	60	0	0	88	7	2	3	0	0	7	59	15	59
	STANSTED	RYANAIR	S	D	60	0	0	87	7	7	0	0	0	8	35	25	60
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	12	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					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)											
ALGHERO/SASSARI	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	12	60	11	5
<b>TOTAL ALGHERO/SASSARI</b>					<b>140</b>	<b>1</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>18</b>	<b>18</b>
ALGIERS	HEATHROW	AIR ALGERIE	S	A	18	0	0	28	6	39	22	6	0	55	20	65	20
	HEATHROW	AIR ALGERIE	S	D	18	0	0	33	22	33	6	6	0	43	45	41	20
	GATWICK	BRITISH AIRWAYS PLC	S	A	35	0	0	57	17	14	11	0	0	21	33	40	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	36	0	0	50	31	14	6	0	0	20	40	24	30
<b>TOTAL ALGIERS</b>					<b>107</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>21</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>35</b>	<b>40</b>	<b>40</b>
ALICANTE	HEATHROW	BMI BRITISH MIDLAND	S	A	9	0	0	56	33	11	0	0	0	17	77	11	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	9	0	0	78	11	11	0	0	0	12	57	15	30
	BIRMINGHAM	BMIBABY LTD	S	A	35	0	0	77	6	11	6	0	0	14	90	9	30
	BIRMINGHAM	BMIBABY LTD	S	D	35	0	0	69	17	9	6	0	0	16	87	15	30
	MANCHESTER	BMIBABY LTD	S	A	28	1	2	68	4	14	11	4	0	24	67	18	30
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	60	10	17	10	3	0	28	63	19	30
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	6	0	0	67	0	33	0	0	0	16	100	4	5
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	6	0	0	67	0	17	17	0	0	21	40	14	5
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	70	0	0	61	9	23	7	0	0	20	47	30	78
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	70	0	0	66	14	13	7	0	0	19	47	33	77
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	7	3	13	0	0	18	83	5	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	7	7	10	0	0	20	43	19	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	56	3	3	71	16	7	4	0	2	17	44	36	64
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	58	0	0	60	21	14	5	0	0	20	30	44	64
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	52	0	0	85	8	4	4	0	0	9	77	25	35
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	52	0	0	85	12	2	2	0	0	9	47	34	36
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	125	0	1	74	11	8	6	0	0	13	68	17	100
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	125	0	0	57	22	16	6	0	0	20	56	23	101
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	8	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	11	80	6	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	20	100	0	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	31	100	7	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	15	8	0	0	0	8	85	11	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	77	8	15	0	0	0	10	69	19	13

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	EDINBURGH	FLYGLOBESPAN	S	A	30	0	0	90	0	3	7	0	0	8	93	3	29	
	EDINBURGH	FLYGLOBESPAN	S	D	30	1	0	77	13	7	3	0	0	13	83	9	30	
	GLASGOW	FLYGLOBESPAN	S	A	30	1	0	67	17	13	0	3	0	18	73	9	30	
	GLASGOW	FLYGLOBESPAN	S	D	30	1	0	67	20	13	0	0	0	13	67	17	30	
	GATWICK	GB AIRWAYS LTD	S	A	65	0	0	89	5	5	2	0	0	6	60	22	65	
	GATWICK	GB AIRWAYS LTD	S	D	65	0	0	75	22	2	2	0	0	12	31	33	65	
	MANCHESTER	JET2.COM LTD	S	A	32	0	0	81	3	16	0	0	0	8	67	13	30	
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	84	6	6	3	0	0	8	93	6	30	
	BIRMINGHAM	MONARCH AIRLINES	S	A	34	0	0	82	9	0	6	0	3	22	87	16	15	
	BIRMINGHAM	MONARCH AIRLINES	S	D	34	0	0	85	0	3	6	3	3	27	80	20	15	
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	32	33	16	3	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	100	11	4	
	GATWICK	MONARCH AIRLINES	S	A	58	0	0	83	9	3	3	2	0	14	68	14	60	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	60	20	20	0	0	0	16	20	52	5	
	GATWICK	MONARCH AIRLINES	S	D	57	0	0	79	7	11	4	0	0	12	70	14	60	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	40	40	20	0	0	0	19	20	46	5	
	GLASGOW	MONARCH AIRLINES	C	A	3	0	0	67	0	0	33	0	0	32	100	0	4	
	GLASGOW	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	33	50	15	4	
	LUTON	MONARCH AIRLINES	S	A	30	0	0	60	23	7	3	7	0	36	67	19	30	
	LUTON	MONARCH AIRLINES	S	D	30	0	0	50	27	13	0	10	0	40	63	22	30	
	MANCHESTER	MONARCH AIRLINES	S	A	56	0	0	73	16	7	4	0	0	13	75	16	60	
	MANCHESTER	MONARCH AIRLINES	S	D	56	0	0	91	7	0	0	2	0	8	83	14	60	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	2	5	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	100	1	5	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	5	0	0	60	0	0	20	0	20	89	0	0	0	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	5	0	0	60	0	0	20	0	20	104	0	0	0	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	14	0	0	64	0	21	7	0	7	90	86	5	14	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	14	0	0	71	0	14	14	0	0	28	100	1	14	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	5	0	0	60	0	20	20	0	0	40	100	0	5	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	5	0	0	60	0	20	0	20	0	57	100	1	5	
	STANSTED	RYANAIR	S	A	29	0	0	86	10	3	0	0	0	4	0	0	0	
	STANSTED	RYANAIR	S	D	29	0	0	69	21	10	0	0	0	12	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	80	15	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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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
ALICANTE	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	10	60	21	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	22	40	35	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	60	20	0	0	0	27	20	42	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	35	50	35	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	60	20	0	0	42	40	90	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	10	10	10	0	0	17	62	54	13
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	15	69	49	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	29	67	30	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	22	11	0	11	0	30	78	7	9
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	8	50	21	4
	GATWICK	THOMSONFLY LTD	C	A	18	0	0	83	6	6	6	0	0	10	90	9	20
	GATWICK	THOMSONFLY LTD	C	D	18	0	0	78	11	6	6	0	0	13	75	9	20
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	44	11	33	11	0	0	30	75	30	8
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	56	11	22	11	0	0	26	63	18	8
	LUTON	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	13	86	5	21
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	16	43	37	21
	MANCHESTER	THOMSONFLY LTD	C	A	23	0	0	74	17	0	9	0	0	13	70	18	27
	MANCHESTER	THOMSONFLY LTD	C	D	22	0	0	64	9	23	5	0	0	18	69	28	26
	NEWCASTLE	THOMSONFLY LTD	C	A	21	0	0	95	0	0	0	0	5	62	100	0	17
	NEWCASTLE	THOMSONFLY LTD	C	D	21	0	0	86	10	0	0	0	5	64	89	7	18
	GATWICK	XL AIRWAYS UK LTD	C	A	17	0	0	76	6	12	0	6	0	19	67	30	24
	GATWICK	XL AIRWAYS UK LTD	C	D	16	0	0	81	13	0	0	6	0	18	76	27	21
	GLASGOW	XL AIRWAYS UK LTD	C	A	5	0	0	60	40	0	0	0	0	11	80	46	5
	GLASGOW	XL AIRWAYS UK LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	3	4
	MANCHESTER	XL AIRWAYS UK LTD	C	A	15	0	0	73	0	7	13	7	0	39	67	35	21
	MANCHESTER	XL AIRWAYS UK LTD	C	D	14	0	0	86	0	0	14	0	0	14	90	4	20
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	8	0	0	100	0	0	0	0	0	2	67	8	9
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	9	0	0	89	11	0	0	0	0	7	89	6	9
<b>TOTAL ALICANTE</b>					<b>1993</b>	<b>8</b>	<b>6</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>66</b>	<b>21</b>	<b>21</b>
ALMATY	HEATHROW	AIR ASTANA	S	A	9	0	0	89	0	11	0	0	0	10	78	11	9
	HEATHROW	AIR ASTANA	S	D	9	0	0	67	11	22	0	0	0	13	56	25	9



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ALMATY	HEATHROW	BMED		S A	13	0	0	100	0	0	0	0	0	2	77	18	13
	HEATHROW	BMED		S D	13	0	0	0	15	46	38	0	0	58	15	40	13
<b>TOTAL ALMATY</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>7</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>55</b>	<b>24</b>	<b>24</b>
ALMERIA	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	67	13	10	7	0	3	30	73	10	30
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	83	7	7	3	0	0	12	23	24	30
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	30	0	1	70	20	0	7	3	0	19	79	15	28
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	57	23	10	10	0	0	21	54	29	28
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	0	25	25	0	0	31	50	16	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	34	75	18	4
	NEWCASTLE	JET2.COM LTD		S A	9	0	0	100	0	0	0	0	0	2	0	0	0
	NEWCASTLE	JET2.COM LTD		S D	9	0	0	89	11	0	0	0	0	9	0	0	0
	BIRMINGHAM	MONARCH AIRLINES		S A	13	0	0	77	15	0	0	8	0	23	92	6	13
	BIRMINGHAM	MONARCH AIRLINES		S D	13	0	0	46	31	15	0	8	0	35	85	13	13
	LUTON	MONARCH AIRLINES		S A	18	0	0	89	11	0	0	0	0	4	0	0	0
	LUTON	MONARCH AIRLINES		S D	18	0	0	67	6	17	11	0	0	20	0	0	0
	MANCHESTER	MONARCH AIRLINES		S A	22	0	0	77	18	0	5	0	0	11	82	6	17
	MANCHESTER	MONARCH AIRLINES		S D	22	0	0	100	0	0	0	0	0	3	88	4	17
	GATWICK	MYTRAVEL AIRWAYS		C A	4	0	0	75	25	0	0	0	0	8	0	0	0
	GATWICK	MYTRAVEL AIRWAYS		C D	3	0	0	0	33	67	0	0	0	39	0	0	0
	GLASGOW	MYTRAVEL AIRWAYS		C A	4	0	0	100	0	0	0	0	0	1	75	8	4
	GLASGOW	MYTRAVEL AIRWAYS		C D	4	0	0	100	0	0	0	0	0	5	75	14	4
	MANCHESTER	MYTRAVEL AIRWAYS		C A	4	0	0	100	0	0	0	0	0	3	100	0	4
	MANCHESTER	MYTRAVEL AIRWAYS		C D	4	0	0	75	25	0	0	0	0	5	100	2	4
	STANSTED	RYANAIR		S A	29	0	1	86	10	3	0	0	0	6	69	15	39
	STANSTED	RYANAIR		S D	30	0	0	80	13	7	0	0	0	10	33	25	39
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	25	0	0	27	75	10	4
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	0	25	0	0	37	0	17	3
<b>TOTAL ALMERIA</b>					<b>342</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>16</b>	<b>16</b>
ALTENBURG - WALLBURG	STANSTED	RYANAIR		S A	28	0	1	89	7	0	4	0	0	4	83	11	30
	STANSTED	RYANAIR		S D	29	0	0	79	17	0	3	0	0	9	40	22	30
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>57</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>62</b>	<b>16</b>	<b>16</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
ALTENRHEIN																		
AMMAN																		
	HEATHROW	BMED	S	A	11	1	0	91	0	0	0	9	0	19	76	11	29	
	HEATHROW	BMED	S	D	9	0	0	22	11	33	33	0	0	47	34	32	29	
	HEATHROW	ROYAL JORDANIAN	S	A	31	0	1	77	13	3	6	0	0	14	70	11	30	
	HEATHROW	ROYAL JORDANIAN	S	D	31	0	1	32	29	29	10	0	0	33	33	30	30	
<b>TOTAL AMMAN</b>					<b>82</b>	<b>3</b>	<b>2</b>	<b>56</b>	<b>17</b>	<b>16</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>53</b>	<b>21</b>	<b>21</b>	
AMRITSAR																		
	HEATHROW	AIR INDIA	S	A	12	0	1	17	17	25	33	8	0	77	0	0	0	
	HEATHROW	AIR INDIA	S	D	10	0	1	30	20	30	10	0	10	73	0	0	0	
	HEATHROW	JET AIRWAYS	S	A	13	0	0	100	0	0	0	0	0	0	71	14	14	
	HEATHROW	JET AIRWAYS	S	D	13	0	0	62	31	8	0	0	0	9	57	19	14	
<b>TOTAL AMRITSAR</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>64</b>	<b>17</b>	<b>17</b>	
AMSTERDAM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	218	0	0	63	18	14	5	0	0	16	72	15	221	
	HEATHROW	BMI BRITISH MIDLAND	S	D	219	0	0	67	20	11	2	0	0	14	68	16	221	
	BIRMINGHAM	BMIBABY LTD	S	A	55	1	0	75	13	7	5	0	0	13	74	18	54	
	BIRMINGHAM	BMIBABY LTD	S	D	55	0	0	84	2	9	5	0	0	14	71	19	55	
	GATWICK	BRITISH AIRWAYS PLC	S	A	153	0	0	56	24	13	7	0	0	19	63	18	152	
	GATWICK	BRITISH AIRWAYS PLC	S	D	153	0	0	68	18	9	5	0	0	15	49	26	152	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	228	0	0	86	7	4	2	0	0	7	82	10	230	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	0	73	18	7	1	0	0	11	70	14	230	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	72	18	6	4	0	0	12	72	17	29	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	49	0	1	65	14	16	4	0	0	16	41	27	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	117	0	1	61	29	7	3	0	0	16	56	22	102	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	117	0	1	71	19	7	3	0	0	13	54	25	102	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	76	15	7	2	1	0	12	45	28	133	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	75	11	11	2	1	0	14	37	31	134	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	90	0	0	73	20	4	2	0	0	11	67	17	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	90	0	0	59	26	12	3	0	0	17	49	24	89	
	MANCHESTER	JET2.COM LTD	S	A	50	0	0	74	6	16	4	0	0	15	71	16	56	
	MANCHESTER	JET2.COM LTD	S	D	50	0	0	88	4	4	4	0	0	7	84	9	55	
	BIRMINGHAM	KLM	S	A	60	0	1	82	17	2	0	0	0	7	84	8	87	
	BIRMINGHAM	KLM	S	D	60	0	1	90	10	0	0	0	0	6	81	10	86	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	EDINBURGH	KLM	S	A	91	0	1	89	8	3	0	0	0	6	89	7	85
	EDINBURGH	KLM	S	D	90	0	2	84	9	6	0	1	0	10	82	11	85
	GLASGOW	KLM	S	A	60	0	3	92	2	3	3	0	0	7	98	2	60
	GLASGOW	KLM	S	D	60	0	3	85	5	7	3	0	0	11	73	11	60
	HEATHROW	KLM	S	A	272	0	1	88	8	4	0	0	0	5	86	7	269
	HEATHROW	KLM	S	D	272	0	1	75	17	7	1	0	0	11	67	17	269
	MANCHESTER	KLM	S	A	110	0	2	85	11	2	3	0	0	8	90	7	134
	MANCHESTER	KLM	S	D	110	0	2	87	10	2	1	0	0	5	90	9	133
	NEWCASTLE	KLM	S	A	60	0	1	88	5	2	5	0	0	8	88	8	60
	NEWCASTLE	KLM	S	D	60	0	1	92	5	0	3	0	0	6	77	11	60
	BIRMINGHAM	KLM CITYHOPPER	S	A	112	1	0	82	8	9	1	0	0	10	87	7	85
	BIRMINGHAM	KLM CITYHOPPER	S	D	112	0	0	78	10	9	3	1	0	14	88	8	85
	EDINBURGH	KLM CITYHOPPER	S	A	58	0	0	66	17	9	9	0	0	17	83	9	65
	EDINBURGH	KLM CITYHOPPER	S	D	58	0	0	67	9	12	12	0	0	21	75	12	65
	GLASGOW	KLM CITYHOPPER	S	A	85	0	0	85	7	6	2	0	0	9	83	7	87
	GLASGOW	KLM CITYHOPPER	S	D	85	0	0	72	18	6	5	0	0	13	57	19	87
	HEATHROW	KLM CITYHOPPER	S	A	5	0	0	60	20	20	0	0	0	16	0	0	0
	HEATHROW	KLM CITYHOPPER	S	D	5	0	0	60	20	20	0	0	0	17	0	0	0
	LONDON CITY	KLM CITYHOPPER	S	A	156	0	0	75	19	2	4	0	0	11	88	7	143
	LONDON CITY	KLM CITYHOPPER	S	D	156	0	0	34	36	22	8	0	0	27	50	21	141
	MANCHESTER	KLM CITYHOPPER	S	A	90	0	0	84	8	4	3	0	0	9	84	7	62
	MANCHESTER	KLM CITYHOPPER	S	D	90	0	0	87	9	2	2	0	0	8	90	4	62
	NEWCASTLE	KLM CITYHOPPER	S	A	84	0	0	82	10	6	2	0	0	11	83	11	83
	NEWCASTLE	KLM CITYHOPPER	S	D	84	0	0	76	19	4	1	0	0	11	84	12	83
	LONDON CITY	VLM (BELGIUM)	S	A	174	0	9	84	10	3	2	0	0	8	88	7	215
	LONDON CITY	VLM (BELGIUM)	S	D	174	0	9	69	17	11	3	0	0	14	58	17	214
<b>TOTAL AMSTERDAM</b>					<b>4988</b>	<b>5</b>	<b>40</b>	<b>75</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>14</b>	<b>14</b>
ANCONA	STANSTED	RYANAIR	S	A	30	0	0	70	13	7	10	0	0	20	63	23	30
	STANSTED	RYANAIR	S	D	30	0	0	57	23	17	3	0	0	19	50	23	30
<b>TOTAL ANCONA</b>					<b>60</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>57</b>	<b>23</b>	<b>23</b>
ANTALYA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	2	100	1	10

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ANTALYA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	70	20	10	0	0	0	12	70	9	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	50	17	17	17	0	0	23	100	0	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	0	0	17	0	0	19	100	0	4
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	0	40	60	0	0	0	34	0	36	5
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	40	40	20	0	0	0	22	20	26	5
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	28	0	3	71	7	18	4	0	0	15	70	18	43
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	26	0	6	69	15	12	4	0	0	15	62	18	42
	GATWICK	MYTRAVEL AIRWAYS	C	A	5	0	0	40	0	20	40	0	0	52	0	0	0
	GATWICK	MYTRAVEL AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	43	0	0	0
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	100	3	4
	GATWICK	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	GATWICK	ONUR AIR	C	D	4	0	0	0	25	75	0	0	0	31	100	7	5
	MANCHESTER	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5
	MANCHESTER	ONUR AIR	C	D	4	0	0	75	0	25	0	0	0	12	60	17	5
	NEWCASTLE	ONUR AIR	C	A	4	0	0	75	0	25	0	0	0	11	0	0	0
	NEWCASTLE	ONUR AIR	C	D	3	0	0	33	33	33	0	0	0	21	0	0	0
	STANSTED	ONUR AIR	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	ONUR AIR	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0
	LUTON	SUNEXPRESS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3
	LUTON	SUNEXPRESS	C	D	3	0	0	67	0	33	0	0	0	20	100	1	3
	NEWCASTLE	SUNEXPRESS	C	A	4	0	0	100	0	0	0	0	0	1	100	1	3
	NEWCASTLE	SUNEXPRESS	C	D	4	0	0	100	0	0	0	0	0	0	50	9	2
	STANSTED	SUNEXPRESS	S	A	8	0	0	88	0	13	0	0	0	7	0	0	0
	STANSTED	SUNEXPRESS	S	D	8	0	0	38	38	0	25	0	0	27	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	13	25	0	0	31	50	12	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	44	0	22	33	0	0	42	50	22	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	17	0	0	53	6	18	12	12	0	47	71	14	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	50	6	22	17	6	0	38	58	17	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	38	0	48	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	20	20	0	0	33	0	51	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	54	15	15	15	0	0	26	100	2	8
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	14	0	0	57	21	7	14	0	0	18	100	0	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ANTALYA																			
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	9	100	0	4		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	12	75	5	4		
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	40	0	40	20	0	0	28	56	27	9		
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	0	60	0	0	0	29	56	25	9		
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	20	40	40	0	0	0	31	63	54	8		
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	67	74	9		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	75	5	4		
	NEWCASTLE	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	1	75	13	4		
<b>TOTAL ANTALYA</b>					<b>306</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>11</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>19</b>	<b>19</b>		
ANTIGUA																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	5	0	0	80	0	0	20	0	0	19	100	2	3		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	4	0	0	50	25	25	0	0	0	19	33	36	3		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	20	0	0	0	17	60	28	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	100	7	3		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	14	0	0	93	0	7	0	0	0	5	92	1	13		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	77	8	0	8	8	0	31	64	16	14		
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	75	25	0	0	0	0	5	0	0	0		
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	25	50	25	0	0	0	21	0	0	0		
<b>TOTAL ANTIGUA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>15</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>13</b>		
ANTWERP																			
	LONDON CITY	VLM (BELGIUM)	S	A	113	1	2	89	8	2	1	0	0	5	93	6	117		
	LONDON CITY	VLM (BELGIUM)	S	D	114	0	1	53	27	18	3	0	0	18	70	15	118		
	MANCHESTER	VLM (BELGIUM)	S	A	43	0	1	93	7	0	0	0	0	4	0	0	0		
	MANCHESTER	VLM (BELGIUM)	S	D	45	0	0	89	9	2	0	0	0	6	0	0	0		
<b>TOTAL ANTWERP</b>					<b>315</b>	<b>1</b>	<b>4</b>	<b>77</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>10</b>		
ARRECIFE																			
	MANCHESTER	AIR EUROPA	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0		
	MANCHESTER	AIR EUROPA	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	0	25	0	0	0	8	75	9	4		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	25	0	0	0	0	13	25	19	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	17	100	0	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	100	5	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	62	23	15	0	0	0	16	50	14	14		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ARRECIFE																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	43	43	7	7	0	0	22	62	17	13	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	3	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	13	25	19	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	69	31	0	0	0	0	10	46	16	13	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	57	21	21	0	0	0	17	33	22	12	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	35	100	0	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	0	25	0	0	36	0	25	4	
	GLASGOW	FLYGLOBESPAN	S	A	8	0	0	88	0	13	0	0	0	9	100	0	9	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	67	22	0	11	0	0	18	75	13	8	
	GATWICK	FUTURA AIRLINES	C	A	2	0	0	50	50	0	0	0	0	14	50	26	2	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	56	22	22	0	0	0	15	63	17	8	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	44	11	33	11	0	0	27	25	37	8	
	BIRMINGHAM	MONARCH AIRLINES	S	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	4	0	0	100	0	0	0	0	0	7	100	2	4	
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	75	13	13	0	0	0	11	38	23	8	
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	100	0	0	0	0	0	2	63	21	8	
	LUTON	MONARCH AIRLINES	S	A	4	0	0	75	25	0	0	0	0	9	25	41	4	
	LUTON	MONARCH AIRLINES	S	D	4	0	0	50	25	25	0	0	0	17	25	57	4	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	19	100	1	4	
	MANCHESTER	MONARCH AIRLINES	S	A	7	1	1	29	57	0	14	0	0	32	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	0	50	0	0	0	20	75	13	4	
	MANCHESTER	MONARCH AIRLINES	S	D	8	0	0	88	0	0	13	0	0	12	0	0	0	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	0	67	11	9	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	4	75	12	8	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	24	100	2	5	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	9	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	12	0	0	67	25	0	8	0	0	17	100	0	8	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	13	0	0	77	8	8	8	0	0	18	88	6	8	
	NEWCASTLE	SILVERJET	C	A	4	0	0	100	0	0	0	0	0	5	50	16	4	
	NEWCASTLE	SILVERJET	C	D	4	0	0	100	0	0	0	0	0	10	25	29	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	17	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ARRECIFE	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	75	7	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	67	0	17	8	0	8	56	50	24	12
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	43	21	14	14	0	7	61	67	22	12
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	75	25	0	0	0	26	50	27	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	50	50	0	0	0	30	25	41	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	30	40	10	20	0	0	33	47	44	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	11	0	0	64	0	18	18	0	0	25	56	46	16
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	52	80	5	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	0	25	50	25	0	0	63	100	8	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	13	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	50	28	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	75	16	4
	GATWICK	THOMSONFLY LTD	C	A	10	0	0	90	0	10	0	0	0	5	100	2	9
	GATWICK	THOMSONFLY LTD	C	D	10	0	0	30	30	40	0	0	0	25	44	20	9
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	25	0	81	100	4	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	90	50	15	4
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	78	0	22	0	0	0	14	50	107	8
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	56	33	0	11	0	0	18	50	124	8
	EDINBURGH	VOLAR AIRLINES	C	A	4	0	0	25	25	25	0	25	0	72	100	2	4
	EDINBURGH	VOLAR AIRLINES	C	D	4	0	0	25	25	25	0	25	0	83	100	0	4
	GATWICK	XL AIRWAYS UK LTD	C	A	8	0	0	75	0	13	13	0	0	21	75	10	8
	GATWICK	XL AIRWAYS UK LTD	C	D	8	0	0	75	13	0	13	0	0	21	88	10	8
	GLASGOW	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	7	75	22	4
	GLASGOW	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	9	75	28	4
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	8	69	32	16
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	2	60	28	15
	STANSTED	XL AIRWAYS UK LTD	C	A	4	0	0	50	0	0	50	0	0	38	0	0	0
	STANSTED	XL AIRWAYS UK LTD	C	D	4	0	0	50	0	0	25	0	25	227	0	0	0
<b>TOTAL ARRECIFE</b>					<b>443</b>	<b>1</b>	<b>1</b>	<b>67</b>	<b>15</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>65</b>	<b>22</b>	<b>22</b>
ARUBA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	50	50	0	0	0	41	50	41	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	27	0	26	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ARUBA																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	5	0	0	0	0
<b>TOTAL ARUBA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>25</b>	<b>34</b>	<b>34</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	71	0	12	12	0	6	53	82	45	17	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	47	35	6	6	0	6	53	12	60	17	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	44	33	11	11	0	0	28	44	20	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	22	33	22	22	0	0	40	11	41	9	
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>40</b>	<b>45</b>	<b>45</b>	
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	3	7	3	3	0	17	86	10	28	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	10	7	7	0	0	15	71	20	28	
<b>TOTAL ASTURIAS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>15</b>	<b>15</b>	
ATHENS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	95	0	0	64	16	14	5	1	0	20	76	15	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	95	0	0	56	20	20	3	1	0	22	34	35	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	85	4	5	2	2	2	19	79	13	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	69	18	7	2	2	2	27	66	20	47	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	10	17	3	0	0	14	33	43	30	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	50	23	20	7	0	0	22	3	51	30	
	GLASGOW	FLYGLOBESPAN	S	A	4	0	0	50	25	25	0	0	0	15	0	42	4	
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	75	25	0	0	0	0	9	75	16	4	
	GATWICK	OLYMPIC AIRLINES	S	A	20	0	0	75	15	10	0	0	0	11	86	10	22	
	GATWICK	OLYMPIC AIRLINES	S	D	19	0	1	16	42	42	0	0	0	27	32	28	22	
	HEATHROW	OLYMPIC AIRLINES	S	A	89	0	0	58	31	8	2	0	0	15	66	13	90	
	HEATHROW	OLYMPIC AIRLINES	S	D	89	0	0	60	28	9	3	0	0	16	61	15	90	
	MANCHESTER	OLYMPIC AIRLINES	S	A	13	0	0	38	38	23	0	0	0	21	54	17	13	
	MANCHESTER	OLYMPIC AIRLINES	S	D	13	0	0	23	38	31	8	0	0	29	31	28	13	
<b>TOTAL ATHENS</b>					<b>615</b>	<b>4</b>	<b>1</b>	<b>61</b>	<b>22</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>53</b>	<b>25</b>	<b>25</b>	
ATLANTA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	70	13	17	0	0	0	12	63	25	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	67	33	0	0	0	0	12	33	27	30	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ATLANTA																		
	EDINBURGH	DELTA AIRLINES	S	A	21	0	0	86	10	5	0	0	0	5	83	9	30	
	EDINBURGH	DELTA AIRLINES	S	D	21	0	0	95	5	0	0	0	0	1	80	12	30	
	GATWICK	DELTA AIRLINES	S	A	60	0	0	67	13	12	8	0	0	18	54	20	87	
	GATWICK	DELTA AIRLINES	S	D	60	0	0	80	12	5	3	0	0	13	60	21	87	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	1	70	7	13	10	0	0	16	57	20	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	0	1	77	10	0	10	3	0	21	73	11	30	
<b>TOTAL ATLANTA</b>					<b>282</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>19</b>	<b>19</b>	
AUCKLAND INTERNATIONAL																		
	HEATHROW	AIR NEW ZEALAND LTD	S	A	60	0	1	70	17	7	7	0	0	16	77	8	30	
	HEATHROW	AIR NEW ZEALAND LTD	S	D	60	0	0	60	23	15	2	0	0	16	23	39	30	
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>120</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>24</b>	<b>24</b>	
AVIGNON																		
<b>TOTAL AVIGNON</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AZORES HORTA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	65	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	99	0	0	0	
<b>TOTAL AZORES HORTA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>0</b>	<b>0</b>	
AZORES PONTA DELGADA																		
	GATWICK	SATA	S	A	9	0	0	56	33	0	11	0	0	16	75	9	4	
	GATWICK	SATA	S	D	9	0	0	44	44	0	11	0	0	19	0	54	4	
<b>TOTAL AZORES PONTA DELGADA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>39</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>31</b>	<b>31</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BAHIAS DE HUATULCO																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	13	100	8	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	0	50	0	0	45	100	4	2	
<b>TOTAL BAHIAS DE HUATULCO</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>29</b>	<b>100</b>	<b>6</b>	<b>6</b>	
BAHRAIN																		
	HEATHROW	GULF AIR	S	A	56	0	0	86	14	0	0	0	6	36	39	59		
	HEATHROW	GULF AIR	S	D	61	0	0	59	26	11	3	0	17	49	29	59		
<b>TOTAL BAHRAIN</b>					<b>117</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>21</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>42</b>	<b>34</b>	<b>34</b>		
BAKU (HEYDER ALIYEV INT'L)																		
	GATWICK	AZERBAIJAN AIRLINES (AZAL)	S	A	9	0	0	100	0	0	0	0	2	100	2	8		
	GATWICK	AZERBAIJAN AIRLINES (AZAL)	S	D	9	0	0	56	44	0	0	0	15	63	16	8		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	A	5	0	0	40	20	0	40	0	39	0	0	0		
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)	S	D	5	0	0	60	0	40	0	0	19	0	0	0		
	HEATHROW	BMED	S	A	29	1	0	97	3	0	0	0	3	90	5	30		
	HEATHROW	BMED	S	D	30	0	0	40	23	10	23	3	43	43	31	30		
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>88</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>6</b>	<b>10</b>	<b>1</b>	<b>21</b>	<b>70</b>	<b>16</b>	<b>16</b>		
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	100	0	0	0	0	2	100	0	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	37	13	0	0	18	30	25	30		
<b>TOTAL BALTIMORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>13</b>	<b>13</b>		
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	A	30	0	0	73	10	10	7	0	13	45	52	29		
	HEATHROW	ROYAL BRUNEI AIRLINES	S	D	29	0	0	41	45	10	0	3	29	38	44	29		
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>27</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>21</b>	<b>41</b>	<b>48</b>	<b>48</b>		
BANGALORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	83	0	10	7	0	12	84	10	25		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	17	20	13	0	27	36	26	25		
<b>TOTAL BANGALORE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>8</b>	<b>15</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>18</b>	<b>18</b>		
BANGKOK (DON MUANG)																		
BANGKOK SUVARNABHUMI A																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	A	60	0	0	82	15	3	0	0	7	0	0	0		
	HEATHROW	THAI AIRWAYS INTERNATIONAL	S	D	60	0	0	58	22	18	2	0	17	0	0	0		
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>121</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>11</b>	<b>1</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 SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					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)												
BANGOR																		
BANJUL																		
	GATWICK	ASTRAEUS LTD		S A	8	0	0	38	25	38	0	0	0	21	0	209	9	
	GATWICK	ASTRAEUS LTD		S D	8	0	0	63	38	0	0	0	0	14	22	36	9	
<b>TOTAL BANJUL</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>8</b>	<b>110</b>	<b>110</b>	
BARCELONA																		
	BIRMINGHAM	BMIBABY LTD		S A	30	0	0	47	13	17	13	10	0	48	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	30	0	0	47	23	10	13	7	0	47	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	90	0	0	50	22	23	4	0	0	20	50	31	90	
	GATWICK	BRITISH AIRWAYS PLC		S D	90	0	0	57	27	16	1	0	0	17	38	33	90	
	HEATHROW	BRITISH AIRWAYS PLC		S A	150	0	0	39	29	27	5	1	0	25	42	25	118	
	HEATHROW	BRITISH AIRWAYS PLC		S D	150	0	0	52	33	11	4	1	0	19	40	29	120	
	EDINBURGH	CLICKAIR		S A	30	0	0	53	37	10	0	0	0	17	0	0	0	
	EDINBURGH	CLICKAIR		S D	30	0	0	47	27	17	10	0	0	23	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	120	0	0	54	22	18	6	1	0	22	48	28	118	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	120	0	0	58	24	14	3	1	0	21	43	31	119	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	93	0	0	56	23	12	9	1	0	22	44	30	90	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	93	0	0	60	18	16	5	0	0	19	24	35	91	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	35	0	0	57	23	17	3	0	0	15	53	20	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	35	0	0	71	14	14	0	0	0	11	63	19	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	68	18	12	2	0	0	13	66	25	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	33	48	15	3	0	0	22	25	37	59	
	EDINBURGH	FLYGLOBESPAN		S A	29	0	1	31	24	17	17	7	3	69	69	24	29	
	EDINBURGH	FLYGLOBESPAN		S D	28	0	2	57	14	11	11	7	0	42	53	17	30	
	GLASGOW	FLYGLOBESPAN		S A	30	1	0	10	23	23	23	17	3	94	77	10	30	
	GLASGOW	FLYGLOBESPAN		S D	30	2	0	37	13	17	13	20	0	75	87	9	30	
	HEATHROW	IBERIA		S A	120	0	0	51	33	11	4	1	0	21	65	13	119	
	HEATHROW	IBERIA		S D	120	0	0	59	28	9	3	1	0	17	60	19	119	
	MANCHESTER	JET2.COM LTD		S A	5	1	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	JET2.COM LTD		S D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	MONARCH AIRLINES		S A	30	0	0	53	27	20	0	0	0	17	47	41	30	
	MANCHESTER	MONARCH AIRLINES		S D	30	0	0	87	13	0	0	0	0	4	70	23	30	
<b>TOTAL BARCELONA</b>					<b>1648</b>	<b>4</b>	<b>3</b>	<b>52</b>	<b>25</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>50</b>	<b>25</b>	<b>25</b>	
BARI (PALESE)																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BARI (PALESE)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	78	11	11	0	0	0	13	44	36	9	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	67	22	0	11	0	0	19	44	26	9	
	STANSTED	RYANAIR		S A	17	0	0	76	24	0	0	0	6	88	10	17		
	STANSTED	RYANAIR		S D	17	0	0	71	18	12	0	0	15	59	21	17		
<b>TOTAL BARI (PALESE)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>21</b>	<b>21</b>	
BARRA																		
	GLASGOW	LOGANAIR		S A	35	1	0	97	0	0	3	0	0	6	64	17	33	
	GLASGOW	LOGANAIR		S D	36	0	0	86	8	3	3	0	0	10	74	12	35	
<b>TOTAL BARRA</b>					<b>71</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>14</b>	<b>14</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	94	4	1	0	0	0	3	94	4	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	77	18	3	2	0	0	10	79	13	90	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	47	0	11	62	23	6	6	2	0	23	21	38	57	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	47	0	9	38	43	11	9	0	0	24	17	38	58	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	80	10	7	3	0	0	11	34	26	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	47	33	13	7	0	0	21	41	26	29	
	LONDON CITY	SWISS AIRLINES		S A	48	0	0	96	0	4	0	0	0	2	95	4	65	
	LONDON CITY	SWISS AIRLINES		S D	49	0	0	76	20	4	0	0	0	11	46	21	69	
	MANCHESTER	SWISS AIRLINES		S A	12	0	0	75	25	0	0	0	0	7	0	0	0	
	MANCHESTER	SWISS AIRLINES		S D	12	0	0	83	17	0	0	0	0	6	0	0	0	
<b>TOTAL BASLE MULHOUSE</b>					<b>455</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>17</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>60</b>	<b>19</b>	<b>19</b>	
BASTIA																		
	EDINBURGH	BMI REGIONAL		C A	3	0	0	100	0	0	0	0	0	2	50	36	4	
	EDINBURGH	BMI REGIONAL		C D	4	0	0	75	25	0	0	0	0	9	100	8	4	
	BIRMINGHAM	FLYBE LTD		C A	5	0	0	100	0	0	0	0	0	3	50	76	4	
	BIRMINGHAM	FLYBE LTD		C D	5	0	0	60	40	0	0	0	0	16	50	77	4	
	GATWICK	GB AIRWAYS LTD		S A	5	0	0	100	0	0	0	0	0	83	8	12		
	GATWICK	GB AIRWAYS LTD		S D	5	0	0	100	0	0	0	0	0	4	83	13	12	
	GATWICK	XL AIRWAYS UK LTD		C A	5	0	0	100	0	0	0	0	0	2	75	32	4	
	GATWICK	XL AIRWAYS UK LTD		C D	5	0	0	100	0	0	0	0	0	3	0	51	4	
<b>TOTAL BASTIA</b>					<b>37</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>69</b>	<b>29</b>	<b>29</b>	
BEAUVAIS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BEAUVAIS																		
	GATWICK	RYANAIR		S A	2	0	0	50	50	0	0	0	0	15	0	0	0	
	GATWICK	RYANAIR		S D	2	0	0	50	0	0	50	0	0	37	0	0	0	
	STANSTED	RYANAIR		S A	6	0	1	100	0	0	0	0	0	0	0	0	0	
	STANSTED	RYANAIR		S D	6	0	1	100	0	0	0	0	0	10	0	0	0	
<b>TOTAL BEAUVAIS</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BEDFORD HANSCOM FIELD																		
BEIDA																		
<b>TOTAL BEIDA</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>39</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BEIJING																		
	HEATHROW	AIR CHINA		S A	30	0	0	40	30	27	0	3	0	30	23	55	30	
	HEATHROW	AIR CHINA		S D	30	0	0	63	17	13	7	0	0	22	41	58	29	
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	47	3	40	7	3	0	34	50	19	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	10	40	40	10	0	0	33	33	25	30	
<b>TOTAL BEIJING</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>23</b>	<b>30</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>37</b>	<b>39</b>	<b>39</b>	
BEIRUT																		
	HEATHROW	BMED		S A	19	0	0	84	16	0	0	0	0	4	100	0	10	
	HEATHROW	BMED		S D	20	2	0	35	20	40	5	0	0	29	40	28	10	
	HEATHROW	MEA		S A	30	0	0	87	10	3	0	0	0	6	86	6	21	
	HEATHROW	MEA		S D	30	0	0	73	13	13	0	0	0	12	33	25	21	
<b>TOTAL BEIRUT</b>					<b>99</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>63</b>	<b>15</b>	<b>15</b>	
BELFAST CITY																		
	STANSTED	AIR BERLIN		S A	50	0	0	76	16	4	2	2	0	15	29	28	51	
	STANSTED	AIR BERLIN		S D	50	0	0	76	18	2	4	0	0	13	24	29	51	
	HEATHROW	BMI BRITISH MIDLAND		S A	229	0	1	70	18	11	1	0	0	12	79	10	231	
	HEATHROW	BMI BRITISH MIDLAND		S D	230	0	0	71	16	10	3	0	0	13	69	13	231	
	LONDON CITY	CITY JET		S A	70	0	0	86	9	6	0	0	0	6	0	0	0	
	LONDON CITY	CITY JET		S D	70	0	0	60	21	16	3	0	0	17	0	0	0	
	BIRMINGHAM	FLYBE LTD		S A	183	0	2	77	11	8	4	0	0	12	82	11	164	
	BIRMINGHAM	FLYBE LTD		S D	183	0	2	61	21	10	7	1	0	21	65	16	164	
	EDINBURGH	FLYBE LTD		S A	101	1	3	76	7	9	8	0	0	13	91	5	105	
	EDINBURGH	FLYBE LTD		S D	101	0	3	74	7	10	9	0	0	20	87	9	105	
	GATWICK	FLYBE LTD		S A	115	0	3	75	13	6	6	0	0	13	86	8	105	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BELFAST CITY																		
	GATWICK	FLYBE LTD		S D	115	0	3	68	17	8	6	1	0	18	75	11	105	
	GLASGOW	FLYBE LTD		S A	101	1	3	80	8	5	7	0	0	12	86	7	105	
	GLASGOW	FLYBE LTD		S D	100	1	4	80	6	7	7	0	0	13	81	10	105	
	MANCHESTER	FLYBE LTD		S A	218	0	4	83	8	5	3	1	0	12	83	14	106	
	MANCHESTER	FLYBE LTD		S D	218	1	4	80	10	6	4	1	0	12	85	13	105	
	NEWCASTLE	FLYBE LTD		S A	50	0	0	92	2	2	4	0	0	5	97	3	30	
	NEWCASTLE	FLYBE LTD		S D	50	0	0	84	6	4	6	0	0	9	97	2	30	
<b>TOTAL BELFAST CITY</b>					<b>2234</b>	<b>4</b>	<b>32</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>12</b>	<b>12</b>	
BELFAST INTERNATIONAL																		
	BIRMINGHAM	BMIBABY LTD		S A	75	0	1	69	9	9	12	0	0	24	81	10	77	
	BIRMINGHAM	BMIBABY LTD		S D	75	0	0	49	27	11	13	0	0	30	66	19	79	
	MANCHESTER	BMIBABY LTD		S A	92	0	2	93	1	4	1	0	0	4	82	10	88	
	MANCHESTER	BMIBABY LTD		S D	92	0	2	89	4	4	2	0	0	6	78	12	88	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	109	0	0	79	9	8	4	0	0	9	73	19	100	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	109	0	0	78	12	5	6	0	0	11	65	23	100	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	125	0	0	66	22	8	4	1	0	15	52	27	114	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	125	0	0	58	23	12	6	1	0	19	36	33	115	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	113	0	0	86	8	4	2	0	0	7	69	17	99	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	113	0	0	79	11	9	2	0	0	10	56	23	99	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	134	0	0	90	3	6	1	0	0	6	73	15	117	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	134	0	0	77	13	8	2	0	0	12	51	28	117	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	82	0	0	85	9	2	4	0	0	8	75	14	80	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	82	0	0	77	9	10	5	0	0	14	66	18	80	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	135	0	0	82	7	7	3	1	1	13	74	14	122	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	135	0	0	61	23	10	7	0	0	19	42	27	122	
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1731</b>	<b>0</b>	<b>5</b>	<b>76</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>64</b>	<b>20</b>	<b>20</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	0	1	90	3	7	0	0	0	5	83	7	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	70	7	20	3	0	0	16	67	16	30	
	HEATHROW	JATAIRWAYS		S A	32	0	0	78	9	3	9	0	0	15	74	12	34	
	HEATHROW	JATAIRWAYS		S D	32	0	0	72	9	9	9	0	0	17	52	36	33	
<b>TOTAL BELGRADE</b>					<b>123</b>	<b>0</b>	<b>1</b>	<b>77</b>	<b>7</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>18</b>	<b>18</b>	
BENBECULA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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)												
BENBECULA																		
	GLASGOW	LOGANAIR	S	A	52	2	0	90	4	2	4	0	0	5	91	16	55	
	GLASGOW	LOGANAIR	S	D	52	2	0	79	12	6	4	0	0	11	63	27	56	
<b>TOTAL BENBECULA</b>					<b>104</b>	<b>4</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>77</b>	<b>21</b>	<b>21</b>	
BERGAMO																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	0	40	25	5	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	40	0	0	0	0	11	20	48	5	
	EDINBURGH	JET2.COM LTD	S	A	17	0	0	53	29	12	6	0	0	18	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	17	0	0	53	12	29	6	0	0	22	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	77	13	10	0	0	0	10	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	87	7	7	0	0	0	4	0	0	0	
	LUTON	RYANAIR	S	A	60	0	0	77	7	15	2	0	0	12	58	23	60	
	LUTON	RYANAIR	S	D	60	0	0	78	12	8	2	0	0	10	47	22	59	
	NEWCASTLE	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	85	8	13	
	NEWCASTLE	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	4	46	21	13	
	STANSTED	RYANAIR	S	A	116	0	0	76	14	9	2	0	0	9	73	19	120	
	STANSTED	RYANAIR	S	D	116	0	0	63	26	9	2	0	0	16	51	24	119	
<b>TOTAL BERGAMO</b>					<b>487</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>21</b>	<b>21</b>	
BERGEN																		
	NEWCASTLE	JET2.COM LTD	S	A	13	0	0	77	0	23	0	0	0	11	77	6	13	
	NEWCASTLE	JET2.COM LTD	S	D	13	0	0	69	8	23	0	0	0	15	92	5	13	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	42	0	0	88	5	2	5	0	0	7	90	5	30	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	42	0	0	76	12	7	5	0	0	12	60	23	30	
	GATWICK	SAS BRAATHENS	S	A	28	0	0	68	21	7	4	0	0	14	53	20	30	
	GATWICK	SAS BRAATHENS	S	D	28	0	0	64	18	14	4	0	0	14	47	24	30	
<b>TOTAL BERGEN</b>					<b>166</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>17</b>	
BERGERAC																		
	BIRMINGHAM	FLYBE LTD	S	A	22	0	2	100	0	0	0	0	0	1	74	18	19	
	BIRMINGHAM	FLYBE LTD	S	D	22	0	0	68	18	9	5	0	0	14	63	22	19	
	EDINBURGH	FLYBE LTD	S	A	5	0	0	0	0	60	40	0	0	75	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	5	0	0	20	20	40	20	0	0	39	0	0	0	
	GATWICK	FLYBE LTD	S	A	5	0	0	80	0	20	0	0	0	11	0	0	0	
	GATWICK	FLYBE LTD	S	D	5	0	0	60	20	0	20	0	0	26	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	17	0	1	94	0	6	0	0	0	6	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BERGERAC																		
	MANCHESTER	FLYBE LTD		S D	17	0	0	65	29	6	0	0	0	13	0	0	0	
	STANSTED	RYANAIR		S A	34	0	0	82	9	6	0	3	0	15	56	19	34	
	STANSTED	RYANAIR		S D	34	0	0	76	21	3	0	0	0	10	32	32	34	
<b>TOTAL BERGERAC</b>					<b>166</b>	<b>0</b>	<b>3</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>23</b>	<b>23</b>	
BERLIN (SCHONEFELD)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	73	10	7	10	0	0	19	76	18	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	47	27	17	10	0	0	27	28	34	29	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	83	13	3	0	0	0	7	55	28	29	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	80	13	3	3	0	0	10	66	20	29	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	80	0	0	84	10	6	0	0	0	7	45	37	80	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	80	0	0	61	29	9	1	0	0	14	21	41	80	
	MANCHESTER	JET2.COM LTD		S A	25	0	0	80	4	0	16	0	0	14	0	0	0	
	MANCHESTER	JET2.COM LTD		S D	25	0	0	88	0	4	8	0	0	9	0	0	0	
	STANSTED	RYANAIR		S A	60	0	0	67	20	12	2	0	0	12	58	16	60	
	STANSTED	RYANAIR		S D	60	0	0	47	25	27	2	0	0	20	28	28	60	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>450</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>17</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>43</b>	<b>30</b>	<b>30</b>	
BERLIN (TEGEL)																		
	STANSTED	AIR BERLIN		S A	80	0	0	79	18	3	1	0	0	9	72	11	102	
	STANSTED	AIR BERLIN		S D	80	0	0	60	30	9	1	0	0	14	41	24	100	
	HEATHROW	BRITISH AIRWAYS PLC		S A	150	0	0	70	19	7	3	0	0	12	69	14	150	
	HEATHROW	BRITISH AIRWAYS PLC		S D	150	0	0	57	23	16	5	0	0	19	58	20	150	
<b>TOTAL BERLIN (TEGEL)</b>					<b>460</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>14</b>	<b>14</b>	
BERLIN (TEMPLEHOF)																		
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	30	0	0	87	7	3	3	0	0	10	71	19	28	
	GATWICK	BRITISH AIRWAYS PLC		S D	30	0	0	93	7	0	0	0	0	4	63	17	27	
<b>TOTAL BERMUDA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>67</b>	<b>18</b>	<b>18</b>	
BERNE																		
BIARRITZ																		
	STANSTED	RYANAIR		S A	34	0	0	79	6	12	3	0	0	12	47	22	34	
	STANSTED	RYANAIR		S D	34	0	0	71	15	9	6	0	0	17	35	27	34	
<b>TOTAL BIARRITZ</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>42</b>	<b>24</b>	<b>24</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	59	0	1	81	15	3	0	0	0	7	82	13	56	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	59	0	1	49	37	12	2	0	0	17	45	24	56	
	HEATHROW	IBERIA	S	A	30	0	0	83	10	7	0	0	0	7	80	18	30	
	HEATHROW	IBERIA	S	D	30	0	0	73	17	10	0	0	0	11	67	23	30	
<b>TOTAL BILBAO</b>					<b>178</b>	<b>0</b>	<b>2</b>	<b>70</b>	<b>22</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>19</b>	<b>19</b>	
BILLUND																		
	GATWICK	STERLING AIRLINES	S	A	45	0	0	80	11	7	2	0	0	9	87	8	46	
	GATWICK	STERLING AIRLINES	S	D	45	0	0	84	9	4	2	0	0	8	74	10	46	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	A	45	0	0	64	20	9	4	2	0	18	59	18	46	
	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	45	0	0	71	13	7	4	4	0	21	80	10	46	
<b>TOTAL BILLUND</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>64</b>	<b>18</b>	<b>18</b>	
BIRMINGHAM																		
	EDINBURGH	BMIBABY LTD	S	A	83	0	1	76	8	11	5	0	0	13	74	17	80	
	EDINBURGH	BMIBABY LTD	S	D	82	0	2	59	23	13	5	0	0	19	73	18	80	
	GLASGOW	BMIBABY LTD	S	A	70	0	5	77	11	10	1	0	0	10	0	0	0	
	GLASGOW	BMIBABY LTD	S	D	71	0	4	68	14	11	7	0	0	16	0	0	0	
	NEWCASTLE	EASTERN AIRWAYS	S	A	75	0	1	97	1	0	1	0	0	3	84	7	83	
	NEWCASTLE	EASTERN AIRWAYS	S	D	76	0	0	96	4	0	0	0	0	2	82	7	82	
	EDINBURGH	FLYBE LTD	S	A	193	0	7	74	11	7	8	0	0	16	78	13	146	
	EDINBURGH	FLYBE LTD	S	D	194	0	5	58	21	11	9	2	0	24	65	20	147	
	GLASGOW	FLYBE LTD	S	A	199	0	5	74	10	9	6	1	0	16	76	12	142	
	GLASGOW	FLYBE LTD	S	D	198	1	5	68	16	11	4	1	0	17	75	14	140	
<b>TOTAL BIRMINGHAM</b>					<b>1241</b>	<b>6</b>	<b>35</b>	<b>72</b>	<b>13</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>79</b>	<b>12</b>	<b>12</b>	
BISHKEK (FRUNZE)																		
	HEATHROW	BMED	S	A	12	0	0	100	0	0	0	0	0	2	41	35	17	
	HEATHROW	BMED	S	D	12	0	0	8	42	8	42	0	0	58	18	45	17	
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>4</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>29</b>	<b>40</b>	<b>40</b>	
BLACKPOOL																		
BOA VISTA (RABIL)																		
	GATWICK	ASTRAEUS LTD	S	A	4	0	0	75	0	0	25	0	0	16	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
<b>TOTAL BOA VISTA (RABIL)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
BODRUM (MILAS)																		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	89	6	0	0	6	0	17	61	19	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	53	32	11	0	5	0	28	44	27	18	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	10	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	18	75	9	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	40	0	0	0	0	8	60	20	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	0	60	0	0	0	30	40	37	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	64	7	14	14	0	0	29	92	5	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	53	13	13	20	0	0	32	69	12	13	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	4	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	20	0	0	0	17	75	28	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	75	19	12	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	33	0	0	0	0	5	46	29	13	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	33	100	0	4	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	33	100	4	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	3	0	0	67	0	33	0	0	0	13	67	20	3	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	75	10	8	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	75	16	8	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	ONUR AIR	C	A	12	1	0	92	0	0	8	0	0	14	100	0	7	
	BIRMINGHAM	ONUR AIR	C	D	12	0	0	83	8	8	0	0	0	10	67	19	6	
	GATWICK	ONUR AIR	C	A	19	0	0	68	16	5	5	5	0	24	100	3	14	
	GATWICK	ONUR AIR	C	D	17	0	0	41	24	18	12	6	0	42	46	18	13	
	GLASGOW	ONUR AIR	C	A	10	0	0	90	0	0	10	0	0	21	75	6	8	
	GLASGOW	ONUR AIR	C	D	10	0	0	40	30	10	10	10	0	41	50	21	8	
	LUTON	ONUR AIR	C	A	5	0	0	80	0	0	20	0	0	22	0	0	0	
	LUTON	ONUR AIR	C	D	3	0	0	0	33	33	33	0	0	62	0	0	0	
	MANCHESTER	ONUR AIR	C	A	24	0	0	42	13	25	21	0	0	36	79	10	14	
	MANCHESTER	ONUR AIR	C	D	21	0	0	33	10	24	29	5	0	49	64	23	14	
	NEWCASTLE	ONUR AIR	C	A	9	0	0	100	0	0	0	0	0	1	100	0	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BODRUM (MILAS)		NEWCASTLE	ONUR AIR	C D	8	0	0	75	13	13	0	0	0	10	75	10	8
		STANSTED	ONUR AIR	C A	4	0	0	75	0	25	0	0	0	11	0	0	0
		STANSTED	ONUR AIR	C D	4	0	0	25	25	25	25	0	0	48	0	0	0
		STANSTED	PEGASUS AIRLINES	C A	4	0	0	75	25	0	0	0	0	7	0	0	0
		STANSTED	PEGASUS AIRLINES	C D	4	0	0	50	25	25	0	0	0	21	0	0	0
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C A	4	0	0	100	0	0	0	0	0	1	100	0	4
		BIRMINGHAM	THOMAS COOK AIRLINES LTD	C D	4	0	0	75	0	25	0	0	0	12	100	8	4
		GATWICK	THOMAS COOK AIRLINES LTD	C A	13	0	0	77	0	0	23	0	0	22	100	0	4
		GATWICK	THOMAS COOK AIRLINES LTD	C D	13	0	0	69	0	8	23	0	0	32	75	10	4
		MANCHESTER	THOMAS COOK AIRLINES LTD	C A	13	0	0	69	0	15	15	0	0	25	63	50	8
		MANCHESTER	THOMAS COOK AIRLINES LTD	C D	13	0	0	69	0	15	15	0	0	28	44	52	9
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C A	8	0	0	88	0	13	0	0	0	5	75	11	8
		NEWCASTLE	THOMAS COOK AIRLINES LTD	C D	9	0	0	78	11	11	0	0	0	12	75	12	8
		BIRMINGHAM	THOMSONFLY LTD	C A	4	0	0	50	25	25	0	0	0	14	75	40	4
		BIRMINGHAM	THOMSONFLY LTD	C D	5	0	0	40	0	60	0	0	0	30	75	40	4
		GATWICK	THOMSONFLY LTD	C A	4	0	0	100	0	0	0	0	0	2	100	0	5
		GATWICK	THOMSONFLY LTD	C D	4	0	0	50	50	0	0	0	0	11	80	13	5
		MANCHESTER	THOMSONFLY LTD	C A	5	0	0	100	0	0	0	0	0	0	80	257	5
		MANCHESTER	THOMSONFLY LTD	C D	4	0	0	100	0	0	0	0	0	0	80	87	5
		GATWICK	XL AIRWAYS UK LTD	C A	4	0	0	75	25	0	0	0	0	8	57	53	7
		GATWICK	XL AIRWAYS UK LTD	C D	4	0	0	50	50	0	0	0	0	12	29	71	7
		MANCHESTER	XL AIRWAYS UK LTD	C A	4	0	0	75	0	0	25	0	0	32	100	1	8
		MANCHESTER	XL AIRWAYS UK LTD	C D	4	0	0	100	0	0	0	0	0	4	78	14	9
<b>TOTAL BODRUM (MILAS)</b>					<b>426</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>23</b>	<b>23</b>
BOLOGNA		GATWICK	BRITISH AIRWAYS PLC	S A	84	0	0	52	27	14	6	0	0	19	49	27	86
		GATWICK	BRITISH AIRWAYS PLC	S D	84	0	0	46	25	24	5	0	0	22	31	38	85
<b>TOTAL BOLOGNA</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>26</b>	<b>19</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>40</b>	<b>33</b>	<b>33</b>
BORDEAUX		BIRMINGHAM	BMIBABY LTD	S A	24	0	0	88	4	4	0	4	0	16	80	11	30
		BIRMINGHAM	BMIBABY LTD	S D	25	0	0	80	12	0	4	4	0	20	70	15	30
		MANCHESTER	BMIBABY LTD	S A	26	0	0	77	19	0	4	0	0	10	37	29	30
		MANCHESTER	BMIBABY LTD	S D	26	0	0	77	19	0	4	0	0	10	57	21	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC		S A	60	0	0	42	32	18	8	0	0	24	42	31	60	
	GATWICK	BRITISH AIRWAYS PLC		S D	60	0	0	43	30	22	5	0	0	22	47	28	60	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	32	0	0	75	13	13	0	0	0	11	34	31	29	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	32	0	0	63	25	6	6	0	0	16	40	30	30	
<b>TOTAL BORDEAUX</b>					<b>285</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>50</b>	<b>25</b>	<b>25</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES		S A	60	0	0	85	12	3	0	0	0	6	90	6	60	
	HEATHROW	AMERICAN AIRLINES		S D	60	0	0	85	12	0	2	2	0	11	43	27	60	
	MANCHESTER	AMERICAN AIRLINES		S A	30	0	0	93	0	0	3	3	0	13	80	10	30	
	MANCHESTER	AMERICAN AIRLINES		S D	30	0	0	87	7	0	3	3	0	13	80	11	30	
	HEATHROW	BRITISH AIRWAYS PLC		S A	89	0	0	92	6	1	0	1	0	6	86	7	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	89	1	0	44	31	19	6	0	0	23	14	46	90	
	GLASGOW	FLYGLOBESPAN		S A	17	0	0	29	12	12	29	18	0	79	0	0	0	
	GLASGOW	FLYGLOBESPAN		S D	18	0	0	0	11	33	39	17	0	109	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	90	7	0	3	0	0	8	97	3	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	63	23	3	7	3	0	22	47	22	30	
<b>TOTAL BOSTON</b>					<b>453</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>20</b>	<b>20</b>	
BOURNEMOUTH																		
<b>TOTAL BOURNEMOUTH</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>28</b>	<b>28</b>	
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ		C A	4	0	0	50	0	0	50	0	0	64	0	0	0	
	BIRMINGHAM	AIR SLOVAKIA BWJ		C D	5	0	0	20	40	0	40	0	0	44	0	0	0	
	STANSTED	RYANAIR		S A	59	0	1	59	17	20	3	0	0	17	58	18	60	
	STANSTED	RYANAIR		S D	59	0	1	44	31	24	2	0	0	21	33	25	60	
	MANCHESTER	SKY EUROPE		S A	17	0	0	88	6	0	6	0	0	9	83	19	18	
	MANCHESTER	SKY EUROPE		S D	17	0	0	76	18	0	6	0	0	11	78	24	18	
	STANSTED	SKY EUROPE		S A	46	0	0	85	2	13	0	0	0	7	87	8	47	
	STANSTED	SKY EUROPE		S D	46	0	0	46	35	15	4	0	0	22	45	26	47	
<b>TOTAL BRATISLAVA</b>					<b>253</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>50</b>	<b>24</b>	<b>24</b>	
BREMEN																		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	25	0	0	84	16	0	0	0	0	6	48	17	27	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	25	0	0	40	52	8	0	0	0	15	29	30	28	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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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)											
BREMEN	STANSTED	RYANAIR	S	A	60	0	0	88	5	0	3	3	0	14	0	0	0
	STANSTED	RYANAIR	S	D	60	0	0	72	18	5	3	2	0	17	0	0	0
<b>TOTAL BREMEN</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>51</b>	<b>19</b>	<b>19</b>
BRESCIA/MONTICHIARI	BIRMINGHAM	FLYBE LTD	C	A	5	0	0	40	0	40	20	0	0	38	0	0	0
	BIRMINGHAM	FLYBE LTD	C	D	5	0	0	40	0	40	20	0	0	40	0	0	0
	MANCHESTER	FLYBE LTD	C	A	9	0	0	56	11	22	11	0	0	29	0	0	0
	MANCHESTER	FLYBE LTD	C	D	9	0	0	44	11	33	11	0	0	39	0	0	0
	STANSTED	RYANAIR	S	A	30	0	0	73	20	7	0	0	0	11	53	16	30
	STANSTED	RYANAIR	S	D	30	0	0	30	40	27	3	0	0	24	30	30	30
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>88</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>42</b>	<b>30</b>	<b>30</b>
BREST	BIRMINGHAM	FLYBE LTD	S	A	17	0	0	82	6	6	6	0	0	15	76	12	17
	BIRMINGHAM	FLYBE LTD	S	D	17	0	0	71	6	24	0	0	0	14	82	11	17
	MANCHESTER	FLYBE LTD	S	A	13	0	0	85	0	8	8	0	0	8	0	0	0
	MANCHESTER	FLYBE LTD	S	D	13	0	0	85	0	0	15	0	0	12	0	0	0
	LUTON	RYANAIR	S	A	13	0	0	69	15	15	0	0	0	12	46	23	13
	LUTON	RYANAIR	S	D	13	0	0	62	31	8	0	0	0	13	31	17	13
<b>TOTAL BREST</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>15</b>	<b>15</b>
BRIDGETOWN	MANCHESTER	BMI BRITISH MIDLAND	S	A	9	0	0	89	0	0	11	0	0	8	71	8	7
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	56	22	22	0	0	0	15	75	10	8
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	80	17	3	0	0	0	7	66	16	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	73	23	3	0	0	0	12	55	21	29
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	33	31	3
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	33	21	3
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	87	7	0	7	0	0	11	83	9	30
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	57	23	7	13	0	0	23	53	32	30
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	100	0	0	0	0	0	5	75	23	4
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	100	0	0	0	0	0	4	75	16	4
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	80	0	0	20	0	0	15	20	58	5
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	25	25	25	25	0	0	51	20	33	5
<b>TOTAL BRIDGETOWN</b>					<b>160</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>13</b>	<b>61</b>	<b>21</b>	<b>21</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
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					Actual (7)	Plan (8)												
BRINDISI																		
	STANSTED	RYANAIR		S A	13	0	0	54	46	0	0	0	0	14	54	15	13	
	STANSTED	RYANAIR		S D	13	0	0	85	15	0	0	0	0	11	69	12	13	
<b>TOTAL BRINDISI</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>14</b>	<b>14</b>	
BRISTOL																		
	MANCHESTER	AIR SOUTHWEST		S D	23	0	2	87	4	4	4	0	0	7	73	15	45	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	80	0	0	81	11	5	3	0	0	9	74	11	80	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	80	0	0	69	18	11	3	0	0	13	44	21	80	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	75	0	0	72	13	9	5	0	0	17	81	10	75	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	75	0	0	59	20	12	9	0	0	22	53	23	74	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	88	0	0	76	13	6	5	1	0	15	64	20	72	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	88	0	0	73	6	16	5	1	0	18	62	20	73	
<b>TOTAL BRISTOL</b>					<b>509</b>	<b>9</b>	<b>2</b>	<b>72</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>16</b>	<b>16</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR		S A	30	0	0	90	7	3	0	0	0	4	77	10	30	
	STANSTED	RYANAIR		S D	30	0	0	73	23	3	0	0	0	12	67	18	30	
<b>TOTAL BRNO (TURANY)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>14</b>	<b>14</b>	
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND		S A	160	0	0	83	10	5	3	0	0	9	84	7	178	
	HEATHROW	BMI BRITISH MIDLAND		S D	160	0	0	74	13	8	4	0	0	12	77	12	177	
	EDINBURGH	BMI REGIONAL		S A	69	0	0	86	12	1	1	0	0	7	91	4	70	
	EDINBURGH	BMI REGIONAL		S D	69	0	0	87	9	3	1	0	0	7	87	6	70	
	HEATHROW	BRITISH AIRWAYS PLC		S A	220	0	0	80	11	7	2	0	0	9	78	9	218	
	HEATHROW	BRITISH AIRWAYS PLC		S D	220	0	0	62	21	12	4	0	0	16	57	18	218	
	BIRMINGHAM	BRUSSELS AIRLINES		S A	136	0	9	78	11	4	7	0	0	13	90	6	121	
	BIRMINGHAM	BRUSSELS AIRLINES		S D	134	0	11	75	10	7	7	0	0	15	89	5	121	
	GATWICK	BRUSSELS AIRLINES		S A	54	0	0	78	13	7	2	0	0	10	82	10	51	
	GATWICK	BRUSSELS AIRLINES		S D	54	0	0	72	13	11	4	0	0	15	60	14	50	
	HEATHROW	BRUSSELS AIRLINES		S A	5	0	0	80	20	0	0	0	0	12	60	14	5	
	HEATHROW	BRUSSELS AIRLINES		S D	5	0	0	60	20	0	0	0	20	93	100	1	4	
	MANCHESTER	BRUSSELS AIRLINES		S A	85	0	0	91	5	5	0	0	0	6	84	7	79	
	MANCHESTER	BRUSSELS AIRLINES		S D	85	0	0	84	12	5	0	0	0	6	90	4	79	
	NEWCASTLE	BRUSSELS AIRLINES		S A	45	0	0	91	4	0	4	0	0	8	87	10	46	
	NEWCASTLE	BRUSSELS AIRLINES		S D	45	0	0	87	7	0	4	2	0	12	89	6	46	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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					Actual (7)	Plan (8)												
BRUSSELS																		
	MANCHESTER	FLYBE LTD		S A	74	0	1	85	5	4	5	0	0	9	0	0	0	
	MANCHESTER	FLYBE LTD		S D	75	0	0	80	7	5	7	1	0	13	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S A	81	0	2	69	23	6	1	0	0	14	97	4	108	
	LONDON CITY	VLM (BELGIUM)		S D	82	0	1	61	24	13	1	0	0	17	84	7	108	
<b>TOTAL BRUSSELS</b>					<b>1861</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>8</b>	
BUCHAREST (BANEASA)																		
	LUTON	WIZZ AIR		S A	26	0	0	42	38	12	8	0	0	25	0	0	0	
	LUTON	WIZZ AIR		S D	26	0	0	19	35	19	19	8	0	52	0	0	0	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>37</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>100</b>	<b>0</b>	<b>0</b>	
BUCHAREST (OTOPENI)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	59	0	0	64	20	12	3	0	0	14	68	15	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	38	25	35	2	0	0	24	35	32	60	
	HEATHROW	TAROM		S A	30	0	0	90	3	7	0	0	0	4	87	6	30	
	HEATHROW	TAROM		S D	30	0	0	67	13	13	7	0	0	15	73	13	30	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>179</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>18</b>	<b>19</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>19</b>	<b>19</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	89	10	1	0	0	0	5	76	11	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	54	24	18	3	0	0	18	43	25	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	67	27	7	0	0	0	12	77	11	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	63	13	20	3	0	0	17	40	22	30	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	70	18	7	3	2	0	16	60	21	60	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	65	20	12	2	2	0	18	40	30	60	
	MANCHESTER	JET2.COM LTD		S A	30	0	0	63	10	10	13	3	0	27	88	5	17	
	MANCHESTER	JET2.COM LTD		S D	30	0	0	73	3	3	17	3	0	27	76	9	17	
	GATWICK	MALEV (HUNGARIAN AIRLINES)		S A	60	0	0	70	18	10	2	0	0	13	72	15	50	
	GATWICK	MALEV (HUNGARIAN AIRLINES)		S D	60	0	0	42	33	17	8	0	0	24	62	18	50	
	LUTON	WIZZ AIR		S A	37	0	0	62	14	5	8	3	8	60	80	14	35	
	LUTON	WIZZ AIR		S D	37	0	0	51	19	11	11	5	3	47	56	26	36	
<b>TOTAL BUDAPEST</b>					<b>616</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>21</b>	<b>60</b>	<b>21</b>	<b>21</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	17	0	0	41	12	29	12	6	0	45	83	6	18	
	HEATHROW	BRITISH AIRWAYS PLC		S D	17	0	0	35	35	18	12	0	0	27	47	27	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2006				
					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)											
BUENOS AIRES					34	0	0	38	24	24	12	3	0	36	66	16	16
BURGAS																	
	BIRMINGHAM	BH AIR	C	A	6	0	0	67	0	17	17	0	0	26	83	9	6
	BIRMINGHAM	BH AIR	C	D	5	0	0	20	40	40	0	0	0	26	50	19	4
	EDINBURGH	BH AIR	C	A	3	0	0	67	0	33	0	0	0	10	75	17	4
	EDINBURGH	BH AIR	C	D	3	0	0	33	33	33	0	0	0	24	50	24	4
	GATWICK	BH AIR	C	A	6	0	0	33	17	17	33	0	0	38	40	66	5
	GATWICK	BH AIR	C	D	6	0	0	33	33	0	33	0	0	40	20	78	5
	GLASGOW	BH AIR	C	A	5	0	0	80	20	0	0	0	0	7	75	29	4
	GLASGOW	BH AIR	C	D	5	0	0	80	20	0	0	0	0	10	50	34	4
	MANCHESTER	BH AIR	C	A	12	0	0	83	8	0	8	0	0	14	43	29	14
	MANCHESTER	BH AIR	C	D	11	0	0	82	9	0	9	0	0	13	43	34	14
	NEWCASTLE	BH AIR	C	A	9	0	0	78	0	11	11	0	0	15	78	11	9
	NEWCASTLE	BH AIR	C	D	9	0	0	78	11	0	11	0	0	10	50	19	8
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	6	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	40	20	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	15	89	12	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	7	67	18	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	11	0	22	0	0	22	100	1	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	13	0	13	0	0	17	89	5	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	0	20	0	60	100	0	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	0	25	0	84	100	5	3
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	10	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	5	0	0	0
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	38	0	0	0
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	9	0	0	0
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	35	0	0	0
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	40	0	0	0
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	4	75	9	4



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
BURGAS	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	9	100	9	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	1	75	14	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	5	50	45	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	6	50	59	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	36	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	24	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	20	73	80	15	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	1	0	100	0	0	0	0	1	80	18	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	7	80	4	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	5	100	1	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	25	0	0	25	25	400	80	51	5
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	68	60	68	5
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	5	75	5	4	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	18	100	5	4	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	1	75	7	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	3	33	18	3	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	3	80	28	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	17	60	34	5	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	26	100	2	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	5	67	11	3	
	LUTON	WIZZ AIR	S	A	13	0	0	92	0	8	0	0	3	100	1	11	
	LUTON	WIZZ AIR	S	D	13	0	0	92	0	8	0	0	5	50	17	10	
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	50	25	0	25	0	39	75	21	4	
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	25	0	25	50	0	66	75	32	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	75	5	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	1	75	6	4	
<b>TOTAL BURGAS</b>					<b>303</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>72</b>	<b>18</b>	<b>18</b>
BYDGOSZCZ/SZWEREDOWO	STANSTED	RYANAIR	S	A	30	0	0	77	17	7	0	0	8	33	37	30	
	STANSTED	RYANAIR	S	D	30	0	0	50	27	23	0	0	19	33	36	30	
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>22</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>36</b>	<b>36</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
CAGLIARI (ELMAS)																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	20	80	0	0	0	0	19	20	41	5	
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	9	80	13	5	
	MANCHESTER	BMI REGIONAL	C	A	5	0	0	60	20	20	0	0	0	14	0	88	5	
	MANCHESTER	BMI REGIONAL	C	D	5	0	0	20	80	0	0	0	0	20	60	30	5	
	GATWICK	BRITISH AIRWAYS PLC	S	A	14	0	0	14	71	14	0	0	0	22	8	54	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	50	50	0	0	0	0	17	38	40	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	23	0	0	78	17	4	0	0	0	8	52	18	33	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	74	9	17	0	0	0	12	42	23	33	
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	80	0	0	0	0	20	79	40	38	5	
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	60	20	0	0	0	20	87	60	27	5	
<b>TOTAL CAGLIARI (ELMAS)</b>					<b>110</b>	<b>2</b>	<b>0</b>	<b>57</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>41</b>	<b>31</b>	<b>31</b>	
CAIRO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	3	0	0	0	0	3	100	1	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	30	40	23	7	0	0	28	23	32	30	
	HEATHROW	EGYPT AIR	S	A	32	0	0	63	31	6	0	0	0	13	76	12	34	
	HEATHROW	EGYPT AIR	S	D	32	0	0	22	41	31	6	0	0	32	47	30	34	
<b>TOTAL CAIRO</b>					<b>124</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>15</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>19</b>	<b>19</b>	
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	13	0	0	46	8	23	15	8	0	46	15	92	13	
	HEATHROW	AIR INDIA	S	D	13	0	1	54	38	0	0	0	8	43	62	16	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	0	8	8	0	0	11	92	3	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	8	31	46	15	0	0	40	38	26	13	
<b>TOTAL CALCUTTA</b>					<b>52</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>19</b>	<b>19</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>35</b>	<b>52</b>	<b>34</b>	<b>34</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	60	0	1	90	7	2	2	0	0	4	56	17	59	
	HEATHROW	AIR CANADA	S	D	60	1	0	78	17	5	0	0	0	8	53	19	60	
	GATWICK	AIR TRANSAT	S	A	4	0	0	75	0	0	25	0	0	33	0	0	0	
	GATWICK	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	25	0	0	80	8	12	0	0	0	8	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	46	19	23	12	0	0	32	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	56	22	11	0	0	11	123	11	68	9	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	9	0	0	11	22	44	11	0	11	146	11	61	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	9	0	0	89	0	0	11	0	0	10	50	10	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CALGARY	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	9	0	0	44	44	0	11	0	0	20	75	18	4
	GATWICK	ZOOM AIRLINES (CANADA)	S	A	2	0	0	50	50	0	0	0	0	9	0	0	0
	GATWICK	ZOOM AIRLINES (CANADA)	S	D	2	0	0	50	0	50	0	0	0	25	0	0	0
	GLASGOW	ZOOM AIRLINES (CANADA)	S	A	4	0	0	75	25	0	0	0	0	13	20	75	5
	GLASGOW	ZOOM AIRLINES (CANADA)	S	D	4	0	0	75	0	25	0	0	0	15	75	13	4
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	A	6	0	1	83	0	17	0	0	0	7	40	65	5
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	D	6	0	0	67	0	17	17	0	0	20	75	8	4
<b>TOTAL CALGARY</b>					<b>239</b>	<b>3</b>	<b>2</b>	<b>73</b>	<b>13</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>49</b>	<b>26</b>	<b>26</b>
CALVI	GATWICK	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	1	75	9	4
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	9	4
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	80	20	0	0	0	0	6	100	0	4
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	20	0	0	0	11	100	0	4
	STANSTED	TITAN AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	8	0	0	0
<b>TOTAL CALVI</b>					<b>30</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>12</b>	<b>12</b>
CAMPBELTOWN	GLASGOW	LOGANAIR	S	A	37	1	0	89	5	0	5	0	0	7	83	14	42
	GLASGOW	LOGANAIR	S	D	37	0	0	89	0	5	5	0	0	9	85	15	40
<b>TOTAL CAMPBELTOWN</b>					<b>74</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>14</b>	<b>14</b>
CANCUN	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	3	67	12	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	0	14	17	25	6
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	2
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	100	2	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	25	67	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	22	50	20	4
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	14	25	26	4
	GLASGOW	MYTRAVEL AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	5	100	0	2
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	16	75	12	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	100	1	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006							
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	4	4				
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	40	20	20	0	0	41	100	9	4				
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	9	100	0	4				
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	11	4				
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	1	4				
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	3	4				
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	38	13	25	25	0	0	29	60	43	5				
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	22	22	0	0	0	19	40	19	5				
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	67	12	6				
	MANCHESTER	THOMSONFLY LTD	C	D	4	4	0	100	0	0	0	0	0	75	20	4					
<b>TOTAL CANCUN</b>					<b>108</b>	<b>4</b>	<b>0</b>	<b>76</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>28</b>	<b>28</b>				
CANNES																					
CAPE TOWN																					
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	0	0	3	0	12	100	0	30				
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	23	37	33	7	0	0	31	27	42	30				
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	30	0	0	70	27	3	0	0	0	11	93	7	30				
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	30	0	0	50	37	7	7	0	0	15	37	24	30				
<b>TOTAL CAPE TOWN</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>26</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>18</b>	<b>18</b>				
CARCASSONNE																					
	STANSTED	RYANAIR	S	A	60	0	2	85	5	7	3	0	0	9	78	10	59				
	STANSTED	RYANAIR	S	D	59	0	2	81	14	5	0	0	0	9	78	14	60				
<b>TOTAL CARCASSONNE</b>					<b>119</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>12</b>				
CARDIFF WALES																					
	EDINBURGH	BMIBABY LTD	S	A	59	0	0	92	3	3	0	2	0	9	75	9	60				
	EDINBURGH	BMIBABY LTD	S	D	59	0	0	64	29	5	0	2	0	15	67	16	60				
	GLASGOW	BMIBABY LTD	S	A	30	0	0	77	10	13	0	0	0	10	84	7	51				
	GLASGOW	BMIBABY LTD	S	D	30	0	0	57	23	20	0	0	0	17	70	15	50				
	NEWCASTLE	EASTERN AIRWAYS	S	A	40	0	0	100	0	0	0	0	0	1	85	8	40				
	NEWCASTLE	EASTERN AIRWAYS	S	D	40	0	0	100	0	0	0	0	0	1	81	9	42				
<b>TOTAL CARDIFF WALES</b>					<b>259</b>	<b>1</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>12</b>				
CASABLANCA MOHAMED V																					
	HEATHROW	GB AIRWAYS LTD	S	A	2	0	0	0	50	0	50	0	0	56	0	58	2				

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CASABLANCA MOHAMED V		HEATHROW	ROYAL AIR MAROC	S	A	30	0	0	43	23	17	10	3	3	50	43	22	30
		HEATHROW	ROYAL AIR MAROC	S	D	4	0	0	25	0	25	25	25	0	129	0	25	1
<b>TOTAL CASABLANCA MOHAMED V</b>						<b>37</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>22</b>	<b>16</b>	<b>16</b>	<b>5</b>	<b>3</b>	<b>60</b>	<b>37</b>	<b>26</b>	<b>26</b>
CATANIA (FONTANAROSSA)		GATWICK	AIR MALTA	S	A	5	0	0	80	0	0	20	0	0	37	0	0	0
		GATWICK	AIR MALTA	S	D	12	0	0	58	17	25	0	0	0	18	0	0	0
		GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	70	13	7	7	3	0	20	63	23	30
		GATWICK	BRITISH AIRWAYS PLC	S	D	29	0	0	62	24	10	3	0	0	17	40	27	30
		GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	20	20	0	0	20	95	0	0	0
		GATWICK	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0
		MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	46	80	14	5
		MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	8	80	3	5
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	50	0	25	0	113	75	11	4
		MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	0	0	33	0	102	100	2	4
		GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	40	42	5
		GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	5	20	33	5
		MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	9	0	0	0
		MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	0	20	0	0	0	6	0	0	0
<b>TOTAL CATANIA (FONTANAROSSA)</b>						<b>122</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>26</b>	<b>58</b>	<b>24</b>	<b>24</b>
CHANIA		BIRMINGHAM	AIR MALTA	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0
		GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	15	75	14	4
		GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	22	50	16	4
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	320	4
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	6	4
		GATWICK	MONARCH AIRLINES	C	A	8	0	0	63	13	25	0	0	0	15	67	22	12
		GATWICK	MONARCH AIRLINES	C	D	8	0	0	88	0	0	13	0	0	15	67	80	12
		MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	25	50	0	0	0	26	40	142	5
		MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	17	20	159	5
		GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	50	14	4
		GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	21	25	22	4
		MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	24	50	44	4
		MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	17	100	5	4

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					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)													
CHANIA																			
	GATWICK	XL AIRWAYS UK LTD	C	A	8	0	0	88	0	13	0	0	0	7	63	68	8		
	GATWICK	XL AIRWAYS UK LTD	C	D	8	0	0	75	13	0	13	0	0	17	63	76	8		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	1	60	12	5		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	12	60	13	5		
<b>TOTAL CHANIA</b>					<b>82</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>60</b>	<b>60</b>	<b>60</b>		
CHARLEROI																			
	STANSTED	RYANAIR	S	A	66	0	1	98	2	0	0	0	0	1	0	0	0		
	STANSTED	RYANAIR	S	D	67	0	0	70	16	13	0	0	0	13	0	0	0		
<b>TOTAL CHARLEROI</b>					<b>133</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>		
CHARLOTTE																			
	GATWICK	US AIRWAYS	S	A	30	0	0	57	27	3	13	0	0	19	73	16	30		
	GATWICK	US AIRWAYS	S	D	30	0	0	23	50	13	13	0	0	31	47	27	30		
<b>TOTAL CHARLOTTE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>38</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>21</b>	<b>21</b>		
CHENNAI																			
	HEATHROW	AIR INDIA	S	D	2	0	0	0	50	50	0	0	0	39	0	78	5		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	0	0	82	9	9	0	0	0	7	95	8	21		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	23	23	0	0	0	20	55	18	22		
<b>TOTAL CHENNAI</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>20</b>	<b>20</b>		
CHICAGO (MIDWAY)																			
CHICAGO (O'HARE)																			
	HEATHROW	AIR INDIA	S	A	13	0	0	69	0	0	8	23	0	67	62	22	13		
	HEATHROW	AIR INDIA	S	D	13	0	0	31	15	0	15	23	15	140	8	85	13		
	HEATHROW	AMERICAN AIRLINES	S	A	148	0	0	80	5	9	5	0	0	11	71	17	150		
	HEATHROW	AMERICAN AIRLINES	S	D	149	0	0	80	16	4	0	0	0	8	45	22	150		
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	0	83	3	7	3	3	0	16	87	33	30		
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	0	97	0	0	3	0	0	5	73	33	30		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	30	0	0	87	7	7	0	0	0	6	82	11	28		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	30	0	0	90	3	3	3	0	0	8	46	30	28		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	88	1	0	68	7	20	5	0	0	17	65	21	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	2	0	53	22	18	7	0	0	23	17	42	60		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	4	0	1	75	25	0	0	0	0	9	88	10	8		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	4	0	1	25	25	25	25	0	0	34	33	35	9		

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					Actual (7)	Plan (8)												
CHICAGO (O'HARE)																		
	HEATHROW	UNITED AIRLINES	S	A	89	0	0	60	25	6	9	1	0	19	54	27	90	
	HEATHROW	UNITED AIRLINES	S	D	89	0	0	87	7	4	2	0	0	9	61	21	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	90	3	0	7	0	0	6	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	70	20	7	3	0	0	14	0	0	0	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>864</b>	<b>3</b>	<b>2</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>25</b>	<b>25</b>	
CHISINAU (KISHINEV)																		
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	8	0	0	63	25	0	13	0	0	21	0	0	0	
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	8	0	0	63	25	13	0	0	0	18	0	0	0	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>25</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	30	0	0	97	3	0	0	0	0	1	97	2	30	
	GATWICK	DELTA AIRLINES	S	D	30	0	0	73	10	10	7	0	0	15	73	15	30	
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>9</b>	<b>9</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	30	0	0	77	17	3	3	0	0	12	76	8	29	
	GLASGOW	LOGANAIR	S	D	30	0	0	87	7	7	0	0	0	6	67	20	30	
	STANSTED	RYANAIR	S	A	54	0	0	87	4	6	0	2	2	16	58	18	55	
	STANSTED	RYANAIR	S	D	54	0	0	76	17	7	0	0	0	12	38	25	55	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>168</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>12</b>	<b>56</b>	<b>19</b>	<b>19</b>	
CLEVELAND																		
	GATWICK	CONTINENTAL AIRLINES	S	A	28	0	1	96	4	0	0	0	0	3	83	7	30	
	GATWICK	CONTINENTAL AIRLINES	S	D	28	0	1	71	14	11	4	0	0	13	73	11	30	
<b>TOTAL CLEVELAND</b>					<b>56</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>9</b>	<b>9</b>	
COLMAR																		
COLOGNE (BONN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	64	22	9	4	0	0	15	31	32	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	64	16	18	2	0	0	19	20	42	35	
	EDINBURGH	GERMANWINGS	S	A	22	0	0	64	23	9	5	0	0	18	82	9	17	
	EDINBURGH	GERMANWINGS	S	D	22	0	0	27	50	18	5	0	0	26	41	21	17	
	STANSTED	GERMANWINGS	S	A	75	0	0	83	13	3	1	0	0	7	86	7	81	
	STANSTED	GERMANWINGS	S	D	75	0	0	69	17	8	5	0	0	15	64	21	81	
	HEATHROW	LUFTHANSA	S	A	87	0	0	94	2	3	0	0	0	4	0	0	0	

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					Actual (7)	Plan (8)												
COLOGNE (BONN)																		
	HEATHROW	LUFTHANSA		S D	87	0	0	91	8	1	0	0	0	4	0	0	0	
	BIRMINGHAM	TUIFLY (GERMANY)		S A	21	0	0	76	10	5	10	0	0	15	0	0	0	
	BIRMINGHAM	TUIFLY (GERMANY)		S D	21	0	0	67	14	10	10	0	0	18	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)		S A	21	0	0	95	0	5	0	0	0	4	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)		S D	21	0	0	90	10	0	0	0	0	3	0	0	0	
<b>TOTAL COLOGNE (BONN)</b>					<b>542</b>	<b>4</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>15</b>	<b>15</b>	
COLOMBO																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	25	25	25	0	0	35	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	0	25	0	0	28	0	0	0	
	HEATHROW	SRILANKAN AIRLINES		S A	51	0	0	67	14	14	6	0	0	16	83	10	47	
	HEATHROW	SRILANKAN AIRLINES		S D	51	0	0	35	25	20	20	0	0	33	43	27	47	
<b>TOTAL COLOMBO</b>					<b>110</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>16</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>62</b>	<b>18</b>	<b>18</b>	
CONNAUGHT																		
	BIRMINGHAM	BMIBABY LTD		S A	31	0	0	71	6	13	10	0	0	19	79	17	38	
	BIRMINGHAM	BMIBABY LTD		S D	31	0	0	58	16	10	16	0	0	29	74	21	39	
	MANCHESTER	BMIBABY LTD		S A	34	0	0	82	3	6	6	3	0	17	86	23	29	
	MANCHESTER	BMIBABY LTD		S D	34	0	0	82	6	6	3	3	0	17	87	5	30	
	LUTON	RYANAIR		S A	30	0	0	90	10	0	0	0	0	3	86	13	28	
	LUTON	RYANAIR		S D	30	0	0	77	13	10	0	0	0	11	67	22	30	
	STANSTED	RYANAIR		S A	30	0	0	73	13	10	3	0	0	11	83	22	29	
	STANSTED	RYANAIR		S D	30	0	0	87	10	3	0	0	0	8	83	10	30	
<b>TOTAL CONNAUGHT</b>					<b>250</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>73</b>	<b>19</b>	<b>19</b>	
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL		S A	50	0	0	94	2	0	0	4	0	11	76	9	50	
	EDINBURGH	BMI REGIONAL		S D	50	0	0	90	6	0	0	4	0	14	64	15	50	
	GLASGOW	BMI REGIONAL		S A	30	0	0	77	7	13	3	0	0	12	83	12	30	
	GLASGOW	BMI REGIONAL		S D	30	0	0	83	7	3	7	0	0	13	70	16	30	
	HEATHROW	BRITISH AIRWAYS PLC		S A	168	0	0	82	9	7	3	0	0	9	80	8	171	
	HEATHROW	BRITISH AIRWAYS PLC		S D	169	0	0	66	20	11	4	0	0	14	71	13	171	
	NEWCASTLE	CIMBER AIR A/S		S A	28	0	2	82	4	0	14	0	0	19	100	8	1	
	NEWCASTLE	CIMBER AIR A/S		S D	28	0	2	75	7	0	18	0	0	24	100	12	2	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	85	0	1	68	19	5	8	0	0	15	67	18	82	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	85	0	1	47	38	11	5	0	0	20	37	28	82	



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					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
COPENHAGEN		BIRMINGHAM	SAS	S A	40	0	1	93	3	5	0	0	0	6	53	19	51
		BIRMINGHAM	SAS	S D	39	0	1	79	13	3	5	0	0	12	45	26	51
		HEATHROW	SAS	S A	167	0	0	69	17	8	5	0	0	14	60	17	164
		HEATHROW	SAS	S D	167	0	0	69	18	7	5	1	0	16	53	23	165
		LONDON CITY	SAS	S A	28	0	0	89	4	7	0	0	0	5	76	13	46
		LONDON CITY	SAS	S D	27	0	1	52	33	15	0	0	0	18	28	28	46
		MANCHESTER	SAS	S A	72	0	0	75	19	6	0	0	0	9	60	14	73
		MANCHESTER	SAS	S D	72	0	0	72	19	8	0	0	0	10	60	15	73
		EDINBURGH	STERLING AIRLINES	S A	2	0	0	100	0	0	0	0	0	4	40	37	25
		EDINBURGH	STERLING AIRLINES	S D	2	0	0	50	50	0	0	0	0	12	28	43	25
		GATWICK	STERLING AIRLINES	S A	85	0	0	73	12	9	2	4	0	19	68	12	80
		GATWICK	STERLING AIRLINES	S D	85	0	0	72	14	6	6	2	0	19	61	15	80
<b>TOTAL COPENHAGEN</b>					<b>1510</b>	<b>1</b>	<b>9</b>	<b>73</b>	<b>15</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>17</b>	<b>17</b>
CORFU		BIRMINGHAM	AIR MALTA	C A	4	0	0	100	0	0	0	0	0	3	50	22	4
		BIRMINGHAM	AIR MALTA	C D	4	0	0	100	0	0	0	0	0	5	75	12	4
		BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C A	4	0	0	100	0	0	0	0	0	7	60	17	5
		BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C D	4	0	0	75	25	0	0	0	0	11	60	13	5
		GATWICK	FIRST CHOICE AIRWAYS LTD	C A	13	0	0	85	0	8	8	0	0	10	88	4	17
		GATWICK	FIRST CHOICE AIRWAYS LTD	C D	9	0	0	78	11	0	11	0	0	13	82	8	17
		GLASGOW	FIRST CHOICE AIRWAYS LTD	C A	2	3	0	50	50	0	0	0	0	10	100	0	5
		LUTON	FIRST CHOICE AIRWAYS LTD	C A	2	0	0	100	0	0	0	0	0	0	60	40	5
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C A	11	0	0	64	9	9	9	9	0	36	69	19	13
		MANCHESTER	FIRST CHOICE AIRWAYS LTD	C D	9	1	0	67	11	11	11	0	0	25	58	25	12
		STANSTED	FIRST CHOICE AIRWAYS LTD	C A	4	0	0	100	0	0	0	0	0	0	75	7	4
		STANSTED	FIRST CHOICE AIRWAYS LTD	C D	3	0	0	100	0	0	0	0	0	9	75	9	4
		GATWICK	GB AIRWAYS LTD	S A	17	0	0	88	0	6	0	6	0	19	0	0	0
		GATWICK	GB AIRWAYS LTD	S D	17	0	0	53	47	0	0	0	0	16	0	0	0
		BIRMINGHAM	MONARCH AIRLINES	C A	8	0	0	100	0	0	0	0	0	0	63	31	8
		BIRMINGHAM	MONARCH AIRLINES	C D	8	0	0	100	0	0	0	0	0	3	63	38	8
		GATWICK	MONARCH AIRLINES	C A	28	0	0	79	4	0	14	4	0	23	60	43	25
		GATWICK	MONARCH AIRLINES	C D	25	1	0	72	20	0	8	0	0	12	67	45	24
		LUTON	MONARCH AIRLINES	C A	4	0	0	75	0	25	0	0	0	10	100	3	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
CORFU	LUTON	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	4	100	1	3
	MANCHESTER	MONARCH AIRLINES	C	A	18	0	0	78	11	0	11	0	0	13	72	29	18
	MANCHESTER	MONARCH AIRLINES	C	D	16	0	0	75	6	13	6	0	0	16	72	31	18
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	10	0	0	0
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	46	50	15	4
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	62	0	23	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	50	0	0	50	0	0	59	100	2	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	74	75	9	4
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	0	0	4
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	9	100	0	4
	NEWCASTLE	SILVERJET	C	A	4	0	0	75	0	0	25	0	0	31	75	31	4
	NEWCASTLE	SILVERJET	C	D	4	0	0	75	0	0	25	0	0	23	75	8	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	13	100	2	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	60	7	20	7	7	0	28	74	8	19
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	62	15	8	8	8	0	30	72	12	18
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	3	0	0	67	33	0	0	0	0	9	67	12	3
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	0	16	25	30	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	11	11	11	22	0	70	73	22	15
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	1	0	67	0	0	17	17	0	65	69	21	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	0	0	13	0	0	13	89	6	9
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	13	0	0	19	100	2	9
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	33	0	0	0	0	8	100	0	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	9	80	7	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	18	40	19	5
	GATWICK	THOMSONFLY LTD	C	A	17	0	0	71	12	18	0	0	0	12	91	4	23
	GATWICK	THOMSONFLY LTD	C	D	15	0	0	73	20	0	7	0	0	12	73	11	22
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	16	100	0	3
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	29	100	2	5
	LUTON	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	0	1	78	6	9
	LUTON	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	3	67	11	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
CORFU	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	67	11	0	22	0	0	30	67	40	9
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	0	13	13	0	0	25	44	43	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	78	257	9
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	1	8
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	25	0	55	100	4	4
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	100	4	4
	GATWICK	XL AIRWAYS UK LTD	C	A	14	0	0	71	7	7	0	14	0	41	58	55	26
	GATWICK	XL AIRWAYS UK LTD	C	D	12	1	0	75	0	0	0	17	8	94	65	19	20
	GLASGOW	XL AIRWAYS UK LTD	C	A	4	0	0	75	25	0	0	0	0	7	50	20	8
	GLASGOW	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	25	0	0	0	12	63	24	8
	MANCHESTER	XL AIRWAYS UK LTD	C	A	11	0	0	64	9	18	0	0	9	61	67	19	12
	MANCHESTER	XL AIRWAYS UK LTD	C	D	10	0	0	50	40	10	0	0	0	17	54	23	13
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	6	0	0	100	0	0	0	0	0	1	100	0	5
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5
	STANSTED	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	STANSTED	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL CORFU</b>					<b>507</b>	<b>10</b>	<b>0</b>	<b>75</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>73</b>	<b>28</b>	<b>28</b>
CORK	EDINBURGH	AER ARRAN	S	A	43	0	0	70	12	12	7	0	0	19	78	12	41
	EDINBURGH	AER ARRAN	S	D	39	0	0	62	21	10	8	0	0	18	74	14	42
	BIRMINGHAM	AER LINGUS	S	A	17	0	0	82	6	12	0	0	0	8	92	3	13
	BIRMINGHAM	AER LINGUS	S	D	17	0	0	88	0	12	0	0	0	11	77	9	13
	HEATHROW	AER LINGUS	S	A	145	0	0	79	18	3	0	0	0	8	73	12	120
	HEATHROW	AER LINGUS	S	D	145	0	0	81	14	4	1	0	0	7	82	10	120
	BIRMINGHAM	BMIBABY LTD	S	A	33	0	1	45	24	15	12	3	0	30	70	28	33
	BIRMINGHAM	BMIBABY LTD	S	D	34	0	0	65	6	12	15	3	0	31	56	31	34
	MANCHESTER	BMIBABY LTD	S	A	34	0	0	88	3	3	3	3	0	16	72	21	29
	MANCHESTER	BMIBABY LTD	S	D	34	0	0	88	3	3	3	3	0	16	70	19	30
	NEWCASTLE	JET2.COM LTD	S	A	22	0	0	55	14	18	14	0	0	23	61	38	18
	NEWCASTLE	JET2.COM LTD	S	D	22	0	0	55	14	18	14	0	0	24	67	21	18
	GATWICK	RYANAIR	S	A	30	0	0	97	0	0	3	0	0	4	73	14	60
	GATWICK	RYANAIR	S	D	30	0	0	77	13	7	3	0	0	14	52	22	60
	STANSTED	RYANAIR	S	A	84	0	0	89	6	4	1	0	0	6	59	20	81

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
CORK	STANSTED	RYANAIR		S D	85	0	0	80	14	4	2	0	0	11	59	21	81
<b>TOTAL CORK</b>					<b>814</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>66</b>	<b>19</b>	<b>19</b>
COZUMEL	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	4	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	50	0	0	0	0	15	0	0	0
<b>TOTAL COZUMEL</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>75</b>	<b>10</b>	<b>10</b>
CUNAGUA (CAYO COCO)	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	100	0	0	0	0	0	100	5	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	2	100	6	2	
	MANCHESTER	MONARCH AIRLINES		C D	2	0	0	50	50	0	0	0	10	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	8	75	36	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	14	25	76	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	6	0	0	83	0	0	17	0	13	100	0	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	6	0	0	83	0	0	17	0	16	100	2	4	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>55</b>	<b>55</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DALAMAN	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	9	0	58	4
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	16	40	52	5
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	0	0	80	20	0	0	46	25	40	8
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	0	80	20	0	0	0	32	10	49	10
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	6	2	0	100	0	0	0	0	0	3	67	25	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	6	2	0	83	17	0	0	0	0	8	25	46	8
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	31	0	0	81	3	3	13	0	0	19	67	18	30
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	29	0	0	59	14	14	14	0	0	33	37	33	27
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	0	89	5	9
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	13	0	0	0	0	7	88	9	8
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	24	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	32	100	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	17	1	0	65	6	12	6	12	0	44	89	8	18
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	53	12	0	12	24	0	71	76	15	17
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	12	100	0	4
	BIRMINGHAM	FREEBIRD AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	FREEBIRD AIRLINES	C	D	4	0	0	50	25	0	25	0	0	33	0	0	0
	EDINBURGH	FREEBIRD AIRLINES	C	A	5	0	0	60	20	0	20	0	0	22	0	0	0
	EDINBURGH	FREEBIRD AIRLINES	C	D	5	0	0	60	0	20	20	0	0	29	0	0	0
	GATWICK	FREEBIRD AIRLINES	C	A	4	0	0	100	0	0	0	0	0	0	100	13	1
	GATWICK	FREEBIRD AIRLINES	C	D	4	0	0	75	0	25	0	0	0	11	0	27	1
	GLASGOW	FREEBIRD AIRLINES	C	A	7	1	0	71	14	14	0	0	0	11	0	0	0
	GLASGOW	FREEBIRD AIRLINES	C	D	9	0	0	67	22	0	11	0	0	15	0	0	0
	MANCHESTER	FREEBIRD AIRLINES	C	A	8	0	0	100	0	0	0	0	0	2	100	6	2
	MANCHESTER	FREEBIRD AIRLINES	C	D	6	0	0	50	33	17	0	0	0	16	100	6	2
	NEWCASTLE	FREEBIRD AIRLINES	C	A	5	0	0	60	40	0	0	0	0	9	0	0	0
	NEWCASTLE	FREEBIRD AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	16	1	0	100	0	0	0	0	0	4	56	18	9
	GATWICK	GB AIRWAYS LTD	S	D	16	0	0	94	6	0	0	0	0	9	56	24	9
	BIRMINGHAM	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	50	0	0	0	0	15	0	0	0
	BIRMINGHAM	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	50	0	0	0	0	12	100	7	5

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DALAMAN																		
	GATWICK	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	25	25	0	0	0	16	60	12	5	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	9	0	0	89	0	11	0	0	0	9	83	9	18	
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	9	0	0	89	0	11	0	0	0	5	83	11	18	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	5	0	0	80	0	20	0	0	0	11	69	12	13	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	5	0	0	80	20	0	0	0	0	6	77	11	13	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	2	100	1	5	
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	17	80	9	5	
	GATWICK	MONARCH AIRLINES	C	A	18	0	0	61	11	6	22	0	0	27	62	62	21	
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	64	7	14	14	0	0	20	55	41	20	
	MANCHESTER	MONARCH AIRLINES	C	A	11	0	0	73	9	18	0	0	0	11	36	27	14	
	MANCHESTER	MONARCH AIRLINES	C	D	10	0	0	60	10	20	10	0	0	19	46	23	13	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	13	0	0	85	0	8	8	0	0	12	100	1	5	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	12	0	0	75	17	0	8	0	0	13	80	7	5	
	GATWICK	MYTRAVEL AIRWAYS	C	A	9	0	0	67	11	11	11	0	0	15	89	2	9	
	GATWICK	MYTRAVEL AIRWAYS	C	D	9	0	0	56	22	11	11	0	0	21	33	19	9	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	5	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	13	100	2	5	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	17	1	0	88	0	6	0	0	6	45	91	10	23	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	16	1	0	88	0	0	6	0	6	53	91	12	23	
	BIRMINGHAM	ONUR AIR	C	A	9	0	0	78	0	0	11	0	11	58	80	10	5	
	BIRMINGHAM	ONUR AIR	C	D	8	0	0	63	13	0	13	0	13	73	20	34	5	
	GATWICK	ONUR AIR	C	A	22	0	0	82	5	9	0	0	5	27	69	19	16	
	GATWICK	ONUR AIR	C	D	21	0	0	29	57	5	5	0	5	43	14	47	14	
	GLASGOW	ONUR AIR	C	A	10	0	0	50	30	0	10	0	10	93	75	9	8	
	GLASGOW	ONUR AIR	C	D	10	0	0	30	20	20	20	0	10	116	50	19	8	
	LUTON	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	LUTON	ONUR AIR	C	D	3	0	0	0	67	33	0	0	0	26	0	0	0	
	MANCHESTER	ONUR AIR	C	A	28	0	0	61	7	18	14	0	0	25	85	9	20	
	MANCHESTER	ONUR AIR	C	D	26	0	0	35	15	23	15	12	0	54	26	43	19	
	NEWCASTLE	ONUR AIR	C	A	11	0	0	73	9	9	9	0	0	17	89	2	9	
	NEWCASTLE	ONUR AIR	C	D	10	0	0	50	10	20	20	0	0	33	67	13	9	
	STANSTED	ONUR AIR	C	A	4	0	0	75	0	0	25	0	0	26	0	0	0	
	STANSTED	ONUR AIR	C	D	3	0	0	67	0	0	33	0	0	40	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DALAMAN																		
	EDINBURGH	PEGASUS AIRLINES	C	A	4	0	0	100	0	0	0	0	0	11	0	0	0	
	EDINBURGH	PEGASUS AIRLINES	C	D	4	0	0	0	75	0	25	0	0	34	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	PEGASUS AIRLINES	C	D	3	0	0	100	0	0	0	0	2	0	0	0		
	MANCHESTER	SILVERJET	C	A	9	0	0	33	22	11	33	0	40	25	101	8		
	MANCHESTER	SILVERJET	C	D	8	0	0	25	13	25	38	0	47	50	179	8		
	LUTON	SUNEXPRESS	C	A	3	0	0	100	0	0	0	0	1	100	0	2		
	LUTON	SUNEXPRESS	C	D	4	0	0	25	50	0	25	0	31	100	9	1		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	100	0	0	0	0	1	89	7	9		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	4	50	12	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	42	0	0	60	14	14	10	0	32	100	2	26		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	40	0	0	40	18	25	15	0	43	67	9	27		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	18	63	26	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	25	13	13	0	27	56	38	9		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	35	1	0	60	11	11	9	9	32	64	30	22		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	32	1	0	66	16	6	9	3	23	76	23	21		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	13	0	0	92	0	0	8	0	11	100	0	9		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	12	0	0	83	8	0	8	0	18	100	1	9		
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	11	0	0	0	5	60	34	5		
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	38	13	13	0	22	0	63	5		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	86	3	7		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	6	100	4	8		
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	63	13	13	0	13	46	100	4	9		
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	63	13	13	0	13	49	63	19	8		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	2	75	441	4		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	13	25	24	4		
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	2	89	17	9		
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	3	75	23	8		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	25	53	60	39	5		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	50	25	0	0	25	58	50	57	4		
	GATWICK	XL AIRWAYS UK LTD	C	A	23	0	0	74	4	9	13	0	20	61	22	41		
	GATWICK	XL AIRWAYS UK LTD	C	D	22	0	0	59	18	14	5	5	32	53	27	40		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	6	0	0	33	17	0	50	0	55	67	11	9		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
DALAMAN																		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	5	0	0	20	0	40	40	0	0	60	22	24	9	
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	8	0	0	75	0	0	0	0	25	144	100	1	9	
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	8	0	0	75	0	0	0	0	25	150	56	13	9	
	STANSTED	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	4	25	49	4		
	STANSTED	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	8	0	56	4		
<b>TOTAL DALAMAN</b>					<b>1018</b>	<b>11</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>29</b>	<b>65</b>	<b>24</b>	<b>24</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	60	0	0	65	20	12	3	0	0	15	73	15	60	
	GATWICK	AMERICAN AIRLINES	S	D	60	0	0	80	17	2	2	0	0	10	50	19	60	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	77	17	7	0	0	9	60	21	30		
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	83	7	7	3	0	0	10	50	20	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>59</b>	<b>18</b>	<b>18</b>	
DAMASCUS																		
	HEATHROW	BMED	S	A	17	0	0	82	12	6	0	0	0	8	69	15	16	
	HEATHROW	BMED	S	D	14	0	0	57	36	0	7	0	0	16	53	20	17	
	HEATHROW	SYRIANAIR	S	A	13	0	0	46	15	23	15	0	0	25	15	53	13	
	HEATHROW	SYRIANAIR	S	D	13	0	0	46	31	23	0	0	0	17	33	25	12	
	MANCHESTER	SYRIANAIR	S	A	7	0	0	71	14	14	0	0	0	11	43	43	7	
	MANCHESTER	SYRIANAIR	S	D	7	0	0	43	14	29	14	0	0	35	50	24	6	
	STANSTED	SYRIANAIR	S	A	2	0	0	50	0	0	50	0	0	65	0	0	0	
<b>TOTAL DAMASCUS</b>					<b>74</b>	<b>0</b>	<b>1</b>	<b>58</b>	<b>20</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>45</b>	<b>28</b>	<b>28</b>	
DAMMAM																		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	4	0	0	25	25	50	0	0	0	22	50	17	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	0	0	50	50	0	0	0	0	16	33	28	3	
<b>TOTAL DAMMAM</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>38</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>43</b>	<b>22</b>	<b>22</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	8	0	0	0	5	85	8	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	62	38	0	0	0	0	12	54	32	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>20</b>	<b>20</b>	
DEER LAKE (NEWFOUNDLAN																		
DELHI																		
	BIRMINGHAM	AIR INDIA	S	A	20	0	2	10	15	25	35	5	10	165	36	212	14	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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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)											
DELHI	BIRMINGHAM	AIR INDIA	S	D	20	0	2	40	10	10	25	10	5	102	24	365	17
	HEATHROW	AIR INDIA	S	A	9	0	0	11	11	56	11	0	11	107	0	0	0
	HEATHROW	AIR INDIA	S	D	11	0	0	18	36	36	9	0	0	32	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	93	3	3	0	0	0	2	92	8	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	40	25	23	12	0	0	31	43	29	60
	HEATHROW	JET AIRWAYS	S	A	30	0	0	57	30	13	0	0	0	15	79	10	29
	HEATHROW	JET AIRWAYS	S	D	30	0	0	63	17	17	3	0	0	15	39	25	28
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	1	63	27	7	3	0	0	15	60	25	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	10	10	3	0	0	15	63	24	30
<b>TOTAL DELHI</b>					<b>300</b>	<b>1</b>	<b>5</b>	<b>57</b>	<b>17</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>60</b>	<b>52</b>	<b>52</b>
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	60	7	23	10	0	0	21	62	24	29
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	30	47	20	3	0	0	24	21	44	29
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>41</b>	<b>34</b>	<b>34</b>
DETROIT	GATWICK	NORTHWEST AIRLINES	S	A	29	0	1	100	0	0	0	0	0	87	15	30	
	GATWICK	NORTHWEST AIRLINES	S	D	29	0	1	86	7	7	0	0	0	5	43	22	30
<b>TOTAL DETROIT</b>					<b>59</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>15</b>	<b>15</b>
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES	S	A	15	0	0	7	0	20	20	13	40	261	24	133	21
	HEATHROW	BIMAN BANGLADESH AIRLINES	S	D	15	0	0	13	33	13	13	13	13	135	0	84	21
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	15	8	0	0	0	10	77	6	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0	38	46	15	0	0	38	23	33	13
<b>TOTAL DHAKHA</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>21</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>14</b>	<b>117</b>	<b>24</b>	<b>74</b>	<b>74</b>
DINARD	STANSTED	RYANAIR	S	A	33	0	1	76	15	9	0	0	0	8	90	4	30
	STANSTED	RYANAIR	S	D	34	0	0	91	0	9	0	0	0	6	84	9	32
<b>TOTAL DINARD</b>					<b>67</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>6</b>
DJIBOUTI	GATWICK	DAALLO AIRLINES	S	A	7	0	0	29	29	14	29	0	0	39	67	182	6
	GATWICK	DAALLO AIRLINES	S	D	7	0	0	71	14	0	14	0	0	16	40	23	5
<b>TOTAL DJIBOUTI</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>21</b>	<b>7</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>50</b>	<b>124</b>	<b>124</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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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	
DNEPROPETROVSK																	
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	1	97	3	0	0	0	0	2	100	0	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	27	30	3	0	0	24	37	29	30
	GATWICK	QATAR AIRWAYS	S	A	30	0	0	87	10	3	0	0	0	5	63	26	30
	GATWICK	QATAR AIRWAYS	S	D	30	0	0	77	13	10	0	0	0	13	53	19	30
	HEATHROW	QATAR AIRWAYS	S	A	89	0	0	90	4	4	1	0	0	4	70	18	89
	HEATHROW	QATAR AIRWAYS	S	D	89	0	0	70	15	12	1	2	0	19	61	19	89
	MANCHESTER	QATAR AIRWAYS	S	A	30	0	0	77	10	10	3	0	0	12	57	20	30
	MANCHESTER	QATAR AIRWAYS	S	D	30	0	0	83	17	0	0	0	0	6	80	10	30
<b>TOTAL DOHA</b>					<b>357</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>18</b>	<b>18</b>
DONETSK																	
<b>TOTAL DONETSK</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>72</b>	<b>0</b>	<b>0</b>	<b>0</b>
DORTMUND																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	94	6	0	0	0	0	3	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	82	12	0	6	0	0	9	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	79	0	0	89	4	3	3	3	0	13	84	11	51
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	79	0	0	75	13	10	1	1	0	17	42	31	50
<b>TOTAL DORTMUND</b>					<b>192</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>21</b>	<b>21</b>
DRESDEN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	83	10	3	0	3	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	37	13	0	3	0	25	0	0	0
<b>TOTAL DRESDEN</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>23</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	88	7	3	2	0	0	7	70	22	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	53	33	12	2	0	0	19	50	31	60
	BIRMINGHAM	EMIRATES	S	A	60	0	0	58	18	20	3	0	0	18	52	27	60
	BIRMINGHAM	EMIRATES	S	D	60	0	0	53	20	23	3	0	0	19	57	27	60
	GATWICK	EMIRATES	S	A	90	0	0	77	14	6	3	0	0	11	73	11	90
	GATWICK	EMIRATES	S	D	90	0	0	66	26	4	3	1	0	17	57	17	91
	GLASGOW	EMIRATES	S	A	30	0	0	43	33	17	3	3	0	28	57	14	30
	GLASGOW	EMIRATES	S	D	29	0	1	31	28	28	10	3	0	39	57	21	30
	HEATHROW	EMIRATES	S	A	150	0	0	63	21	13	3	0	0	15	56	19	150

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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)												
DUBAI																		
	HEATHROW	EMIRATES		S D	150	0	0	48	26	20	6	0	0	23	26	34	150	
	MANCHESTER	EMIRATES		S A	60	0	0	37	27	28	8	0	0	26	65	15	60	
	MANCHESTER	EMIRATES		S D	60	0	1	30	18	32	20	0	0	36	51	21	59	
	NEWCASTLE	EMIRATES		S A	30	0	0	93	7	0	0	0	0	2	0	0	0	
	NEWCASTLE	EMIRATES		S D	30	0	0	63	23	13	0	0	0	13	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	30	50	13	7	0	0	27	17	46	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	47	30	17	3	3	0	27	40	27	30	
<b>TOTAL DUBAI</b>					<b>1019</b>	<b>2</b>	<b>2</b>	<b>57</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>23</b>	<b>23</b>	
DUBLIN																		
	MANCHESTER	AER ARRAN		C A	2	0	0	0	50	0	50	0	0	45	0	34	1	
	MANCHESTER	AER ARRAN		C D	2	0	0	100	0	0	0	0	0	2	0	27	1	
	NEWCASTLE	AER ARRAN		C A	2	1	0	100	0	0	0	0	0	100	0	0	1	
	NEWCASTLE	AER ARRAN		C D	2	1	0	50	50	0	0	0	0	13	0	31	1	
	BIRMINGHAM	AER LINGUS		S A	90	0	0	68	23	8	1	0	0	14	73	12	89	
	BIRMINGHAM	AER LINGUS		S D	90	0	0	60	20	18	2	0	0	17	64	16	89	
	EDINBURGH	AER LINGUS		S A	30	0	0	53	30	17	0	0	0	17	87	7	30	
	EDINBURGH	AER LINGUS		S D	30	0	0	37	17	43	3	0	0	28	47	19	30	
	GLASGOW	AER LINGUS		S A	59	0	0	54	22	22	2	0	0	18	50	26	58	
	GLASGOW	AER LINGUS		S D	59	0	0	46	25	22	7	0	0	22	43	33	58	
	HEATHROW	AER LINGUS		S A	385	0	0	67	19	12	2	0	0	14	72	12	408	
	HEATHROW	AER LINGUS		S D	385	0	0	78	12	7	2	0	0	11	75	11	408	
	MANCHESTER	AER LINGUS		S A	120	0	0	67	18	13	3	0	0	14	56	18	109	
	MANCHESTER	AER LINGUS		S D	121	0	0	67	19	8	6	0	0	14	57	17	109	
	NEWCASTLE	AER LINGUS		S A	29	0	0	79	14	3	3	0	0	10	0	0	0	
	NEWCASTLE	AER LINGUS		S D	29	0	0	83	7	7	3	0	0	10	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S A	201	0	0	64	18	11	6	0	0	17	67	19	189	
	HEATHROW	BMI BRITISH MIDLAND		S D	201	0	0	66	19	11	3	0	0	14	71	15	189	
	GATWICK	BRITISH AIRWAYS PLC		S A	108	0	0	62	22	13	2	1	0	17	53	24	106	
	GATWICK	BRITISH AIRWAYS PLC		S D	108	0	0	78	13	6	2	1	0	14	55	24	106	
	LONDON CITY	CITY JET		S A	124	0	0	52	24	20	3	0	0	20	58	17	116	
	LONDON CITY	CITY JET		S D	118	0	0	31	23	33	13	1	0	35	26	32	116	
	MANCHESTER	LUXAIR		S A	30	0	0	70	17	10	3	0	0	13	73	11	30	
	MANCHESTER	LUXAIR		S D	30	0	0	93	0	0	7	0	0	7	83	7	30	

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Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2006				
					73	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)										
DUBLIN	BIRMINGHAM	RYANAIR	S	A	73	0	0	79	16	4	0	0	0	8	78	12	73
	BIRMINGHAM	RYANAIR	S	D	73	0	0	66	29	5	0	0	0	12	63	18	73
	EDINBURGH	RYANAIR	S	A	90	0	0	69	21	9	1	0	0	10	64	18	86
	EDINBURGH	RYANAIR	S	D	90	0	0	59	22	14	4	0	0	17	50	36	86
	GATWICK	RYANAIR	S	A	178	0	0	54	23	17	6	0	0	20	42	31	150
	GATWICK	RYANAIR	S	D	178	0	0	51	25	15	8	1	0	23	25	41	150
	LUTON	RYANAIR	S	A	97	0	0	60	21	15	4	0	0	17	51	22	97
	LUTON	RYANAIR	S	D	97	0	0	76	11	7	3	2	0	15	65	16	97
	MANCHESTER	RYANAIR	S	A	113	0	0	73	17	8	3	0	0	12	58	19	110
	MANCHESTER	RYANAIR	S	D	113	0	0	81	10	6	3	0	0	9	62	18	110
	NEWCASTLE	RYANAIR	S	A	60	0	0	82	7	8	3	0	0	10	54	19	57
	NEWCASTLE	RYANAIR	S	D	60	0	0	80	7	10	3	0	0	11	44	21	57
	STANSTED	RYANAIR	S	A	274	0	2	69	20	9	1	0	0	13	57	21	289
	STANSTED	RYANAIR	S	D	275	0	1	68	19	12	1	0	0	14	43	25	290
<b>TOTAL DUBLIN</b>					<b>4128</b>	<b>7</b>	<b>3</b>	<b>66</b>	<b>19</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>20</b>	<b>20</b>
DUBROVNIK	GATWICK	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	18	4
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	40	0	0	0	0	11	75	16	4
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	50	37	3	10	0	0	20	87	10	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	37	40	20	3	0	0	25	53	27	30
	GATWICK	CROATIA AIRLINES	S	A	21	0	0	33	19	33	10	5	0	42	46	41	13
	GATWICK	CROATIA AIRLINES	S	D	22	0	0	9	18	50	18	5	0	56	23	52	13
	BIRMINGHAM	FLYBE LTD	S	A	13	0	0	62	31	8	0	0	0	11	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	13	0	0	54	31	15	0	0	0	17	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	20	0	0	0	18	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	27	75	10	4
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	36	75	6	4
	LUTON	THOMSONFLY LTD	S	A	13	0	0	54	46	0	0	0	0	14	0	0	0
	LUTON	THOMSONFLY LTD	S	D	13	0	0	85	15	0	0	0	0	6	0	0	0
	MANCHESTER	THOMSONFLY LTD	S	A	7	1	1	86	0	14	0	0	0	7	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	9	1	0	89	0	11	0	0	0	8	50	33	4
	MANCHESTER	THOMSONFLY LTD	S	D	8	0	0	75	25	0	0	0	0	7	0	0	0

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Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
DUBROVNIK	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	3	50	43	4
<b>TOTAL DUBROVNIK</b>					<b>222</b>	<b>4</b>	<b>1</b>	<b>55</b>	<b>24</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>23</b>	<b>23</b>
DULUTH																	
DUNDEE	LONDON CITY	CITY JET	S	A	94	0	0	48	30	18	4	0	0	20	0	0	0
	LONDON CITY	CITY JET	S	D	95	0	0	41	35	18	6	0	0	22	0	0	0
	BIRMINGHAM	WHITE EAGLE AVIATION	S	A	41	0	0	88	12	0	0	0	0	5	0	0	0
	BIRMINGHAM	WHITE EAGLE AVIATION	S	D	41	0	0	88	7	5	0	0	0	8	0	0	0
<b>TOTAL DUNDEE</b>					<b>271</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>25</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>35</b>	<b>25</b>	<b>25</b>
DURHAM TEES VALLEY	HEATHROW	BMI BRITISH MIDLAND	S	A	103	0	2	88	4	7	1	0	0	7	88	6	80
	HEATHROW	BMI BRITISH MIDLAND	S	D	104	0	0	86	10	5	0	0	0	5	70	11	80
<b>TOTAL DURHAM TEES VALLEY</b>					<b>208</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>8</b>	<b>8</b>
DUSSELDORF	STANSTED	AIR BERLIN	S	A	95	0	0	89	7	3	0	0	0	5	76	14	96
	STANSTED	AIR BERLIN	S	D	95	0	0	84	11	5	0	0	0	9	59	19	95
	HEATHROW	BRITISH AIRWAYS PLC	S	A	195	0	0	81	10	7	3	0	0	10	76	10	170
	HEATHROW	BRITISH AIRWAYS PLC	S	D	195	0	0	68	17	12	3	0	0	14	58	17	170
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	A	90	0	0	79	12	7	2	0	0	10	85	7	92
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS	S	D	90	0	0	78	13	6	2	1	0	13	79	10	91
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	A	65	0	0	91	3	5	2	0	0	5	92	4	66
	LONDON CITY	EUROWINGS LUFTVERKEHRS	S	D	65	0	0	52	28	15	5	0	0	19	52	19	66
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	A	25	0	0	64	32	4	0	0	0	11	88	4	25
	NEWCASTLE	EUROWINGS LUFTVERKEHRS	S	D	25	0	0	52	32	16	0	0	0	16	88	6	25
	BIRMINGHAM	FLYBE LTD	S	A	95	0	0	93	0	6	1	0	0	4	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	96	0	0	89	7	1	3	0	0	9	0	0	0
	MANCHESTER	FLYBE LTD	S	A	75	0	0	80	9	3	5	3	0	16	0	0	0
	MANCHESTER	FLYBE LTD	S	D	75	0	0	87	1	5	7	0	0	10	0	0	0
	HEATHROW	LUFTHANSA	S	A	120	0	0	90	6	4	0	0	0	5	84	7	120
	HEATHROW	LUFTHANSA	S	D	120	0	0	82	12	7	0	0	0	7	78	15	120
	MANCHESTER	LUFTHANSA CITY LINE	S	A	97	0	0	76	15	6	2	0	0	10	69	13	98
	MANCHESTER	LUFTHANSA CITY LINE	S	D	96	0	0	90	5	4	1	0	0	5	87	11	99

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
			CHARTER/ SCHED	ARR/ DEP	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL DUSSELDORF</b>					1714	2	0	81	11	6	2	0	0	10	78	11	11

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
EDINBURGH	LONDON CITY	BA CITYFLYER	S	A	185	0	0	81	8	7	5	0	0	11	0	0	0
	LONDON CITY	BA CITYFLYER	S	D	178	0	0	41	38	12	8	1	0	26	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	230	0	0	75	13	8	4	0	0	13	77	12	230
	HEATHROW	BMI BRITISH MIDLAND	S	D	230	0	0	68	16	13	3	0	0	14	71	14	231
	MANCHESTER	BMI REGIONAL	S	A	162	0	0	93	5	2	0	0	0	3	92	4	137
	MANCHESTER	BMI REGIONAL	S	D	157	0	0	94	4	1	0	0	0	2	91	5	137
	BIRMINGHAM	BMIBABY LTD	S	A	82	0	2	78	11	7	4	0	0	10	77	14	79
	BIRMINGHAM	BMIBABY LTD	S	D	83	0	1	53	27	14	6	0	0	20	69	22	80
	GATWICK	BRITISH AIRWAYS PLC	S	A	167	0	0	53	18	17	11	1	0	28	42	33	174
	GATWICK	BRITISH AIRWAYS PLC	S	D	167	0	0	47	23	19	9	1	0	27	40	36	174
	HEATHROW	BRITISH AIRWAYS PLC	S	A	295	0	0	58	23	12	6	0	0	17	53	25	291
	HEATHROW	BRITISH AIRWAYS PLC	S	D	295	0	0	59	19	18	4	0	0	19	44	26	291
	LONDON CITY	CITY JET	S	A	139	0	0	70	18	11	1	0	0	12	0	0	0
	LONDON CITY	CITY JET	S	D	140	0	0	53	31	14	3	0	0	17	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	71	18	4	5	1	0	17	54	24	115
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	67	17	10	4	1	0	19	50	25	115
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	140	0	1	80	10	7	3	0	0	9	51	30	142
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	140	0	1	64	21	11	4	0	0	14	35	40	143
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	145	0	0	75	15	8	1	0	0	10	64	20	145
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	145	0	0	66	14	16	4	0	0	17	42	31	146
	BIRMINGHAM	FLYBE LTD	S	A	192	0	7	74	11	6	6	2	0	17	76	12	145
	BIRMINGHAM	FLYBE LTD	S	D	193	0	6	63	16	11	9	0	0	21	73	15	143
	MANCHESTER	FLYBE LTD	S	A	168	0	1	85	10	3	2	0	0	6	0	0	0
	MANCHESTER	FLYBE LTD	S	D	166	0	2	89	8	2	1	0	0	6	0	0	0
<b>TOTAL EDINBURGH</b>					<b>4031</b>	<b>5</b>	<b>21</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>18</b>	<b>18</b>
EDMONTON	HEATHROW	AIR CANADA	S	A	30	0	0	90	7	0	3	0	0	6	0	0	0
	HEATHROW	AIR CANADA	S	D	30	0	0	83	10	7	0	0	0	8	0	0	0
	GATWICK	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	GATWICK	AIR TRANSAT	S	D	4	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL EDMONTON</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>56</b>	<b>17</b>	<b>17</b>
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	A	39	0	0	82	8	5	5	0	0	9	89	7	47

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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	38	0	0	82	11	8	0	0	0	8	85	10	47
	STANSTED	RYANAIR	S	A	49	0	0	96	2	2	0	0	0	5	73	12	51
	STANSTED	RYANAIR	S	D	49	0	0	80	18	2	0	0	0	9	49	19	51
<b>TOTAL EINDHOVEN</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>12</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	46	31	23	0	0	0	19	100	2	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	31	8	8	0	0	20	33	31	12
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>31</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>16</b>	<b>16</b>
ESBJERG	STANSTED	RYANAIR	S	A	30	0	0	90	10	0	0	0	0	4	87	6	30
	STANSTED	RYANAIR	S	D	30	0	0	63	27	10	0	0	0	15	60	19	30
<b>TOTAL ESBJERG</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>18</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>13</b>	<b>13</b>
EXETER	EDINBURGH	FLYBE LTD	S	A	59	0	0	75	5	8	12	0	0	18	78	10	58
	EDINBURGH	FLYBE LTD	S	D	59	0	0	44	20	19	14	3	0	33	48	20	58
	GLASGOW	FLYBE LTD	S	A	50	0	0	64	18	14	2	2	0	20	73	15	51
	GLASGOW	FLYBE LTD	S	D	50	0	0	54	24	14	6	2	0	23	65	18	51
	MANCHESTER	FLYBE LTD	S	A	48	0	0	83	4	2	8	2	0	18	84	9	50
	MANCHESTER	FLYBE LTD	S	D	48	0	0	85	4	4	6	0	0	10	80	10	50
	NEWCASTLE	FLYBE LTD	S	A	46	0	3	80	7	4	9	0	0	12	84	10	50
	NEWCASTLE	FLYBE LTD	S	D	47	0	3	72	13	4	11	0	0	16	76	13	51
<b>TOTAL EXETER</b>					<b>407</b>	<b>0</b>	<b>6</b>	<b>69</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>73</b>	<b>13</b>	<b>13</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FARO																		
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	80	0	0	20	0	0	31	80	14	5	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	0	0	20	0	0	18	80	13	5	
	GATWICK	ASTRAEUS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	2	0	0	50	50	0	0	0	0	8	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	A	2	0	0	0	50	50	0	0	0	33	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	0	14	100	1	1	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	18	0	0	67	6	0	17	11	0	40	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	18	0	0	56	22	6	17	0	0	26	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	48	23	26	3	0	0	21	46	35	39	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	55	23	17	5	0	0	20	23	44	39	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	51	0	0	82	8	8	2	0	0	9	48	35	58	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	51	0	0	76	16	4	4	0	0	12	23	43	60	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	54	31	11	3	0	0	19	45	63	20	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	51	29	14	6	0	0	23	52	69	21	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	77	14	6	3	0	0	10	52	31	64	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	62	31	8	0	0	0	15	45	27	64	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	4	0	40	40	20	0	0	0	18	67	15	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	4	0	100	0	0	0	0	0	5	88	14	8	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	50	0	0	0	24	50	27	4	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	25	50	0	0	0	30	25	45	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	53	24	18	6	0	0	25	50	23	18	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	41	35	18	6	0	0	29	65	22	17	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	20	0	0	0	12	100	0	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	40	20	0	0	0	25	100	2	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	15	0	34	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	40	27	20	13	0	0	31	56	16	18	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	73	13	7	7	0	0	13	89	5	18	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	20	75	8	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	21	75	10	4	
	EDINBURGH	FLYGLOBESPAN	S	A	30	0	0	63	17	10	3	3	3	54	90	16	30	
	EDINBURGH	FLYGLOBESPAN	S	D	30	0	0	67	20	7	3	3	0	24	70	25	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
FARO																		
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	80	10	10	0	0	0	7	93	2	30	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	57	20	20	3	0	0	20	77	12	30	
	GATWICK	GB AIRWAYS LTD	S	A	89	0	0	78	12	9	0	1	0	12	66	16	101	
	GATWICK	GB AIRWAYS LTD	S	D	89	0	0	73	21	4	0	1	0	14	38	26	101	
	HEATHROW	GB AIRWAYS LTD	S	A	30	0	0	93	0	7	0	0	0	8	0	0	0	
	HEATHROW	GB AIRWAYS LTD	S	D	30	0	0	87	13	0	0	0	0	6	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	67	10	10	7	7	0	30	97	1	30	
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	73	7	10	3	7	0	29	90	4	30	
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	87	10	3	0	0	0	7	97	4	30	
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	97	0	3	0	0	0	4	87	6	30	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	4	50	49	4	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	80	0	20	0	0	0	12	100	4	4	
	GATWICK	MONARCH AIRLINES	S	A	50	0	1	62	14	12	10	2	0	26	68	25	40	
	GATWICK	MONARCH AIRLINES	C	A	7	1	0	29	14	0	43	14	0	98	50	72	4	
	GATWICK	MONARCH AIRLINES	C	D	7	1	0	29	0	14	29	29	0	112	50	86	4	
	GATWICK	MONARCH AIRLINES	S	D	51	0	0	63	14	10	12	2	0	29	65	22	40	
	LUTON	MONARCH AIRLINES	S	A	30	0	0	73	20	7	0	0	0	9	57	22	21	
	LUTON	MONARCH AIRLINES	S	D	30	0	0	93	7	0	0	0	0	4	52	28	21	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	0	60	0	0	0	30	60	17	5	
	MANCHESTER	MONARCH AIRLINES	S	A	60	0	0	50	28	13	7	2	0	25	77	14	60	
	MANCHESTER	MONARCH AIRLINES	S	D	60	0	0	68	15	3	10	3	0	21	77	12	60	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	40	60	0	0	0	0	15	80	6	5	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	23	100	0	4	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	100	0	4	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	16	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	0	0	0	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	8	0	0	75	0	13	13	0	0	26	0	0	0	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	9	0	0	78	0	0	11	11	0	42	0	0	0	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	9	0	0	67	22	0	11	0	0	26	88	11	8	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	9	0	0	89	0	0	0	11	0	23	88	12	8	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	5	0	0	60	0	40	0	0	0	16	100	0	4	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	1	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	30	89	6	9	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FARO																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	13	75	14	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	36	21	7	21	7	7	87	86	26	14	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	43	14	14	21	7	0	65	57	37	14	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	0	80	0	20	0	0	38	0	65	5	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	0	40	40	20	0	0	46	0	71	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	44	0	0	11	0	48	47	28	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	0	0	11	11	85	57	26	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	33	22	22	11	11	0	56	100	3	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	0	11	11	0	49	100	2	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	9	20	50	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	19	20	67	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	THOMSONFLY LTD	C	A	17	0	0	76	12	6	6	0	0	11	67	20	9	
	GATWICK	THOMSONFLY LTD	C	D	17	0	0	71	18	6	6	0	0	18	50	29	8	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	100	0	4	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	14	75	13	4	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	44	11	22	0	11	11	107	50	70	8	
	MANCHESTER	THOMSONFLY LTD	S	A	8	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	D	8	0	0	100	0	0	0	0	0	3	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	67	0	11	0	11	11	111	38	83	8	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	5	100	3	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	1	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	14	0	0	79	14	0	7	0	0	11	64	19	22	
	GATWICK	XL AIRWAYS UK LTD	C	D	14	0	0	86	7	7	0	0	0	7	52	17	21	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	78	11	0	0	0	11	56	100	1	7	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	100	0	0	0	0	0	2	75	25	8	
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	5	0	0	80	0	0	0	0	20	93	100	0	4	
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	4	0	0	50	50	0	0	0	0	15	75	12	4	
	STANSTED	XL AIRWAYS UK LTD	C	A	5	0	0	80	0	20	0	0	0	13	0	0	0	
	STANSTED	XL AIRWAYS UK LTD	C	D	5	0	0	80	0	20	0	0	0	13	0	0	0	
<b>TOTAL FARO</b>					<b>1711</b>	<b>11</b>	<b>1</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>26</b>	<b>26</b>	
FEZ																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
FEZ																		
	LUTON	RYANAIR	S	A	13	0	0	85	15	0	0	0	0	4	0	0	0	
	LUTON	RYANAIR	S	D	13	0	0	77	23	0	0	0	0	6	0	0	0	
<b>TOTAL FEZ</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FIGARI																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	0	19	50	39	4	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	80	20	0	0	0	0	11	75	33	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	50	19	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	6	75	12	4	
<b>TOTAL FIGARI</b>					<b>20</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>26</b>	<b>26</b>	
FLORENCE																		
	GATWICK	MERIDIANA AIR	S	A	73	0	0	78	10	10	3	0	0	13	52	26	75	
	GATWICK	MERIDIANA AIR	S	D	73	0	0	60	18	15	7	0	0	21	45	32	75	
<b>TOTAL FLORENCE</b>					<b>147</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>29</b>	<b>29</b>	
FORLI																		
	STANSTED	RYANAIR	S	A	60	0	0	82	13	5	0	0	0	9	67	18	60	
	STANSTED	RYANAIR	S	D	60	0	0	60	32	8	0	0	0	14	38	26	60	
<b>TOTAL FORLI</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>71</b>	<b>23</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>53</b>	<b>22</b>	<b>22</b>	
FORT LAUDERDALE																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	33	0	33	0	0	29	0	0	0	
<b>TOTAL FORT LAUDERDALE</b>					<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
FRANKFURT MAIN																		
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	69	0	0	81	10	7	1	0	0	10	75	9	75	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	69	0	0	36	35	23	6	0	0	24	45	21	76	
	LONDON CITY	BA CITYFLYER	S	A	63	0	0	83	11	2	3	2	0	12	0	0	0	
	LONDON CITY	BA CITYFLYER	S	D	69	0	0	17	43	30	6	1	1	39	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	219	0	0	72	16	7	5	0	0	15	74	13	214	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	219	0	0	63	21	12	4	0	0	16	49	23	217	
	BIRMINGHAM	FLYBE LTD	S	A	75	0	0	83	4	7	7	0	0	11	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	75	1	0	72	11	8	9	0	0	18	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	74	0	1	80	9	7	3	1	0	14	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	72	0	3	81	10	4	6	0	0	11	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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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)											
FRANKFURT MAIN	BIRMINGHAM	LUFTHANSA	S	A	120	0	0	94	3	1	2	0	0	5	82	8	120
	BIRMINGHAM	LUFTHANSA	S	D	119	0	1	87	9	3	1	0	0	8	69	14	120
	EDINBURGH	LUFTHANSA	S	A	90	0	0	86	10	3	1	0	0	8	79	7	90
	EDINBURGH	LUFTHANSA	S	D	90	0	0	71	20	7	2	0	0	13	74	12	90
	HEATHROW	LUFTHANSA	S	A	300	0	0	77	17	4	1	0	0	10	71	12	299
	HEATHROW	LUFTHANSA	S	D	300	0	0	76	14	7	3	0	0	11	71	12	299
	MANCHESTER	LUFTHANSA	S	A	120	0	0	83	11	5	2	0	0	9	73	12	120
	MANCHESTER	LUFTHANSA	S	D	120	0	0	90	5	3	3	0	0	5	90	5	120
<b>TOTAL FRANKFURT MAIN</b>					<b>2263</b>	<b>6</b>	<b>5</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>12</b>	<b>12</b>
FREETOWN	HEATHROW	BMED	S	A	13	0	0	77	8	8	8	0	0	14	0	0	0
	HEATHROW	BMED	S	D	13	0	0	46	31	0	23	0	0	38	0	0	0
<b>TOTAL FREETOWN</b>					<b>26</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>19</b>	<b>4</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>40</b>	<b>27</b>	<b>27</b>
FRIEDRICHSHAFEN	STANSTED	RYANAIR	S	A	30	0	0	90	7	3	0	0	0	4	60	17	60
	STANSTED	RYANAIR	S	D	30	0	0	83	10	7	0	0	0	8	25	28	60
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>43</b>	<b>22</b>	<b>22</b>
FUERTEVENTURA	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	75	12	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	23	40	23	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	75	8	17	0	0	0	10	73	16	11
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	58	8	33	0	0	0	21	36	31	11
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	50	139	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	50	144	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	0	11	0	0	19	75	18	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	67	22	0	11	0	0	22	44	24	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	0	20	0	0	20	75	9	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	0	80	20	0	0	0	29	40	29	5
	GATWICK	FUTURA AIRLINES	C	A	4	0	0	75	0	0	25	0	0	23	50	17	2
	GATWICK	FUTURA AIRLINES	C	D	4	0	0	50	25	25	0	0	0	21	0	22	2
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
FUERTEVENTURA																			
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	8	100	1	4		
	GATWICK	MYTRAVEL AIRWAYS	C	A	9	0	0	78	0	0	11	11	0	46	40	33	5		
	GATWICK	MYTRAVEL AIRWAYS	C	D	10	0	0	80	0	0	10	0	10	55	20	49	5		
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	8	100	0	8		
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	9	0	0	89	0	11	0	0	0	6	100	3	9		
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4		
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	4	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	0	6		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	100	2	6		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	44	22	11	22	0	0	37	60	9	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	22	33	11	33	0	0	49	60	15	5		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	52	50	24	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	35	0	41	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	22	11	11	0	0	21	63	15	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	16	88	10	8		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	8	100	4	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	3	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	271	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	11	4		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	5	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	11	50	16	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	50	0	0	0	20	100	4	4		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	20	75	10	4		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	16	75	10	4		
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	4	4		
	GATWICK	XL AIRWAYS UK LTD	C	A	9	0	0	89	11	0	0	0	0	5	67	14	9		
	GATWICK	XL AIRWAYS UK LTD	C	D	9	0	0	78	22	0	0	0	0	8	70	22	10		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	78	0	11	0	0	11	109	56	30	9		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	78	11	11	0	0	0	7	67	15	9		
<b>TOTAL FUERTEVENTURA</b>					<b>276</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>68</b>	<b>24</b>	<b>24</b>		

FUNCHAL

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
FUNCHAL																		
	GATWICK	AIR PORTUGAL	S	A	21	0	0	29	14	43	14	0	0	36	73	14	22	
	GATWICK	AIR PORTUGAL	S	D	21	0	0	33	29	14	24	0	0	36	59	18	22	
	HEATHROW	AIR PORTUGAL	S	A	9	0	0	11	33	11	44	0	0	53	75	9	8	
	HEATHROW	AIR PORTUGAL	S	D	9	0	0	22	22	22	33	0	0	51	13	31	8	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	25	31	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	50	36	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	10	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	50	14	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	1	4	
	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	86	10	5	0	0	0	7	54	36	13	
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	81	10	10	0	0	0	9	23	43	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	75	17	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	17	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	14	100	11	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	8	100	8	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	15	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	50	36	4	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	18	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	5	25	42	4	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	13	0	0	0	0	3	100	0	4	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	0	25	0	0	0	17	100	11	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	3	0	0	67	0	0	33	0	0	39	75	11	4	
	GATWICK	XL AIRWAYS UK LTD	C	D	3	1	0	67	0	0	33	0	0	28	50	17	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	3	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	7	4	
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	4	0	0	75	0	0	0	25	0	64	100	0	4	
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	4	0	0	50	25	0	25	0	0	43	100	5	4	
<b>TOTAL FUNCHAL</b>					<b>206</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>13</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
					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)												
GALWAY																		
	EDINBURGH	AER ARRAN	S	A	24	0	0	58	21	13	8	0	0	23	56	27	25	
	EDINBURGH	AER ARRAN	S	D	28	0	0	54	18	14	14	0	0	28	52	31	25	
	LUTON	AER ARRAN	S	A	61	0	0	89	7	3	2	0	0	5	90	9	60	
	LUTON	AER ARRAN	S	D	61	0	0	77	15	8	0	0	0	9	69	19	58	
	MANCHESTER	AER ARRAN	S	A	47	0	0	91	6	0	0	2	0	11	90	8	39	
	MANCHESTER	AER ARRAN	S	D	47	0	0	83	6	4	0	4	2	26	87	10	39	
	NEWCASTLE	AER ARRAN	S	A	17	1	0	76	0	6	12	6	0	29	0	0	0	
	NEWCASTLE	AER ARRAN	S	D	17	1	0	65	12	6	12	6	0	29	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	12	0	1	92	0	0	8	0	0	19	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	12	0	1	83	8	0	8	0	0	24	0	0	0	
<b>TOTAL GALWAY</b>					<b>326</b>	<b>2</b>	<b>2</b>	<b>79</b>	<b>10</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>16</b>	<b>16</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	167	0	0	51	19	17	11	1	0	27	45	32	174	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	167	0	0	49	18	17	14	1	0	30	38	34	174	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	137	0	0	55	17	23	6	0	0	21	51	30	168	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	137	0	0	53	23	18	7	0	0	23	50	30	168	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	179	0	1	54	25	16	6	0	0	20	48	28	182	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	179	0	1	57	21	16	6	1	0	21	59	21	183	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	115	0	0	77	10	7	4	1	0	14	63	17	115	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	115	0	0	59	23	10	7	1	0	21	43	29	115	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	84	0	1	67	20	11	1	1	0	14	0	0	0	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	84	0	1	56	21	19	2	1	0	19	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	68	0	1	75	7	12	6	0	0	14	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	69	0	0	78	10	9	3	0	0	12	0	0	0	
<b>TOTAL GATWICK</b>					<b>1505</b>	<b>45</b>	<b>5</b>	<b>59</b>	<b>19</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>50</b>	<b>27</b>	<b>27</b>	
GAZIANTEP																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	11	0	0	18	27	36	18	0	0	34	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	10	0	0	30	10	20	40	0	0	43	0	0	0	
<b>TOTAL GAZIANTEP</b>					<b>21</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>19</b>	<b>29</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	
GDANSK																		
	EDINBURGH	CENTRALWINGS	S	A	15	0	0	73	13	7	7	0	0	15	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GDANSK																		
	EDINBURGH	CENTRALWINGS	S	D	15	0	0	27	20	27	27	0	0	40	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	3	83	10	30	
	STANSTED	RYANAIR	S	D	30	0	0	87	7	7	0	0	0	11	13	32	30	
	LUTON	WIZZ AIR	S	A	55	0	0	89	5	4	0	2	0	9	89	5	46	
	LUTON	WIZZ AIR	S	D	55	0	0	69	11	11	7	2	0	22	37	26	46	
<b>TOTAL GDANSK</b>					<b>200</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>20</b>	<b>20</b>	
GENEVA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	71	0	0	76	11	11	1	0	0	10	60	17	75	
	GATWICK	BRITISH AIRWAYS PLC	S	D	71	0	0	69	21	10	0	0	0	13	41	23	74	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	239	0	0	89	5	3	3	0	0	7	85	9	238	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	239	0	0	79	13	5	3	0	0	11	68	17	238	
	LONDON CITY	CITY JET	S	A	70	0	0	74	19	3	4	0	0	11	0	0	0	
	LONDON CITY	CITY JET	S	D	70	0	0	33	31	26	10	0	0	29	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	17	13	0	0	0	12	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	10	17	0	0	0	14	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	87	0	0	79	9	8	3	0	0	10	44	27	87	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	87	0	0	44	36	15	6	0	0	22	28	33	87	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	29	0	0	62	21	14	3	0	0	16	41	28	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	28	0	1	36	32	25	7	0	0	28	31	27	29	
	GATWICK	EASYJET SWITZERLAND	S	A	110	0	0	77	15	6	1	1	0	14	82	12	109	
	GATWICK	EASYJET SWITZERLAND	S	D	110	0	0	56	23	14	7	0	0	21	51	24	109	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	75	0	0	25	0	0	24	0	0	0	
	MANCHESTER	FLYBE LTD	C	D	3	0	0	33	33	0	33	0	0	34	0	0	0	
	LONDON CITY	SWISS AIRLINES	S	A	132	0	6	90	5	3	2	0	0	7	80	9	96	
	LONDON CITY	SWISS AIRLINES	S	D	133	0	5	53	29	14	4	0	0	19	46	24	95	
<b>TOTAL GENEVA</b>					<b>1543</b>	<b>7</b>	<b>13</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>18</b>	<b>18</b>	
GENOA																		
	STANSTED	RYANAIR	S	A	29	0	0	66	17	17	0	0	0	14	37	27	30	
	STANSTED	RYANAIR	S	D	29	0	0	38	45	17	0	0	0	21	43	25	30	
<b>TOTAL GENOA</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>31</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>40</b>	<b>26</b>	<b>26</b>	
GERONA																		
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	10	100	4	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
GERONA	GATWICK	MYTRAVEL AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	16	100	0	4
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	29	100	0	4
	GLASGOW	MYTRAVEL AIRWAYS	C	A	5	0	0	80	0	0	20	0	0	30	100	0	3
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	0	25	0	50	100	0	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	5	0	0	80	20	0	0	0	0	6	80	113	10
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	89	38	9
	LUTON	RYANAIR	S	A	30	0	0	83	10	7	0	0	0	8	27	48	30
	LUTON	RYANAIR	S	D	30	0	0	77	20	0	3	0	0	11	3	58	30
	NEWCASTLE	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	5	0	0	0
	NEWCASTLE	RYANAIR	S	D	17	0	0	53	24	24	0	0	0	15	0	0	0
	STANSTED	RYANAIR	S	A	122	0	0	75	12	7	3	1	1	17	55	24	107
	STANSTED	RYANAIR	S	D	122	0	0	73	20	7	0	0	0	12	32	28	107
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	1	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	33	75	11	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	55	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	0	75	0	0	73	100	0	3
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	9	4
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	1	5
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	20	20	0	0	0	14	20	24	5
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	1	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	15	50	14	4
	LUTON	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	1	4
	LUTON	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	1	33	26	3
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	56	104	9
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	56	124	9
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	11	75	63	4
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	0	0	20	0	0	23	80	50	5
<b>TOTAL GERONA</b>					<b>443</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>53</b>	<b>34</b>	<b>34</b>
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	68	0	0	93	3	3	1	0	0	4	67	23	42
	GATWICK	GB AIRWAYS LTD	S	D	68	0	0	75	15	7	3	0	0	13	29	30	42
	LUTON	MONARCH AIRLINES	S	A	30	0	0	93	3	3	0	0	0	3	60	34	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GIBRALTAR																		
	LUTON	MONARCH AIRLINES		S D	30	0	0	80	10	10	0	0	0	10	30	51	30	
<b>TOTAL GIBRALTAR</b>					<b>196</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>49</b>	<b>29</b>	<b>29</b>	
GLASGOW																		
	STANSTED	AIR BERLIN		S A	50	0	0	50	26	18	6	0	0	20	39	29	51	
	STANSTED	AIR BERLIN		S D	50	0	0	58	24	16	2	0	0	18	25	38	51	
	LONDON CITY	BA CITYFLYER		S A	93	0	0	90	5	2	2	0	0	6	0	0	0	
	LONDON CITY	BA CITYFLYER		S D	92	0	0	33	39	16	12	0	0	30	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S A	220	0	0	79	14	5	2	0	0	10	70	14	215	
	HEATHROW	BMI BRITISH MIDLAND		S D	220	0	0	74	15	10	2	0	0	11	69	13	219	
	NEWCASTLE	BMI BRITISH MIDLAND		C A	4	0	0	100	0	0	0	0	0	4	0	0	0	
	NEWCASTLE	BMI BRITISH MIDLAND		C D	5	0	0	60	40	0	0	0	0	8	0	0	0	
	MANCHESTER	BMI REGIONAL		S A	102	0	0	88	6	2	3	1	0	8	87	6	86	
	MANCHESTER	BMI REGIONAL		S D	104	0	0	90	4	4	2	0	0	5	90	5	86	
	BIRMINGHAM	BMIBABY LTD		S A	70	0	5	81	9	7	3	0	0	8	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	69	0	6	72	16	6	6	0	0	14	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	137	0	0	52	23	16	9	0	0	22	45	31	168	
	GATWICK	BRITISH AIRWAYS PLC		S D	137	0	0	50	20	23	7	0	0	22	40	35	168	
	HEATHROW	BRITISH AIRWAYS PLC		S A	265	0	0	74	12	9	5	0	0	13	69	14	265	
	HEATHROW	BRITISH AIRWAYS PLC		S D	265	0	0	65	17	12	6	0	0	17	48	21	265	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	84	0	1	65	23	8	2	1	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	84	0	1	62	18	18	1	1	0	16	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	152	0	0	89	5	4	3	0	0	6	68	20	138	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	152	0	0	80	11	6	3	0	0	10	42	30	139	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	133	0	0	87	7	4	2	0	0	6	66	16	115	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	133	0	0	68	17	10	5	0	0	15	41	30	114	
	BIRMINGHAM	FLYBE LTD		S A	200	0	5	80	10	7	3	1	0	11	85	10	140	
	BIRMINGHAM	FLYBE LTD		S D	199	0	5	66	17	10	8	1	0	21	63	18	142	
	MANCHESTER	FLYBE LTD		S A	132	0	5	83	5	3	8	1	0	13	0	0	0	
	MANCHESTER	FLYBE LTD		S D	133	0	5	79	5	4	11	1	0	17	0	0	0	
<b>TOTAL GLASGOW</b>					<b>3286</b>	<b>15</b>	<b>33</b>	<b>73</b>	<b>14</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>65</b>	<b>18</b>	<b>18</b>	
GOTEBORG																		
	BIRMINGHAM	CITY AIRLINE		S A	45	0	0	89	9	2	0	0	0	6	91	7	46	
	BIRMINGHAM	CITY AIRLINE		S D	45	0	0	91	9	0	0	0	0	4	78	9	46	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
GOTEBORG																		
	MANCHESTER	CITY AIRLINE	S	A	45	0	0	78	16	0	7	0	0	15	57	15	46	
	MANCHESTER	CITY AIRLINE	S	D	45	0	0	89	4	0	7	0	0	9	93	5	46	
	HEATHROW	SAS	S	A	55	0	0	78	16	4	0	2	0	12	84	7	55	
	HEATHROW	SAS	S	D	55	0	0	85	11	2	0	2	0	9	93	5	55	
<b>TOTAL GOTEBORG</b>					<b>291</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>10</b>	
GOTEBORG (SAVE)																		
	STANSTED	RYANAIR	S	A	79	0	0	84	13	4	0	0	0	7	70	11	79	
	STANSTED	RYANAIR	S	D	79	0	0	56	29	14	1	0	0	17	42	22	79	
<b>TOTAL GOTEBORG (SAVE)</b>					<b>158</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>21</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>16</b>	<b>16</b>	
GRANADA																		
	GATWICK	MONARCH AIRLINES	S	A	22	0	0	82	14	5	0	0	0	5	82	9	17	
	GATWICK	MONARCH AIRLINES	S	D	22	0	0	86	14	0	0	0	0	4	76	12	17	
	STANSTED	RYANAIR	S	A	43	0	1	72	21	2	2	2	0	16	44	28	43	
	STANSTED	RYANAIR	S	D	43	0	0	72	26	2	0	0	0	11	42	24	43	
<b>TOTAL GRANADA</b>					<b>130</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>20</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>22</b>	<b>22</b>	
GRAND CAYMAN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	18	0	0	89	6	0	0	0	6	71	94	1	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	65	29	0	6	0	0	14	83	14	18	
<b>TOTAL GRAND CAYMAN</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>43</b>	<b>89</b>	<b>8</b>	<b>8</b>	
GRAZ																		
	STANSTED	RYANAIR	S	A	17	0	0	82	12	6	0	0	0	8	60	22	30	
	STANSTED	RYANAIR	S	D	17	0	0	76	12	12	0	0	0	13	40	31	30	
<b>TOTAL GRAZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>27</b>	<b>27</b>	
GRENADA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	4	0	0	75	0	0	0	25	0	68	100	0	4	
	GATWICK	BRITISH AIRWAYS PLC	S	D	4	0	0	50	25	25	0	0	0	24	75	15	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	50	0	25	25	0	0	37	40	38	5	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	50	0	25	25	0	0	39	100	6	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	75	0	0	0	0	25	220	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	20	20	60	0	0	0	31	0	0	0	
<b>TOTAL GRENADA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>8</b>	<b>24</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>68</b>	<b>76</b>	<b>16</b>	<b>16</b>	
GRENOBLE																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GRENOBLE																		
	STANSTED	RYANAIR		S A	16	0	0	100	0	0	0	0	0	0	87	7	30	
	STANSTED	RYANAIR		S D	16	0	0	88	13	0	0	0	0	7	67	17	30	
<b>TOTAL GRENOBLE</b>					<b>32</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>77</b>	<b>12</b>	<b>12</b>	
GRONINGEN																		
	LONDON CITY	VLM (BELGIUM)		S A	25	0	0	68	24	4	4	0	0	10	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S D	25	0	0	68	8	24	0	0	0	16	0	0	0	
<b>TOTAL GRONINGEN</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>100</b>	<b>8</b>	<b>8</b>	
GUERNSEY																		
	GATWICK	AURIGNY AIR SERVICES		S A	120	0	0	79	13	8	1	0	0	9	77	13	119	
	GATWICK	AURIGNY AIR SERVICES		S D	120	0	0	73	18	7	3	0	0	12	65	21	119	
	MANCHESTER	AURIGNY AIR SERVICES		S A	73	0	1	86	10	4	0	0	0	7	86	11	64	
	MANCHESTER	AURIGNY AIR SERVICES		S D	73	0	1	90	5	3	1	0	0	6	83	12	64	
	STANSTED	AURIGNY AIR SERVICES		S A	45	0	0	82	11	4	2	0	0	7	88	13	33	
	STANSTED	AURIGNY AIR SERVICES		S D	45	0	0	76	13	9	0	0	2	19	76	25	33	
	BIRMINGHAM	FLYBE LTD		S A	25	0	0	44	24	16	8	8	0	43	41	34	34	
	BIRMINGHAM	FLYBE LTD		S D	26	0	0	35	31	27	8	0	0	30	33	25	33	
	GATWICK	FLYBE LTD		S A	120	0	0	81	13	5	2	0	0	8	86	10	133	
	GATWICK	FLYBE LTD		S D	120	0	0	71	18	10	1	0	0	11	79	13	133	
	MANCHESTER	FLYBE LTD		S A	28	0	2	86	7	0	7	0	0	9	0	0	0	
	MANCHESTER	FLYBE LTD		S D	27	0	3	89	4	4	4	0	0	9	0	0	0	
<b>TOTAL GUERNSEY</b>					<b>822</b>	<b>1</b>	<b>7</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>15</b>	<b>15</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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)												
HAHN																		
	STANSTED	RYANAIR	S	A	100	0	1	82	10	2	3	3	0	15	82	15	119	
	STANSTED	RYANAIR	S	D	100	0	0	61	25	11	2	0	1	22	48	21	119	
<b>TOTAL HAHN</b>					<b>200</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>18</b>	<b>7</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>18</b>	<b>65</b>	<b>18</b>	<b>18</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	30	0	0	87	3	7	3	0	0	9	77	10	30	
	HEATHROW	AIR CANADA	S	D	30	0	0	77	7	10	7	0	0	15	70	12	30	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	9	0	0	100	0	0	0	0	0	100	0	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	8	0	0	88	0	0	13	0	0	12	75	5	4	
<b>TOTAL HALIFAX INT</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>4</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>10</b>	<b>10</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN	S	A	25	0	0	92	4	4	0	0	0	4	88	8	25	
	MANCHESTER	AIR BERLIN	S	D	25	0	0	92	4	4	0	0	0	3	88	4	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	86	8	5	1	0	0	6	77	11	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	67	19	12	3	0	0	15	50	21	120	
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	43	0	0	93	2	2	2	0	0	4	0	0	0	
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	43	0	0	58	30	9	2	0	0	15	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	70	10	7	10	3	0	25	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	67	13	7	10	3	0	29	0	0	0	
	GATWICK	GERMANWINGS	S	A	50	0	0	72	12	12	4	0	0	14	75	11	56	
	GATWICK	GERMANWINGS	S	D	50	0	0	64	20	10	6	0	0	18	55	20	56	
	HEATHROW	LUFTHANSA	S	A	90	0	0	91	9	0	0	0	0	4	91	5	90	
	HEATHROW	LUFTHANSA	S	D	90	0	0	90	10	0	0	0	0	4	87	7	90	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	50	0	0	82	10	8	0	0	0	7	86	9	51	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	50	0	0	90	8	2	0	0	0	3	92	7	51	
<b>TOTAL HAMBURG</b>					<b>816</b>	<b>2</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>11</b>	<b>11</b>	
HAMILTON (CANADA)																		
	BIRMINGHAM	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	8	0	0	0	
	BIRMINGHAM	FLYGLOBESPAN	S	D	4	0	0	50	50	0	0	0	0	16	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	20	60	20	0	0	0	26	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	5	0	0	0	60	40	0	0	0	27	0	0	0	
	GATWICK	FLYGLOBESPAN	S	A	13	0	0	85	8	0	0	8	0	20	0	0	0	
	GATWICK	FLYGLOBESPAN	S	D	13	0	0	77	0	15	0	8	0	30	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	A	26	0	0	69	0	0	15	8	8	83	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HAMILTON (CANADA)																		
	GLASGOW	FLYGLOBESPAN	S	D	26	0	0	46	15	12	4	19	4	82	0	0	0	
	MANCHESTER	FLYGLOBESPAN	S	A	14	0	0	64	7	14	7	0	7	68	0	0	0	
	MANCHESTER	FLYGLOBESPAN	S	D	14	0	0	64	7	14	0	7	7	76	0	0	0	
	NEWCASTLE	FLYGLOBESPAN	S	A	5	0	0	100	0	0	0	0	0	2	0	0	0	
	NEWCASTLE	FLYGLOBESPAN	S	D	5	0	0	20	40	40	0	0	0	33	0	0	0	
	STANSTED	FLYGLOBESPAN	S	A	30	0	0	83	7	3	3	3	0	13	0	0	0	
	STANSTED	FLYGLOBESPAN	S	D	30	0	0	63	27	7	3	0	0	19	0	0	0	
<b>TOTAL HAMILTON (CANADA)</b>					<b>194</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>14</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>43</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HANOVER																		
	STANSTED	AIR BERLIN	S	A	50	0	0	72	8	10	4	4	2	29	84	18	50	
	STANSTED	AIR BERLIN	S	D	49	0	1	55	24	10	6	2	2	34	25	45	51	
	HEATHROW	BMI BRITISH MIDLAND	S	A	79	0	0	81	8	4	6	1	0	14	76	10	51	
	HEATHROW	BMI BRITISH MIDLAND	S	D	79	0	1	77	14	3	6	0	0	14	82	10	51	
	BIRMINGHAM	FLYBE LTD	S	A	30	0	0	67	13	13	3	3	0	22	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	60	7	20	10	3	0	32	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	30	0	0	57	30	3	10	0	0	23	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	30	0	0	90	3	0	7	0	0	7	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)	S	A	21	0	0	67	19	0	5	10	0	35	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)	S	D	21	0	0	67	19	0	5	10	0	33	0	0	0	
	NEWCASTLE	TUIFLY (GERMANY)	S	A	13	0	0	38	31	15	15	0	0	33	0	0	0	
	NEWCASTLE	TUIFLY (GERMANY)	S	D	13	0	0	8	38	38	15	0	0	41	0	0	0	
<b>TOTAL HANOVER</b>					<b>448</b>	<b>0</b>	<b>2</b>	<b>68</b>	<b>15</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>23</b>	<b>71</b>	<b>16</b>	<b>16</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	11	0	1	0	0	36	55	9	0	117	9	207	11	
	GATWICK	AIR ZIMBABWE	S	D	11	0	1	55	0	0	36	9	0	73	0	196	12	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	77	0	15	8	0	0	17	77	11	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	54	15	31	0	0	0	20	31	28	13	
<b>TOTAL HARARE</b>					<b>48</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>4</b>	<b>21</b>	<b>23</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>31</b>	<b>105</b>	<b>105</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	8	0	0	25	38	38	0	0	0	26	56	38	9	
	GATWICK	AIR ALGERIE	C	D	8	0	0	63	38	0	0	0	0	14	67	28	9	
	GATWICK	ASTRAEUS LTD	S	A	12	0	0	58	25	17	0	0	0	17	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	12	0	0	92	0	8	0	0	0	8	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
<b>HASSI MESSAOUD</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>23</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>22</b>	<b>22</b>
HAUGESUND																	
	STANSTED	RYANAIR	S	A	13	0	0	77	0	0	15	8	0	32	90	3	30
	STANSTED	RYANAIR	S	D	13	0	0	85	0	0	15	0	0	17	77	11	30
<b>TOTAL HAUGESUND</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>83</b>	<b>7</b>	<b>7</b>
HAVANA																	
	GATWICK	CUBANA	S	A	9	0	0	78	0	22	0	0	0	12	78	39	9
	GATWICK	CUBANA	S	D	9	0	0	33	33	33	0	0	0	21	44	54	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	63	25	13	0	0	0	18	22	44	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	22	78	0	0	0	0	18	25	34	8
<b>TOTAL HAVANA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>34</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>43</b>	<b>43</b>	<b>43</b>
HEATHROW																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	230	0	0	68	16	13	3	0	0	15	74	11	231
	EDINBURGH	BMI BRITISH MIDLAND	S	D	230	0	0	70	13	12	5	0	0	16	74	13	230
	GLASGOW	BMI BRITISH MIDLAND	S	A	220	0	0	73	15	10	2	0	0	12	72	12	219
	GLASGOW	BMI BRITISH MIDLAND	S	D	220	0	0	77	12	8	3	0	0	12	70	14	215
	MANCHESTER	BMI BRITISH MIDLAND	S	A	194	0	4	76	15	7	2	0	0	10	66	16	199
	MANCHESTER	BMI BRITISH MIDLAND	S	D	193	0	5	84	9	6	1	0	0	6	78	14	198
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	295	0	0	46	26	21	6	0	0	23	44	26	291
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	295	0	0	63	16	15	5	0	0	18	53	25	292
	GLASGOW	BRITISH AIRWAYS PLC	S	A	265	0	0	51	28	14	7	0	0	21	49	21	265
	GLASGOW	BRITISH AIRWAYS PLC	S	D	265	0	0	73	13	9	5	0	0	14	71	14	265
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	229	0	0	41	28	25	6	0	0	24	38	28	259
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	230	0	0	70	17	10	2	0	0	13	80	10	258
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	165	0	0	56	22	18	4	0	0	19	47	22	165
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	165	0	0	78	12	4	7	0	0	14	71	14	165
<b>TOTAL HEATHROW</b>					<b>3196</b>	<b>1</b>	<b>9</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>63</b>	<b>18</b>	<b>18</b>
HELSINKI																	
	STANSTED	BLUE 1	S	A	25	0	0	76	12	12	0	0	0	8	82	14	44
	STANSTED	BLUE 1	S	D	25	0	0	56	16	28	0	0	0	18	59	26	44
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	0	1	76	12	5	3	3	0	20	85	6	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	0	0	71	15	12	2	0	0	12	70	15	60



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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
HELSINKI	EDINBURGH	FINNAIR	S	A	9	0	0	78	11	11	0	0	0	8	88	5	8
	EDINBURGH	FINNAIR	S	D	9	0	0	56	33	0	11	0	0	19	75	7	8
	HEATHROW	FINNAIR	S	A	120	0	0	80	13	5	3	0	0	10	79	9	119
	HEATHROW	FINNAIR	S	D	120	0	0	61	25	11	3	0	0	16	61	16	120
	MANCHESTER	FINNAIR	S	A	55	0	0	58	27	15	0	0	0	16	57	18	56
	MANCHESTER	FINNAIR	S	D	55	0	0	98	2	0	0	0	0	1	84	8	55
<b>TOTAL HELSINKI</b>					<b>535</b>	<b>1</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>13</b>	<b>13</b>
HERAKLION	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	0	100	0	0	89	0	0	0
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	40	40	0	20	0	0	28	0	26	1
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	37	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	67	18	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	25	0	0	0	18	33	34	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	64	36	0	0	0	0	11	71	11	17
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	70	20	10	0	0	0	10	47	21	15
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	3	92	5	12
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	25	0	0	0	15	92	6	12
	GATWICK	GB AIRWAYS LTD	S	A	34	0	0	79	18	3	0	0	0	8	77	10	22
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	56	26	15	3	0	0	18	43	21	21
	MANCHESTER	GB AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	3	78	12	9
	MANCHESTER	GB AIRWAYS LTD	S	D	8	0	0	88	0	13	0	0	0	8	89	6	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	13	0	0	77	8	8	0	0	8	42	85	7	13
	BIRMINGHAM	MONARCH AIRLINES	C	D	12	0	0	83	0	8	0	0	8	47	77	10	13
	GATWICK	MONARCH AIRLINES	C	A	24	0	0	67	4	8	21	0	0	33	58	38	26
	GATWICK	MONARCH AIRLINES	C	D	22	0	0	68	9	5	18	0	0	31	54	42	26
	MANCHESTER	MONARCH AIRLINES	C	A	13	0	0	77	15	8	0	0	0	10	91	6	11
	MANCHESTER	MONARCH AIRLINES	C	D	12	0	0	58	17	25	0	0	0	17	91	5	11
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	33	100	0	4
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	50	0	0	50	0	0	44	100	4	4
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	75	10	4
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	25	26	4
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	1	4
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	12	75	15	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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																	MATCHED	UNMATCHED
HERAKLION																		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	12	0	0	75	0	17	0	8	0	26	89	2	9	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	12	0	0	58	17	17	0	8	0	33	67	10	9	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	2	4	
	NEWCASTLE	SILVERJET	C	A	5	0	0	60	20	0	0	20	0	72	100	0	4	
	NEWCASTLE	SILVERJET	C	D	4	0	0	50	0	0	25	25	0	111	75	5	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	100	0	0	0	0	0	2	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	14	0	0	0	10	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	21	0	0	52	14	5	19	5	5	65	62	16	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	19	1	0	47	26	5	16	5	0	48	62	20	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	0	50	0	0	54	63	21	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	44	39	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	67	6	11	17	0	0	24	88	12	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	71	6	6	18	0	0	23	92	13	13	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	15	100	4	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	28	75	9	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	0	3	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	0	0	25	0	52	60	31	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	53	75	27	4	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	67	11	11	11	0	0	19	88	10	8	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	0	11	11	0	0	23	75	8	8	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	50	25	13	0	13	0	40	63	11	8	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	44	33	11	0	11	0	46	88	8	8	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	50	71	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	29	4	
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	3	4	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	67	14	3	
	GATWICK	XL AIRWAYS UK LTD	C	A	18	0	0	78	0	17	0	6	0	23	73	42	15	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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																	MATCHED	UNMATCHED	
HERAKLION																			
	GATWICK	XL AIRWAYS UK LTD	C	D	15	0	0	80	7	7	7	0	0	14	45	55	20		
	GLASGOW	XL AIRWAYS UK LTD	C	A	9	0	0	89	11	0	0	0	0	2	100	1	8		
	GLASGOW	XL AIRWAYS UK LTD	C	D	8	0	0	100	0	0	0	0	0	3	89	8	9		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	11	0	0	82	9	0	9	0	0	12	64	25	14		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	10	0	0	60	10	20	10	0	0	22	64	31	14		
	STANSTED	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	0	0	0	25	108	0	0	0		
<b>TOTAL HERAKLION</b>					<b>585</b>	<b>1</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>8</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>69</b>	<b>19</b>	<b>19</b>		
HOLGUIN (FRANK PAIS)																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	7	100	0	2		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	20	0	34	2		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	0	100	0	0	106	50	18	2		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	0	50	50	0	0	57	0	44	2		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	10	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	35	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0		
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>8</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>96</b>	<b>96</b>		
HONG KONG (CHEP LAP KOK)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	96	3	0	1	0	0	3	92	19	90		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	41	24	24	10	0	0	27	48	26	89		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	120	0	0	91	6	2	2	0	0	5	81	13	120		
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	120	0	0	73	15	11	2	0	0	13	50	29	120		
	GATWICK	OASIS HONG KONG AIRLINES LTD	S	A	30	0	0	90	7	0	3	0	0	6	0	0	0		
	GATWICK	OASIS HONG KONG AIRLINES LTD	S	D	30	0	0	73	13	3	7	3	0	19	0	0	0		
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>480</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>22</b>	<b>22</b>		
HOUSTON																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	87	10	2	2	0	0	6	81	10	57		
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	80	17	0	3	0	0	10	49	27	57		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	87	3	3	3	3	0	13	87	8	30		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	77	13	10	0	0	0	10	57	20	30		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HOUSTON																		
	GATWICK	CONTINENTAL AIRLINES		S A	60	0	0	85	3	10	2	0	0	9	78	14	60	
	GATWICK	CONTINENTAL AIRLINES		S D	60	0	0	77	13	2	8	0	0	17	68	17	60	
<b>TOTAL HOUSTON</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>68</b>	<b>19</b>	<b>19</b>	
HUMBERSIDE																		
HURGHADA																		
	GATWICK	ASTRAEUS LTD		C A	4	0	0	0	75	25	0	0	0	28	60	23	5	
	GATWICK	ASTRAEUS LTD		C D	4	0	0	50	50	0	0	0	0	14	40	15	5	
	MANCHESTER	MONARCH AIRLINES		C A	5	0	0	0	0	40	60	0	0	60	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	0	0	100	0	0	0	44	0	0	0	
	MANCHESTER	MYTRAVEL AIRWAYS		C A	5	0	0	60	0	40	0	0	0	17	80	32	5	
	MANCHESTER	MYTRAVEL AIRWAYS		C D	4	0	0	75	0	25	0	0	0	15	80	43	5	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	25	25	0	0	0	26	40	25	5	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	25	25	0	0	0	19	40	14	5	
	GATWICK	XL AIRWAYS UK LTD		C A	9	1	0	44	11	22	11	0	11	79	73	31	15	
	GATWICK	XL AIRWAYS UK LTD		C D	8	0	0	50	0	38	0	0	13	73	27	54	15	
<b>TOTAL HURGHADA</b>					<b>51</b>	<b>1</b>	<b>0</b>	<b>39</b>	<b>16</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>44</b>	<b>52</b>	<b>29</b>	<b>29</b>	
HYDERABAD																		
	HEATHROW	AIR INDIA		S A	4	0	0	50	0	25	25	0	0	47	0	0	0	
<b>TOTAL HYDERABAD</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
IBIZA																		
	EDINBURGH	BMI BRITISH MIDLAND	C	A	4	0	0	50	0	25	25	0	0	33	0	0	0	0
	EDINBURGH	BMI BRITISH MIDLAND	C	D	5	0	0	40	20	40	0	0	0	25	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	10	10	0	3	3	32	60	20	30	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	13	17	0	3	0	19	60	22	30	30
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	67	0	33	0	0	0	15	0	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	6	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	1	0	83	14	3	0	0	0	6	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	29	1	0	59	17	21	3	0	0	18	0	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	33	33	0	33	0	0	44	80	4	5	5
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	33	0	33	33	0	0	48	67	9	6	6
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	74	13	7	5	2	0	16	69	18	64	64
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	67	15	10	7	2	0	20	60	25	65	65
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	2	3	0	100	0	0	0	0	0	0	100	4	4	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	2	3	0	100	0	0	0	0	0	11	100	2	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	79	7	7	7	0	0	14	75	25	12	12
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	71	21	0	7	0	0	15	75	23	12	12
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	24	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	46	31	8	8	8	0	38	62	18	13	13
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	73	9	0	9	9	0	38	71	13	14	14
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	2	0	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	0	0	25	50	25	0	109	100	3	4	4
	GLASGOW	FLYGLOBESPAN	S	A	5	0	0	0	20	60	20	0	0	42	56	13	9	9
	GLASGOW	FLYGLOBESPAN	S	D	4	0	0	25	25	25	25	0	0	34	67	11	9	9
	GATWICK	GB AIRWAYS LTD	S	A	34	0	0	91	6	0	3	0	0	7	41	29	27	27
	GATWICK	GB AIRWAYS LTD	S	D	34	0	0	88	6	3	3	0	0	11	42	35	26	26
	MANCHESTER	JET2.COM LTD	S	A	26	0	0	50	15	4	23	8	0	56	87	13	15	15
	MANCHESTER	JET2.COM LTD	S	D	26	0	0	58	4	15	19	4	0	40	79	13	14	14
	BIRMINGHAM	MONARCH AIRLINES	S	A	16	0	0	81	13	0	6	0	0	12	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	D	15	0	1	67	13	13	7	0	0	16	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	37	40	25	10	10
	GATWICK	MONARCH AIRLINES	S	A	16	0	0	75	13	13	0	0	0	9	0	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	0	25	0	0	38	50	25	10	10
	GATWICK	MONARCH AIRLINES	S	D	16	0	0	69	25	6	0	0	0	10	0	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					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)											
IBIZA	LUTON	MONARCH AIRLINES	S	A	16	0	0	88	0	6	6	0	0	11	0	0	0
	LUTON	MONARCH AIRLINES	S	D	15	0	1	80	0	13	7	0	0	15	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	A	19	0	0	89	5	5	0	0	0	4	0	0	0
	MANCHESTER	MONARCH AIRLINES	S	D	19	1	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	80	69	5
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	2	60	82	5
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	100	1	4
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	50	25	25	0	0	0	18	75	29	4
	GLASGOW	MYTRAVEL AIRWAYS	C	A	10	0	0	50	10	10	20	0	10	127	50	31	4
	GLASGOW	MYTRAVEL AIRWAYS	C	D	9	1	0	78	0	0	22	0	0	28	100	1	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	13	0	0	85	8	0	8	0	0	9	72	24	18
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	13	0	0	85	0	0	8	0	8	45	72	30	18
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	0	0	0
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	8	75	4	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	14	0	0	10	75	15	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	13	13	13	0	0	25	69	15	13
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	7	0	0	71	14	0	14	0	0	17	69	19	13
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	13	13	0	0	21	17	29	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	17	22	32	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	16	1	0	38	13	31	19	0	0	41	56	19	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	15	0	0	60	7	20	13	0	0	23	75	10	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	0	11	0	0	22	100	3	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	75	13	0	0	13	0	37	100	3	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	39	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	75	17	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	11	0	0	73	18	9	0	0	0	9	78	34	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	78	0	22	0	0	0	14	78	45	9
	GATWICK	THOMSONFLY LTD	C	A	21	0	0	81	5	10	5	0	0	12	82	8	17
	GATWICK	THOMSONFLY LTD	C	D	20	0	0	75	20	5	0	0	0	11	59	14	17
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	56	44	0	0	0	0	11	56	26	9
	GLASGOW	THOMSONFLY LTD	C	D	9	0	0	78	0	22	0	0	0	11	44	22	9
	LUTON	THOMSONFLY LTD	C	A	18	0	0	78	11	6	0	6	0	21	75	11	16

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
IBIZA																		
	LUTON	THOMSONFLY LTD	C	D	17	0	0	71	18	6	0	6	0	25	63	14	16	
	MANCHESTER	THOMSONFLY LTD	C	A	17	0	0	59	6	6	12	18	0	57	68	27	22	
	MANCHESTER	THOMSONFLY LTD	C	D	17	0	0	47	18	12	18	6	0	44	68	29	22	
	NEWCASTLE	THOMSONFLY LTD	C	A	16	0	0	75	13	13	0	0	0	8	88	8	16	
	NEWCASTLE	THOMSONFLY LTD	C	D	15	0	0	93	0	0	7	0	0	6	75	11	16	
	STANSTED	THOMSONFLY LTD	C	A	9	0	0	78	22	0	0	0	0	5	100	0	9	
	STANSTED	THOMSONFLY LTD	C	D	9	0	0	78	11	11	0	0	0	8	78	15	9	
	GATWICK	XL AIRWAYS UK LTD	C	A	6	0	0	83	17	0	0	0	0	10	100	11	4	
	GATWICK	XL AIRWAYS UK LTD	C	D	6	0	0	83	17	0	0	0	0	9	100	6	4	
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	5	0	0	80	0	0	20	0	0	31	78	5	9	
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	0	25	0	0	41	89	3	9	
	STANSTED	XL AIRWAYS UK LTD	C	A	3	1	0	67	33	0	0	0	0	8	0	0	0	
	STANSTED	XL AIRWAYS UK LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL IBIZA</b>					<b>1003</b>	<b>13</b>	<b>2</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>20</b>	<b>20</b>	
ILHA DO SAL C.VERDE																		
	MANCHESTER	ASTRAEUS LTD	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	ASTRAEUS LTD	S	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMSONFLY LTD	S	A	4	0	0	25	50	25	0	0	0	31	0	0	0	
	GATWICK	THOMSONFLY LTD	S	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
INNSBRUCK																		
	NEWCASTLE	AUSTRIAN ARROWS	C	A	3	0	0	33	33	0	33	0	0	52	100	0	3	
	NEWCASTLE	AUSTRIAN ARROWS	C	D	2	0	0	100	0	0	0	0	0	5	100	0	2	
	BIRMINGHAM	BA CITYFLYER	C	A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	BA CITYFLYER	C	D	3	0	0	67	33	0	0	0	0	17	0	0	0	
	EDINBURGH	BA CITYFLYER	C	A	3	0	0	67	33	0	0	0	0	7	0	0	0	
	EDINBURGH	BA CITYFLYER	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	71	7	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	33	0	0	0	0	12	40	17	5	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	100	0	0	0	0	0	4	85	9	13	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	100	0	0	0	0	0	3	69	12	13	
<b>TOTAL INNSBRUCK</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>14</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>8</b>	<b>8</b>	
INVERNESS																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
INVERNESS	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	60	30	10	0	0	0	14	80	10	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	3	7	3	0	0	9	77	9	30
	BIRMINGHAM	EASTERN AIRWAYS	S	A	45	0	1	96	2	2	0	0	0	2	86	6	66
	BIRMINGHAM	EASTERN AIRWAYS	S	D	45	0	0	87	11	2	0	0	0	5	88	5	65
	MANCHESTER	EASTERN AIRWAYS	S	A	45	0	1	84	11	4	0	0	0	5	73	17	66
	MANCHESTER	EASTERN AIRWAYS	S	D	45	0	0	96	2	2	0	0	0	3	84	9	67
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	13	13	7	0	0	16	33	29	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	17	23	0	0	0	16	40	25	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	40	0	0	60	18	18	5	0	0	18	23	51	39
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	40	0	0	43	30	23	5	0	0	24	8	46	39
	GATWICK	FLYBE LTD	S	A	84	0	2	65	13	11	4	4	4	39	0	0	0
	GATWICK	FLYBE LTD	S	D	83	0	2	70	14	10	5	1	0	17	0	0	0
	EDINBURGH	LOGANAIR	S	A	20	0	0	75	20	0	0	5	0	16	62	18	29
	EDINBURGH	LOGANAIR	S	D	25	0	0	64	20	8	8	0	0	21	64	18	25
<b>TOTAL INVERNESS</b>					<b>593</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>14</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>64</b>	<b>19</b>	<b>19</b>
ISLAMABAD	MANCHESTER	AIR BLUE	S	A	22	0	0	59	5	5	14	18	0	55	0	0	0
	MANCHESTER	AIR BLUE	S	D	22	0	0	50	9	9	14	18	0	65	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	1	23	31	15	31	0	0	42	38	40	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	38	38	8	8	0	8	133	42	18	12
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	18	0	0	83	6	11	0	0	0	8	48	27	21
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	50	44	6	0	0	0	18	57	35	21
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	22	0	3	27	32	32	9	0	0	31	16	82	19
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	18	0	0	44	22	28	6	0	0	22	12	51	17
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	33	0	1	61	3	18	18	0	0	26	32	74	37
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	22	0	0	91	9	0	0	0	0	4	27	56	22
<b>TOTAL ISLAMABAD</b>					<b>201</b>	<b>0</b>	<b>5</b>	<b>55</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>37</b>	<b>34</b>	<b>53</b>	<b>53</b>
ISLAY	GLASGOW	LOGANAIR	S	A	59	0	0	95	0	3	2	0	0	3	85	9	60
	GLASGOW	LOGANAIR	S	D	58	1	0	97	2	2	0	0	0	4	68	18	62
<b>TOTAL ISLAY</b>					<b>117</b>	<b>1</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>76</b>	<b>13</b>	<b>13</b>
ISLE OF MAN	BIRMINGHAM	EASTERN AIRWAYS	S	A	64	0	1	98	2	0	0	0	0	0	89	6	61



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
ISLE OF MAN	BIRMINGHAM	EASTERN AIRWAYS	S	D	64	0	1	98	2	0	0	0	0	1	89	5	65
	NEWCASTLE	EASTERN AIRWAYS	S	A	25	0	0	100	0	0	0	0	0	0	88	4	25
	NEWCASTLE	EASTERN AIRWAYS	S	D	25	0	0	96	4	0	0	0	3	80	10	25	
	LONDON CITY	EUROMANX GMBH	S	A	72	0	3	86	7	6	1	0	9	67	15	76	
	LONDON CITY	EUROMANX GMBH	S	D	72	0	3	57	22	19	1	0	16	54	20	76	
	MANCHESTER	EUROMANX GMBH	S	A	107	0	3	90	7	3	0	0	6	68	14	81	
	MANCHESTER	EUROMANX GMBH	S	D	107	0	3	98	1	0	1	0	2	94	5	81	
	BIRMINGHAM	FLYBE LTD	S	A	30	1	0	90	3	3	3	0	8	55	21	29	
	BIRMINGHAM	FLYBE LTD	S	D	30	0	0	90	3	3	3	0	12	53	25	30	
	GATWICK	FLYBE LTD	S	A	109	1	1	34	29	20	16	1	35	0	0	0	
	GATWICK	FLYBE LTD	S	D	110	0	1	31	29	26	13	1	38	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	126	1	4	68	11	10	10	1	21	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	128	1	2	71	10	9	10	0	16	0	0	0	
	EDINBURGH	LOGANAIR	S	A	25	0	0	92	0	4	4	0	7	86	4	22	
	EDINBURGH	LOGANAIR	S	D	25	0	0	84	8	4	4	0	9	77	10	22	
	GLASGOW	LOGANAIR	S	A	46	0	0	98	2	0	0	0	2	78	10	51	
	GLASGOW	LOGANAIR	S	D	46	0	0	98	2	0	0	0	2	82	11	51	
	LONDON CITY	VLM (BELGIUM)	S	A	25	0	0	44	48	8	0	0	17	90	5	21	
	LONDON CITY	VLM (BELGIUM)	S	D	25	0	0	36	56	4	0	4	26	67	15	21	
<b>TOTAL ISLE OF MAN</b>					<b>1261</b>	<b>4</b>	<b>22</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>15</b>	<b>15</b>	
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	89	7	4	0	0	6	84	8	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	63	18	16	3	0	16	53	22	90	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	90	0	0	53	22	20	4	0	20	59	17	90	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	90	0	0	48	19	20	13	0	27	52	20	90	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	57	23	10	10	0	20	60	16	30	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	50	20	13	13	3	34	63	17	30	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	30	0	0	57	20	23	0	0	18	67	11	30	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	30	0	0	13	7	63	17	0	49	33	26	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ISTANBUL																	
<b>TOTAL ISTANBUL</b>																	
ISTANBUL (SABIHA GOKCEN)																	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	10	13	0	3	0	15	75	13	28
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	7	13	3	0	0	14	36	27	28
	STANSTED	PEGASUS AIRLINES	S	A	13	0	0	85	15	0	0	0	0	4	0	0	0
	STANSTED	PEGASUS AIRLINES	S	D	13	0	0	54	31	15	0	0	0	18	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>																	
IZMIR (ADNAM MENDERES)																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	25	0	0	72	8	8	8	0	4	47	41	29	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	42	19	23	12	0	4	59	29	38	17
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	11	25	25	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	14	50	14	4
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	12	0	1	50	17	25	8	0	0	22	54	15	13
	HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	12	0	1	42	33	8	17	0	0	23	54	15	13
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	7	0	0	100	0	0	0	0	0	3	42	41	12
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	6	0	1	100	0	0	0	0	0	4	36	34	11
	MANCHESTER	ONUR AIR	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0
	MANCHESTER	ONUR AIR	C	D	3	0	0	100	0	0	0	0	0	11	0	0	0
	NEWCASTLE	ONUR AIR	C	A	3	0	0	67	33	0	0	0	0	8	0	0	0
	NEWCASTLE	ONUR AIR	C	D	2	0	0	50	0	50	0	0	0	24	0	0	0
	STANSTED	SUNEXPRESS	S	A	9	0	0	78	11	0	0	11	0	29	0	0	0
	STANSTED	SUNEXPRESS	S	D	9	0	0	44	22	22	0	11	0	43	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	33	75	373	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	0	50	0	0	50	50	21	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	17	0	0	27	40	56	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	33	17	17	33	0	0	41	75	65	4
<b>TOTAL IZMIR (ADNAM MENDERES)</b>																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	0	0	100	0	0	0	0	0	0	100	0	13	
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	77	15	8	0	0	0	9	83	6	12	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	30	0	0	83	7	7	3	0	0	12	53	25	30	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	0	0	40	43	10	7	0	0	20	37	23	35	
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	4	0	0	75	25	0	0	0	0	8	0	0	0	
<b>TOTAL JEDDAH</b>					<b>93</b>	<b>2</b>	<b>0</b>	<b>71</b>	<b>19</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>58</b>	<b>18</b>	<b>18</b>	
JERBA																		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	5	0	0	80	0	0	0	20	0	54	100	0	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	5	0	0	80	0	0	0	20	0	56	100	0	5	
<b>TOTAL JERBA</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>55</b>	<b>84</b>	<b>9</b>	<b>9</b>	
JEREZ																		
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	76	6	12	6	0	0	15	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	82	6	12	0	0	0	9	0	0	0	
	STANSTED	RYANAIR	S	A	42	0	0	67	19	12	0	2	0	20	78	12	60	
	STANSTED	RYANAIR	S	D	42	0	0	79	19	2	0	0	0	10	53	20	60	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	50	0	0	0	0	15	100	1	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	3	80	6	5	
<b>TOTAL JEREZ</b>					<b>126</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>15</b>	<b>15</b>	
JERSEY																		
	STANSTED	AIR SOUTHWEST	C	A	3	0	0	33	33	33	0	0	0	28	0	0	0	
	STANSTED	AIR SOUTHWEST	C	D	3	0	0	0	67	33	0	0	0	37	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	60	0	0	82	13	5	0	0	0	7	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	60	0	0	85	12	3	0	0	0	6	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	4	86	7	0	7	0	0	10	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	15	0	3	73	13	7	7	0	0	16	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	73	7	7	10	3	0	23	57	34	30	
	MANCHESTER	BMIBABY LTD	S	D	30	0	1	80	3	10	7	0	0	15	63	27	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	184	0	0	66	17	10	6	1	0	17	41	34	158	
	GATWICK	BRITISH AIRWAYS PLC	S	D	185	0	0	63	22	10	4	1	0	17	41	32	158	
	BIRMINGHAM	FLYBE LTD	S	A	40	0	0	68	15	8	3	8	0	25	75	15	40	
	BIRMINGHAM	FLYBE LTD	S	D	39	0	0	69	13	8	3	8	0	29	44	23	41	
	EDINBURGH	FLYBE LTD	S	A	34	0	1	41	29	15	15	0	0	28	51	22	35	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
JERSEY																		
	EDINBURGH	FLYBE LTD	S	D	35	0	0	57	20	9	14	0	0	22	63	19	35	
	GATWICK	FLYBE LTD	S	A	118	0	2	78	10	8	3	0	0	11	53	31	119	
	GATWICK	FLYBE LTD	S	D	119	0	1	74	13	9	3	1	0	14	43	37	119	
	GLASGOW	FLYBE LTD	S	A	10	0	0	50	40	10	0	0	0	17	10	50	10	
	GLASGOW	FLYBE LTD	S	D	10	0	0	40	40	20	0	0	0	20	60	33	10	
	MANCHESTER	FLYBE LTD	S	A	79	0	0	59	15	11	14	0	0	23	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	80	0	0	66	10	15	9	0	0	19	0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	5	0	0	60	40	0	0	0	0	12	100	10	5	
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	40	20	40	0	0	0	26	100	6	5	
	LUTON	THOMSONFLY LTD	S	A	30	0	0	73	10	13	3	0	0	13	0	0	0	
	LUTON	THOMSONFLY LTD	S	D	30	0	0	67	20	10	3	0	0	15	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	26	0	0	77	19	4	0	0	0	8	59	13	22	
	LONDON CITY	VLM (BELGIUM)	S	D	25	0	0	36	40	12	12	0	0	29	23	31	22	
	MANCHESTER	VLM (BELGIUM)	C	A	3	0	0	67	0	0	33	0	0	31	0	0	0	
	MANCHESTER	VLM (BELGIUM)	C	D	3	0	0	67	0	33	0	0	0	20	0	0	0	
<b>TOTAL JERSEY</b>					<b>1275</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>47</b>	<b>30</b>	<b>30</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	80	12	7	2	0	0	9	90	6	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	37	37	25	2	0	0	23	28	30	60	
	GATWICK	NATIONWIDE AIR	S	A	17	0	0	47	29	24	0	0	0	19	38	20	13	
	GATWICK	NATIONWIDE AIR	S	D	17	0	0	82	12	6	0	0	0	8	85	5	13	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	60	0	0	68	13	7	5	2	5	59	78	9	60	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	60	0	0	57	25	13	5	0	0	19	48	25	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	13	37	47	3	0	0	31	30	23	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	50	27	17	7	0	0	25	40	30	30	
<b>TOTAL JOHANNESBURG</b>					<b>334</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>23</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>56</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
KALAMATA																		
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	60	40	0	0	0	0	13	0	0	0	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	20	20	60	0	0	0	33	0	0	0	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	0	0	0	20	40	254	100	2	4	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	0	20	20	0	20	40	255	50	12	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	3	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	75	4	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	0	20	0	77	75	33	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	40	0	20	0	86	50	37	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	11	8	
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	80	0	0	0	20	0	68	50	20	8	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	5	0	0	80	0	0	20	0	0	14	100	4	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	5	0	0	80	0	0	20	0	0	19	100	3	4	
<b>TOTAL KALAMATA</b>					<b>59</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>8</b>	<b>7</b>	<b>70</b>	<b>80</b>	<b>11</b>	<b>11</b>	
KALININGRAD																		
	GATWICK	KD AVIA	S	A	13	0	0	85	0	0	8	8	0	32	0	0	0	
	GATWICK	KD AVIA	S	D	13	0	0	69	8	8	8	8	0	34	0	0	0	
<b>TOTAL KALININGRAD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	9	0	0	44	0	11	44	0	0	54	9	88	11	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	13	0	0	46	38	15	0	0	0	19	23	42	13	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	11	0	0	64	18	18	0	0	0	13	26	42	23	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	21	0	1	43	10	29	19	0	0	40	35	66	40	
<b>TOTAL KARACHI</b>					<b>54</b>	<b>0</b>	<b>1</b>	<b>48</b>	<b>17</b>	<b>20</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>31</b>	<b>57</b>	<b>57</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR	S	A	50	0	0	80	14	6	0	0	0	7	73	17	51	
	STANSTED	RYANAIR	S	D	50	0	0	52	32	16	0	0	0	18	55	20	51	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>23</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>18</b>	<b>18</b>	
KATOWICE																		
	EDINBURGH	CENTRALWINGS	S	A	8	0	0	63	13	0	25	0	0	37	0	0	0	
	EDINBURGH	CENTRALWINGS	S	D	9	0	0	22	22	22	22	0	11	76	0	0	0	
	LUTON	WIZZ AIR	S	A	55	0	0	84	5	4	2	2	4	32	75	19	59	
	LUTON	WIZZ AIR	S	D	55	0	0	62	16	13	4	4	2	33	17	47	59	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
KATOWICE																		
	STANSTED	WIZZ AIR	S	A	25	0	0	76	12	0	8	0	4	30	0	0	0	
	STANSTED	WIZZ AIR	S	D	25	0	0	36	44	8	8	0	4	44	0	0	0	
<b>TOTAL KATOWICE</b>					<b>177</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>3</b>	<b>36</b>	<b>49</b>	<b>31</b>	<b>31</b>	
KAUNAS																		
	STANSTED	RYANAIR	S	A	43	0	0	98	2	0	0	0	2	83	9	30		
	STANSTED	RYANAIR	S	D	43	0	0	65	33	2	0	0	12	33	28	30		
<b>TOTAL KAUNAS</b>					<b>86</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>19</b>	<b>19</b>		
KAVALLA																		
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	60	0	20	20	0	0	27	75	15	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	60	0	0	40	0	0	40	100	3	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	75	18	4		
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	5	75	13	4		
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	50	87	4		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	5	100	2	4		
<b>TOTAL KAVALLA</b>					<b>29</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>3</b>	<b>3</b>	<b>10</b>	<b>0</b>	<b>13</b>	<b>82</b>	<b>15</b>	<b>15</b>		
KEFALLINIA																		
	GATWICK	ASTRAEUS LTD	C	A	24	0	0	67	17	13	4	0	15	54	34	13		
	GATWICK	ASTRAEUS LTD	C	D	24	0	0	83	8	8	0	0	9	54	36	13		
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	20	0	20	0	23	42	34	12		
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	80	0	0	20	0	19	58	23	12		
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	40	20	40	0	0	19	0	60	4		
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	40	20	40	0	0	23	0	58	4		
	HEATHROW	BMI BRITISH MIDLAND	C	A	5	0	0	60	20	20	0	0	17	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	11	0	0	0		
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	40	0	0	17	0	52	4		
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	5	0	0	40	60	0	0	0	16	0	70	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	25	40	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	50	40	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	86	7	7	0	0	7	75	8	12		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	38	31	31	0	0	21	58	19	12		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	20	50	31	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	24	33	42	3		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	44	33	0	22	0	34	75	12	4		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
KEFALLINIA	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	11	22	11	0	0	28	40	17	5
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	29	50	49	4
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	25	83	4	4
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	0	0	25	94	100	5	3
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	8	50	28	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	2	4	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	75	4	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	28	75	9	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	33	75	18	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	17	25	20	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	7	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	50	36	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	25	75	0	0	0	0	19	25	52	4
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	25	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	75	0	0	0	0	20	75	35	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	39	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	8	25	56	4
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	75	25	4	4
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	31	4
	GATWICK	XL AIRWAYS UK LTD	C	A	10	0	0	90	0	0	10	0	0	8	63	24	16
	GATWICK	XL AIRWAYS UK LTD	C	D	10	0	0	70	0	20	10	0	0	23	31	42	16
	MANCHESTER	XL AIRWAYS UK LTD	C	A	10	0	0	80	0	0	20	0	0	31	64	44	14
	MANCHESTER	XL AIRWAYS UK LTD	C	D	10	0	0	90	0	0	10	0	0	19	50	52	14
<b>TOTAL KEFALLINIA</b>					<b>265</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>33</b>	<b>33</b>
KEFLAVIK	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	100	0	0	0	0	0	3	64	32	22
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	86	14	0	0	0	0	8	50	29	22
	STANSTED	HELLO	S	A	30	0	2	87	7	3	0	0	3	21	80	19	40
	STANSTED	HELLO	S	D	30	0	2	90	10	0	0	0	0	5	83	9	40
	GLASGOW	ICELANDAIR	S	A	17	0	0	71	24	0	6	0	0	13	65	16	17
	GLASGOW	ICELANDAIR	S	D	17	0	0	59	18	12	12	0	0	23	35	27	17
	HEATHROW	ICELANDAIR	S	A	60	0	0	80	10	10	0	0	0	7	68	12	60
	HEATHROW	ICELANDAIR	S	D	60	0	0	72	13	12	2	2	0	16	52	21	60

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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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
KEFLAVIK	MANCHESTER	ICELANDAIR	S	A	8	0	0	100	0	0	0	0	0	2	100	1	9
	MANCHESTER	ICELANDAIR	S	D	8	0	0	100	0	0	0	0	0	1	89	5	9
<b>TOTAL KEFLAVIK</b>					<b>274</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>18</b>	<b>18</b>
KERRY COUNTY	MANCHESTER	AER ARRAN	S	A	17	0	0	71	6	18	0	6	0	28	85	17	13
	MANCHESTER	AER ARRAN	S	D	17	0	0	88	6	0	0	6	0	19	85	14	13
	STANSTED	RYANAIR	S	A	60	0	0	93	7	0	0	0	0	3	88	6	56
	STANSTED	RYANAIR	S	D	60	0	0	77	18	5	0	0	0	10	64	16	56
<b>TOTAL KERRY COUNTY</b>					<b>155</b>	<b>2</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>12</b>	<b>12</b>
KHARTOUM	HEATHROW	BMED	S	A	17	0	0	82	0	0	12	6	0	30	52	25	21
	HEATHROW	BMED	S	D	17	0	0	18	12	41	29	0	0	49	38	30	21
	HEATHROW	SUDAN AIRWAYS	S	A	6	0	0	33	0	0	33	33	0	117	40	50	5
	HEATHROW	SUDAN AIRWAYS	S	D	6	0	0	33	0	17	33	17	0	92	0	46	5
<b>TOTAL KHARTOUM</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>4</b>	<b>17</b>	<b>24</b>	<b>9</b>	<b>0</b>	<b>57</b>	<b>45</b>	<b>29</b>	<b>29</b>
KIEV (BORISPOL)	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	50	17	30	3	0	0	20	43	20	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	57	20	23	0	0	0	17	57	19	30
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	87	7	3	3	0	0	10	83	7	30
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	33	43	17	7	0	0	26	60	15	30
	HEATHROW	UKRAINE INTERNATIONAL AIRLINES	S	A	5	0	0	0	60	40	0	0	0	26	60	12	5
	HEATHROW	UKRAINE INTERNATIONAL AIRLINES	S	D	5	0	0	20	40	40	0	0	0	26	60	13	5
<b>TOTAL KIEV (BORISPOL)</b>					<b>130</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>20</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>20</b>	<b>20</b>
KILIMANJARO																	
KINGSTON	HEATHROW	AIR JAMAICA	S	A	25	0	1	60	12	0	16	12	0	57	59	61	27
	HEATHROW	AIR JAMAICA	S	D	24	0	2	29	29	17	8	17	0	79	26	63	27
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	8	23	0	0	34	54	17	13
	GATWICK	BRITISH AIRWAYS PLC	S	D	12	0	0	58	42	0	0	0	0	12	69	17	13
<b>TOTAL KINGSTON</b>					<b>74</b>	<b>0</b>	<b>3</b>	<b>50</b>	<b>22</b>	<b>7</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>53</b>	<b>49</b>	<b>47</b>	<b>47</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					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)												
KINSHASA NDJILI																		
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	54	0	0	96	2	2	0	0	0	2	85	10	55	
	EDINBURGH	LOGANAIR	S	D	54	1	0	83	13	4	0	0	0	8	70	17	56	
	GLASGOW	LOGANAIR	S	A	30	0	0	97	3	0	0	0	0	2	77	10	30	
	GLASGOW	LOGANAIR	S	D	30	0	0	87	3	10	0	0	0	7	77	15	30	
<b>TOTAL KIRKWALL</b>					<b>168</b>	<b>1</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>13</b>	<b>13</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	13	0	0	62	31	8	0	0	0	14	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	8	0	0	0	
<b>TOTAL KLAGENFURT</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KOS																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	0	40	60	0	0	0	32	25	54	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	5	0	0	20	60	20	0	0	0	25	60	25	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	50	61	4	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	79	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	77	8	8	8	0	0	13	50	36	12	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	45	18	18	18	0	0	31	50	26	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	42	67	9	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	35	100	8	5	
	GATWICK	MONARCH AIRLINES	C	A	15	0	0	80	0	7	13	0	0	20	45	56	11	
	GATWICK	MONARCH AIRLINES	C	D	15	0	0	67	13	7	7	7	0	25	58	45	12	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	0	4	50	35	12	
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	40	0	0	0	18	62	36	13	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	5	100	2	4	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	50	0	50	0	0	0	21	100	2	4	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	5	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	2	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	21	75	14	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	75	23	4	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	21	0	0	0	
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	

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																	MATCHED
KOS	NEWCASTLE	SILVERJET	C	A	5	0	0	80	0	20	0	0	0	12	33	67	3
	NEWCASTLE	SILVERJET	C	D	5	0	0	60	0	40	0	0	0	20	75	50	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	6	0	0	67	0	17	0	17	0	40	100	3	6
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	0	17	0	17	0	48	60	11	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	31	75	10	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	31	100	0	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	13	50	13	0	0	36	71	15	7
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	7	0	0	14	14	43	29	0	0	40	71	18	7
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	7	100	1	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	8	100	1	5
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	37	63	25	8
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	40	0	20	0	0	44	63	22	8
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	5	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	A	13	0	0	69	0	0	23	8	0	36	56	31	16
	GATWICK	XL AIRWAYS UK LTD	C	D	13	0	0	54	8	15	15	8	0	38	53	23	17
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	89	11	0	0	0	0	6	67	37	9
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	78	22	0	0	0	0	9	60	30	10
	STANSTED	XL AIRWAYS UK LTD	C	A	4	1	0	25	25	25	25	0	0	33	0	0	0
	STANSTED	XL AIRWAYS UK LTD	C	D	4	0	0	25	25	25	25	0	0	36	0	0	0
<b>TOTAL KOS</b>					<b>258</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>22</b>	<b>65</b>	<b>27</b>	<b>27</b>
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	81	4	8	8	0	0	14	33	30	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	65	23	4	8	0	0	18	30	28	30
	GATWICK	CENTRALWINGS	S	A	28	0	0	75	14	0	7	4	0	24	0	0	0
	GATWICK	CENTRALWINGS	S	D	28	0	0	46	36	11	4	4	0	32	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	0	7	0	0	0	5	37	27	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	30	3	0	0	0	11	27	32	30
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	65	18	12	6	0	0	15	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	47	29	18	6	0	0	21	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	8	0	0	88	13	0	0	0	0	4	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	100	0	0	0	0	0	6	0	0	0
	STANSTED	RYANAIR	S	A	60	0	1	92	2	5	2	0	0	5	82	9	60

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	RYANAIR		S D	60	0	0	75	17	8	0	0	0	13	60	16	60	
	BIRMINGHAM	SKY EUROPE		S A	8	0	0	75	0	13	13	0	0	21	100	2	8	
	BIRMINGHAM	SKY EUROPE		S D	8	0	0	50	25	0	25	0	0	34	75	14	8	
	MANCHESTER	SKY EUROPE		S A	13	0	0	92	8	0	0	0	0	4	23	36	13	
	MANCHESTER	SKY EUROPE		S D	13	0	0	85	15	0	0	0	0	6	31	31	13	
<b>TOTAL KRAKOW</b>					<b>382</b>	<b>1</b>	<b>5</b>	<b>75</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>35</b>	<b>35</b>	
KRISTIANSAND (KJEVIK)																		
	STANSTED	NORWEGIAN AIR SHUTTLE		S A	9	0	1	89	0	0	11	0	0	16	0	0	0	
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	9	0	1	56	33	0	11	0	0	22	0	0	0	
<b>TOTAL KRISTIANSAND (KJEVIK)</b>					<b>18</b>	<b>0</b>	<b>2</b>	<b>72</b>	<b>17</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRISTIANSUND (KUERNBER)																		
KRIVOY ROG																		
KUALA LUMPUR (SEPANG)																		
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S A	60	0	0	87	5	7	2	0	0	6	92	6	72	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM-MAS		S D	60	0	0	63	25	10	0	2	0	17	53	24	72	
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>15</b>	
KUWAIT																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	97	0	3	0	0	0	3	90	2	29	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	43	43	13	0	0	0	18	59	16	29	
	HEATHROW	KUWAIT AIRWAYS		S A	33	0	1	76	15	6	0	3	0	15	58	20	33	
	HEATHROW	KUWAIT AIRWAYS		S D	33	0	1	42	27	27	3	0	0	24	18	36	33	
<b>TOTAL KUWAIT</b>					<b>126</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>21</b>	<b>13</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
LA CORUNA	HEATHROW	CLICKAIR		S A	30	0	0	70	17	3	7	3	0	25	0	0	0
	HEATHROW	CLICKAIR		S D	30	0	0	83	0	13	0	3	0	16	0	0	0
<b>TOTAL LA CORUNA</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>75</b>	<b>19</b>	<b>19</b>
LA ROCHELLE	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	13	0	1	54	23	15	8	0	0	17	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	13	0	1	69	8	15	8	0	0	15	0	0	0
	BIRMINGHAM	FLYBE LTD		S A	18	0	0	94	0	6	0	0	0	4	29	24	17
	BIRMINGHAM	FLYBE LTD		S D	18	0	0	61	39	0	0	0	0	12	53	22	17
	MANCHESTER	FLYBE LTD		S A	9	0	0	67	33	0	0	0	0	11	0	0	0
	MANCHESTER	FLYBE LTD		S D	9	0	0	33	33	33	0	0	0	20	0	0	0
	STANSTED	RYANAIR		S A	44	0	0	89	7	5	0	0	0	6	81	8	31
	STANSTED	RYANAIR		S D	44	0	0	91	9	0	0	0	0	6	77	9	31
<b>TOTAL LA ROCHELLE</b>					<b>168</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>14</b>	<b>14</b>
LAGOS	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)		S A	18	0	0	6	39	33	22	0	0	40	0	0	0
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)		S D	18	0	0	33	22	33	11	0	0	27	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	63	30	7	0	0	0	10	67	28	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	3	37	43	17	0	0	44	7	44	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	1	90	0	3	3	3	0	14	90	16	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	1	3	37	50	10	0	0	42	17	34	30
	GATWICK	VIRGIN NIGERIA AIRWAYS		S A	27	0	0	59	7	15	15	4	0	35	57	111	30
	GATWICK	VIRGIN NIGERIA AIRWAYS		S D	27	0	0	7	15	41	30	4	4	65	20	78	30
<b>TOTAL LAGOS</b>					<b>210</b>	<b>0</b>	<b>2</b>	<b>35</b>	<b>23</b>	<b>28</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>34</b>	<b>43</b>	<b>52</b>	<b>52</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES		S A	13	0	0	23	8	38	23	8	0	61	15	30	13
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	0	0	23	31	38	8	0	0	33	8	66	13
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	8	0	0	75	13	13	0	0	0	12	44	50	9
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	8	0	0	88	13	0	0	0	0	8	60	14	5
<b>TOTAL LAHORE</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>26</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>35</b>	<b>35</b>
LAMETIA-TERME	STANSTED	RYANAIR		S A	17	0	0	88	6	6	0	0	0	6	6	33	17

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
LAMETIA-TERME																		
	STANSTED	RYANAIR		S D	17	0	0	100	0	0	0	0	0	4	41	22	17	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	25	25	25	0	0	25	155	75	10	4	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	5	100	5	4	
	MANCHESTER	THOMSONFLY LTD		C A	4	0	0	0	50	25	25	0	0	46	0	0	0	
	MANCHESTER	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	6	0	0	0	
<b>TOTAL LAMETIA-TERME</b>					<b>50</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>20</b>	<b>39</b>	<b>23</b>	<b>23</b>	
LARNACA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	67	23	7	3	0	0	15	54	20	35	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	23	43	33	0	0	0	26	23	36	35	
	BIRMINGHAM	CYPRUS AIRWAYS		S A	8	0	0	88	13	0	0	0	0	8	67	24	9	
	BIRMINGHAM	CYPRUS AIRWAYS		S D	8	0	0	50	25	25	0	0	0	23	44	37	9	
	HEATHROW	CYPRUS AIRWAYS		S A	77	0	0	70	17	9	4	0	0	16	53	38	76	
	HEATHROW	CYPRUS AIRWAYS		S D	77	0	0	58	16	18	8	0	0	24	40	34	77	
	MANCHESTER	CYPRUS AIRWAYS		S A	21	0	0	57	33	10	0	0	0	13	46	76	13	
	MANCHESTER	CYPRUS AIRWAYS		S D	21	0	0	38	29	29	5	0	0	21	31	89	13	
	STANSTED	CYPRUS AIRWAYS		S A	17	0	0	59	24	18	0	0	0	15	81	27	16	
	STANSTED	CYPRUS AIRWAYS		S D	17	0	0	41	29	12	18	0	0	26	63	39	16	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD		C A	5	0	0	60	0	20	20	0	0	34	75	32	4	
	BIRMINGHAM	EUROCYPRIA AIRLINES LTD		C D	5	0	0	20	0	40	40	0	0	60	25	58	4	
	EDINBURGH	EUROCYPRIA AIRLINES LTD		C A	5	0	0	20	20	60	0	0	0	32	0	54	4	
	EDINBURGH	EUROCYPRIA AIRLINES LTD		C D	5	0	0	0	0	60	40	0	0	62	0	62	4	
	GATWICK	EUROCYPRIA AIRLINES LTD		C A	15	0	0	40	13	20	13	7	7	75	77	47	13	
	GATWICK	EUROCYPRIA AIRLINES LTD		C D	15	0	0	47	13	7	20	7	7	77	54	66	13	
	LUTON	EUROCYPRIA AIRLINES LTD		C A	6	0	0	33	17	50	0	0	0	28	0	535	2	
	LUTON	EUROCYPRIA AIRLINES LTD		C D	6	0	0	0	33	33	33	0	0	50	0	544	2	
	MANCHESTER	EUROCYPRIA AIRLINES LTD		C A	23	0	0	52	22	22	4	0	0	21	58	36	19	
	MANCHESTER	EUROCYPRIA AIRLINES LTD		C D	23	0	0	35	26	35	4	0	0	28	32	43	19	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	18	100	6	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	10	50	16	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	17	0	0	35	29	18	18	0	0	31	100	2	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	18	0	0	33	39	11	17	0	0	32	75	11	4	
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	1	75	25	4	
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	6	50	31	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LARNACA																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	0	46	0	46	0	8	135	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	50	0	29	21	0	0	43	0	0	0	
	STANSTED	FLYGLOBESPAN	S	A	19	0	0	68	11	11	11	0	0	25	0	0	0	
	STANSTED	FLYGLOBESPAN	S	D	18	0	0	0	17	50	28	6	0	61	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	22	33	33	11	0	0	38	0	132	2	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	11	33	0	0	0	18	100	4	2	
	LUTON	MONARCH AIRLINES	S	A	17	0	0	53	24	24	0	0	0	14	0	0	0	
	LUTON	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	21	33	40	6	
	LUTON	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	22	50	56	6	
	LUTON	MONARCH AIRLINES	S	D	17	0	0	71	12	18	0	0	0	14	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	0	20	60	20	0	0	45	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	13	0	0	0	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	27	100	4	4	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	36	75	12	4	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	14	75	7	4	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	10	75	7	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	7	88	4	8	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	9	0	0	56	11	11	22	0	0	24	88	3	8	
	MANCHESTER	SILVERJET	C	A	8	0	0	13	13	13	38	13	13	210	25	143	4	
	MANCHESTER	SILVERJET	C	D	9	0	0	22	0	22	22	22	11	208	25	121	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	33	11	0	0	23	73	11	11	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	11	11	11	0	0	18	82	8	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	0	13	13	25	0	70	56	21	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	50	0	13	25	13	0	49	78	15	9	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	28	50	20	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	50	15	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	38	0	25	38	0	0	58	31	49	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	20	10	10	0	0	28	57	34	14	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	0	75	0	0	72	50	55	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	21	100	5	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	49	75	29	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	48	75	42	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	20	40	40	0	0	0	31	75	380	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	9	75	369	4	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	75	13	13	0	0	11	63	14	8	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	56	33	0	11	0	18	63	16	8	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	23	75	6	4	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	40	40	20	0	0	17	75	10	4	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	8	75	11	4	
	LUTON	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	7	50	14	4	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	11	0	67	22	0	46	38	18	8	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	44	22	22	11	0	26	88	4	8	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	4	50	33	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	7	50	21	4	
	BIRMINGHAM	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	
	BIRMINGHAM	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	5	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	A	14	0	0	50	14	14	14	0	7	83	46	32	13
	GATWICK	XL AIRWAYS UK LTD	C	D	16	0	0	50	31	6	6	0	6	67	54	35	13
	LUTON	XL AIRWAYS UK LTD	C	A	14	0	0	100	0	0	0	0	0	0	0	0	
	LUTON	XL AIRWAYS UK LTD	C	D	14	0	0	93	7	0	0	0	4	0	0	0	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	6	0	0	17	17	17	17	0	33	259	64	16	11
	MANCHESTER	XL AIRWAYS UK LTD	C	D	6	0	0	17	17	17	50	0	0	78	73	13	11
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	10	0	0	40	30	10	10	0	10	189	0	0	0
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	10	0	0	20	20	20	30	0	10	204	0	0	0
<b>TOTAL LARNACA</b>					<b>908</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>55</b>	<b>37</b>	<b>37</b>
LAS PALMAS	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	2	88	4	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	78	22	0	0	0	7	56	18	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	85	0	8	8	0	17	33	24	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	13	0	0	69	23	0	8	0	19	54	18	13	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	78	0	0	22	0	25	88	25	8	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	78	11	0	11	0	18	78	27	9	
	MANCHESTER	FUTURA AIRLINES	C	A	4	0	0	50	0	0	50	0	59	75	22	8	
	MANCHESTER	FUTURA AIRLINES	C	D	4	0	0	0	25	25	50	0	0	75	100	0	9

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GB AIRWAYS LTD		S A	17	0	0	59	6	29	6	0	0	27	46	22	13	
	GATWICK	GB AIRWAYS LTD		S D	17	0	0	47	24	24	6	0	0	30	54	26	13	
	STANSTED	IBERWORLD		C A	5	0	0	80	0	0	20	0	0	15	0	0	0	
	STANSTED	IBERWORLD		C D	5	0	0	60	20	0	20	0	0	22	0	0	0	
	EDINBURGH	MONARCH AIRLINES		C A	4	0	0	75	0	25	0	0	0	12	75	26	4	
	EDINBURGH	MONARCH AIRLINES		C D	4	0	0	50	0	50	0	0	0	19	75	33	4	
	GATWICK	MONARCH AIRLINES		C A	5	0	0	40	40	0	20	0	0	30	0	0	0	
	GATWICK	MONARCH AIRLINES		C D	5	0	0	80	0	0	20	0	0	18	0	0	0	
	LUTON	MONARCH AIRLINES		S A	4	0	0	75	0	25	0	0	0	17	50	329	4	
	LUTON	MONARCH AIRLINES		S D	4	0	0	75	0	25	0	0	0	14	50	328	4	
	BIRMINGHAM	MYTRAVEL AIRWAYS		C A	9	0	0	100	0	0	0	0	0	2	100	0	8	
	BIRMINGHAM	MYTRAVEL AIRWAYS		C D	9	0	0	89	11	0	0	0	0	3	89	6	9	
	GATWICK	MYTRAVEL AIRWAYS		C A	5	0	0	100	0	0	0	0	0	2	75	8	4	
	GATWICK	MYTRAVEL AIRWAYS		C D	5	0	0	80	0	20	0	0	0	9	80	16	5	
	GLASGOW	MYTRAVEL AIRWAYS		C A	9	0	0	78	0	11	0	11	0	44	100	2	4	
	GLASGOW	MYTRAVEL AIRWAYS		C D	9	0	0	78	0	11	0	0	11	49	50	20	4	
	MANCHESTER	MYTRAVEL AIRWAYS		C A	9	0	0	89	0	0	0	11	0	26	100	1	8	
	MANCHESTER	MYTRAVEL AIRWAYS		C D	9	0	0	89	0	0	0	11	0	29	100	2	9	
	NEWCASTLE	MYTRAVEL AIRWAYS		C A	5	0	0	80	0	0	20	0	0	17	100	0	4	
	NEWCASTLE	MYTRAVEL AIRWAYS		C D	5	0	0	80	0	0	20	0	0	31	100	0	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	9	0	0	78	11	0	11	0	0	12	75	7	8	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	9	0	0	78	11	0	11	0	0	15	78	10	9	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	12	0	0	67	17	0	17	0	0	18	75	6	8	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	11	0	0	73	9	0	18	0	0	22	89	8	9	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	9	0	0	11	33	33	22	0	0	36	50	50	4	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	9	0	0	33	22	22	22	0	0	31	50	52	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	9	0	0	33	22	33	11	0	0	36	36	135	11	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	10	0	0	50	20	20	10	0	0	25	75	19	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	19	50	14	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	4	75	11	4	
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	5	100	2	4	
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	7	75	9	4	
	GATWICK	THOMSONFLY LTD		C A	13	0	0	69	8	8	8	8	0	34	62	85	13	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	13	0	0	69	15	0	8	8	0	34	77	20	13		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	29	4		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	7	4		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	40	34	5		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	25	51	4		
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	92	8	0	0	0	0	2	62	35	13		
	MANCHESTER	THOMSONFLY LTD	C	D	13	0	0	77	23	0	0	0	0	8	38	60	13		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	21	8		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	8	88	17	8		
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4		
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	8	4		
	GATWICK	XL AIRWAYS UK LTD	C	A	9	0	0	67	11	0	22	0	0	28	38	26	8		
	GATWICK	XL AIRWAYS UK LTD	C	D	9	0	0	89	0	0	11	0	0	19	78	11	9		
	GLASGOW	XL AIRWAYS UK LTD	C	A	4	0	0	75	25	0	0	0	0	8	80	11	5		
	GLASGOW	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	1	40	44	5		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	89	11	0	0	0	0	8	77	7	13		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	89	11	0	0	0	0	3	86	8	14		
	STANSTED	XL AIRWAYS UK LTD	C	A	5	0	0	60	0	20	20	0	0	31	0	0	0		
	STANSTED	XL AIRWAYS UK LTD	C	D	5	0	0	80	0	0	20	0	0	31	0	0	0		
<b>TOTAL LAS PALMAS</b>					<b>448</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>7</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>71</b>	<b>28</b>	<b>28</b>		
LAS VEGAS																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	12	0	0	92	8	0	0	0	0	2	67	104	12		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	13	0	0	100	0	0	0	0	0	3	58	19	12		
	STANSTED	MAXJET AIRWAYS	S	A	17	0	0	65	12	12	12	0	0	20	0	0	0		
	STANSTED	MAXJET AIRWAYS	S	D	18	0	0	33	22	6	39	0	0	52	0	0	0		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	2	75	9	8		
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	8	50	15	8		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	17	13	50	17	3	0	49	40	37	30		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	30	27	23	17	3	0	40	13	44	30		
<b>TOTAL LAS VEGAS</b>					<b>137</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>15</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>41</b>	<b>41</b>	<b>41</b>		
LAVAL																			
LE CASTELLET																			
LEEDS BRADFORD																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LEEDS BRADFORD																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	119	0	2	88	7	3	2	0	0	6	79	12	103	
	HEATHROW	BMI BRITISH MIDLAND	S	D	120	0	1	83	9	8	0	0	0	7	76	10	104	
	EDINBURGH	BMI REGIONAL	S	A	83	0	0	93	5	0	1	1	0	5	94	4	82	
	EDINBURGH	BMI REGIONAL	S	D	83	0	0	93	5	0	2	0	0	5	91	6	82	
	GLASGOW	BMI REGIONAL	S	A	65	0	0	98	0	0	2	0	0	2	91	4	67	
	GLASGOW	BMI REGIONAL	S	D	65	0	0	97	0	2	2	0	0	4	91	4	67	
<b>TOTAL LEEDS BRADFORD</b>					<b>535</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>7</b>	<b>7</b>	
LEIPZIG																		
	STANSTED	AIR BERLIN	S	A	30	0	0	97	3	0	0	0	0	2	93	6	30	
	STANSTED	AIR BERLIN	S	D	30	0	0	73	10	13	3	0	0	14	20	41	30	
<b>TOTAL LEIPZIG</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>24</b>	<b>24</b>	
LEMNOS																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	28	60	34	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	20	20	20	0	0	39	40	40	5	
<b>TOTAL LEMNOS</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>10</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>43</b>	<b>32</b>	<b>32</b>	
LEXINGTON (BLUE GRASS)																		
LIBERIA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	100	0	0	0	0	23	0	0	0	
<b>TOTAL LIBERIA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
LIMOGES																		
	MANCHESTER	FLYBE LTD	S	A	9	0	0	56	22	11	11	0	0	19	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	9	0	1	56	22	0	22	0	0	27	0	0	0	
	NEWCASTLE	FLYBE LTD	S	A	4	0	1	50	0	25	25	0	0	29	0	0	0	
	NEWCASTLE	FLYBE LTD	S	D	5	0	0	60	20	0	20	0	0	24	0	0	0	
	STANSTED	RYANAIR	S	A	30	0	0	90	0	3	7	0	0	10	90	9	31	
	STANSTED	RYANAIR	S	D	30	0	0	83	3	10	3	0	0	14	77	14	31	
<b>TOTAL LIMOGES</b>					<b>87</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>12</b>	<b>12</b>	
LINZ																		
	STANSTED	RYANAIR	S	A	17	0	0	88	12	0	0	0	0	3	77	13	31	
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	7	53	14	30	
<b>TOTAL LINZ</b>					<b>34</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>66</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
LISBON																		
	GATWICK	AIR PORTUGAL		S A	30	0	0	3	30	47	20	0	0	43	68	15	60	
	GATWICK	AIR PORTUGAL		S D	30	0	0	7	17	53	23	0	0	45	35	28	60	
	HEATHROW	AIR PORTUGAL		S A	150	0	0	29	26	31	14	0	0	35	38	30	90	
	HEATHROW	AIR PORTUGAL		S D	149	0	0	57	15	18	9	1	0	23	53	28	90	
	BIRMINGHAM	BMIBABY LTD		S A	17	1	0	12	6	35	35	12	0	81	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	17	0	0	29	18	12	35	6	0	63	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	54	24	18	3	0	0	18	72	26	120	
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	61	20	14	4	0	0	19	51	21	120	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	45	33	13	7	0	2	29	53	20	30	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	62	18	17	3	0	0	18	30	26	30	
	GATWICK	MONARCH AIRLINES		S A	30	0	0	43	37	17	3	0	0	21	50	27	42	
	GATWICK	MONARCH AIRLINES		S D	30	0	0	77	10	10	3	0	0	11	74	20	42	
	MANCHESTER	THOMSONFLY LTD		S A	21	0	0	24	43	29	5	0	0	28	0	0	0	
	MANCHESTER	THOMSONFLY LTD		S D	21	0	0	71	24	5	0	0	0	10	0	0	0	
<b>TOTAL LISBON</b>					<b>799</b>	<b>1</b>	<b>0</b>	<b>46</b>	<b>22</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>54</b>	<b>24</b>	<b>24</b>	
LIVERPOOL																		
LJUBLJANA																		
	BIRMINGHAM	ADRIA AIRWAYS		S A	4	0	0	75	25	0	0	0	0	6	50	19	4	
	BIRMINGHAM	ADRIA AIRWAYS		S D	4	0	0	75	25	0	0	0	0	11	50	18	4	
	GATWICK	ADRIA AIRWAYS		S A	30	0	0	50	10	17	23	0	0	34	83	8	30	
	GATWICK	ADRIA AIRWAYS		S D	30	0	0	37	13	33	17	0	0	34	70	14	30	
	MANCHESTER	ADRIA AIRWAYS		S A	9	0	0	22	56	11	11	0	0	23	67	11	9	
	MANCHESTER	ADRIA AIRWAYS		S D	9	0	0	33	33	33	0	0	0	26	67	12	9	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	60	27	7	7	0	0	18	72	12	29	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	60	30	10	0	0	0	13	41	21	29	
<b>TOTAL LJUBLJANA</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>16</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>12</b>	<b>12</b>	
LODZ LUBLINEK																		
	STANSTED	RYANAIR		S A	30	0	0	90	7	3	0	0	0	4	63	18	30	
	STANSTED	RYANAIR		S D	30	0	0	57	30	10	3	0	0	18	37	29	30	
<b>TOTAL LODZ LUBLINEK</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>23</b>	<b>23</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER		S A	177	0	0	78	9	7	6	1	0	14	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
LONDON CITY																		
	EDINBURGH	BA CITYFLYER		S D	186	0	0	58	24	13	5	0	0	21	0	0	0	
	GLASGOW	BA CITYFLYER		S A	92	0	0	74	11	8	8	0	0	14	0	0	0	
	GLASGOW	BA CITYFLYER		S D	93	0	0	69	13	15	3	0	0	16	0	0	0	
	EDINBURGH	CITY JET		S A	141	0	0	44	37	16	3	0	0	19	0	0	0	
	EDINBURGH	CITY JET		S D	141	0	0	72	17	9	1	0	0	12	0	0	0	
	MANCHESTER	VLM (BELGIUM)		S A	104	0	1	65	23	9	2	1	0	17	64	15	159	
	MANCHESTER	VLM (BELGIUM)		S D	102	0	3	81	9	6	4	0	0	12	89	6	158	
<b>TOTAL LONDON CITY</b>					<b>1036</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>10</b>	<b>10</b>	
LORIENT																		
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	57	0	0	74	11	7	7	2	0	19	59	20	59	
	HEATHROW	AMERICAN AIRLINES		S D	57	0	0	70	19	11	0	0	0	13	27	25	59	
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	62	14	18	6	0	0	17	61	32	90	
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	34	38	23	4	0	0	25	20	37	90	
	STANSTED	MAXJET AIRWAYS		S A	17	0	0	88	6	0	6	0	0	5	0	0	0	
	STANSTED	MAXJET AIRWAYS		S D	17	0	0	35	18	12	29	6	0	60	0	0	0	
	HEATHROW	UNITED AIRLINES		S A	30	0	0	93	3	0	3	0	0	3	68	23	60	
	HEATHROW	UNITED AIRLINES		S D	30	0	4	80	13	3	3	0	0	11	53	21	59	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	60	0	0	88	3	3	5	0	0	6	90	7	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	60	0	0	50	25	17	8	0	0	21	23	34	60	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>508</b>	<b>1</b>	<b>4</b>	<b>64</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>26</b>	<b>26</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	5	0	0	100	0	0	0	0	0	4	25	361	4	
	HEATHROW	BRITISH AIRWAYS PLC		S D	4	0	0	0	50	0	50	0	0	50	60	14	5	
<b>TOTAL LUANDA</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>24</b>	<b>44</b>	<b>168</b>	<b>168</b>	
LUBECK																		
	STANSTED	RYANAIR		S A	77	0	0	88	8	3	1	0	0	5	80	14	79	
	STANSTED	RYANAIR		S D	77	0	0	78	16	5	1	0	0	11	66	16	79	
<b>TOTAL LUBECK</b>					<b>154</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>15</b>	<b>15</b>	
LUBUMBASHI																		
LUGANO																		
LUSAKA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					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)											
LUSAKA	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	5	77	17	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	0	0	75	8	8	8	0	0	17	54	33	13
<b>TOTAL LUSAKA</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>12</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>25</b>	<b>25</b>
LUTON	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	140	0	1	75	14	7	4	0	0	11	48	32	143
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	140	0	1	67	19	10	4	0	0	14	45	33	143
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	152	0	0	88	5	5	3	0	0	7	64	22	139
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	152	0	0	83	9	5	3	0	0	9	57	25	140
<b>TOTAL LUTON</b>					<b>584</b>	<b>5</b>	<b>2</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>53</b>	<b>28</b>	<b>28</b>
LUXEMBOURG	GATWICK	BRITISH AIRWAYS PLC	S	A	45	0	0	87	11	2	0	0	0	8	76	13	46
	GATWICK	BRITISH AIRWAYS PLC	S	D	45	0	0	76	20	4	0	0	0	11	46	20	46
	HEATHROW	LUXAIR	S	A	60	0	0	80	17	3	0	0	0	9	83	8	60
	HEATHROW	LUXAIR	S	D	60	0	0	92	8	0	0	0	0	4	83	9	60
	LONDON CITY	LUXAIR	S	A	77	0	3	77	13	4	6	0	0	14	89	5	84
	LONDON CITY	LUXAIR	S	D	77	0	3	53	18	19	9	0	0	24	71	12	84
	MANCHESTER	LUXAIR	S	A	30	0	0	87	10	0	3	0	0	8	93	3	30
	MANCHESTER	LUXAIR	S	D	30	0	0	77	10	10	3	0	0	11	80	7	30
	LONDON CITY	VLM (BELGIUM)	S	A	75	0	0	91	4	3	1	1	0	9	88	9	77
	LONDON CITY	VLM (BELGIUM)	S	D	75	0	0	45	36	15	4	0	0	19	62	15	76
	MANCHESTER	VLM (BELGIUM)	S	A	49	0	0	67	18	10	4	0	0	16	0	0	0
	MANCHESTER	VLM (BELGIUM)	S	D	49	0	0	86	10	4	0	0	0	5	0	0	0
<b>TOTAL LUXEMBOURG</b>					<b>672</b>	<b>0</b>	<b>6</b>	<b>75</b>	<b>15</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>11</b>	<b>11</b>
LUXOR	HEATHROW	EGYPT AIR	S	A	4	0	0	0	75	0	0	25	0	64	75	5	4
	HEATHROW	EGYPT AIR	S	D	4	0	0	75	0	0	0	25	0	47	100	3	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	12	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	14	25	24	4
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	88	13	0	0	0	0	6	25	253	12
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	100	0	0	0	0	0	2	50	116	12
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	50	25	25	0	0	0	25	25	59	8
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	15	38	53	8
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	2	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006							
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)														
LUXOR																				
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	0	50	0	0	0	19	100	4	4			
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	6	4			
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	13	75	13	4			
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	3	75	8	4			
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	16	4			
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0			
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0			
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	50	0	50	0	0	0	27	100	0	2			
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	50	0	25	25	0	0	33	100	6	4			
<b>TOTAL LUXOR</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>9</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>66</b>	<b>66</b>			
LYON																				
	MANCHESTER	BMI REGIONAL	S	A	28	0	0	93	0	7	0	0	0	5	0	0	0			
	MANCHESTER	BMI REGIONAL	S	D	28	0	0	93	4	4	0	0	0	3	0	0	0			
	BIRMINGHAM	BRIT AIR	S	A	48	0	0	85	15	0	0	0	0	5	0	0	0			
	BIRMINGHAM	BRIT AIR	S	D	48	0	0	83	13	4	0	0	0	8	0	0	0			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	72	16	9	3	0	0	12	70	16	90			
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	70	19	9	2	0	0	14	54	25	90			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	80	13	0	7	0	0	9	70	15	30			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	80	10	3	7	0	0	12	57	18	30			
<b>TOTAL LYON</b>					<b>394</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>14</b>	<b>14</b>			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
MAASTRICHT																		
MADRID																		
	GATWICK	AEROLINEAS ARGENTINAS	S	A	30	0	0	50	13	27	7	3	0	35	73	10	30	
	GATWICK	AEROLINEAS ARGENTINAS	S	D	30	0	0	40	27	17	13	3	0	39	47	21	30	
	EDINBURGH	AIR EUROPA	C	A	2	0	0	50	50	0	0	0	0	19	100	7	2	
	EDINBURGH	AIR EUROPA	C	D	2	0	0	0	100	0	0	0	0	24	50	15	2	
	LONDON CITY	BA CITYFLYER	S	A	45	0	0	87	7	4	2	0	0	7	0	0	0	
	LONDON CITY	BA CITYFLYER	S	D	44	1	0	11	34	36	18	0	0	43	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	1	1	55	17	19	9	0	0	21	31	42	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	44	28	17	11	0	0	27	24	41	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	149	0	0	62	13	19	5	1	0	21	51	22	150	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	150	0	0	49	23	21	7	0	0	23	35	33	150	
	LONDON CITY	CITY JET	S	A	44	1	0	73	9	11	7	0	0	14	0	0	0	
	LONDON CITY	CITY JET	S	D	45	0	0	40	20	31	9	0	0	29	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	73	17	7	3	0	0	10	0	0	0	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	33	40	17	10	0	0	26	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	110	0	0	75	12	6	5	2	0	15	54	26	81	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	110	0	0	38	27	25	8	2	0	31	26	36	81	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	87	5	5	3	0	0	9	27	35	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	62	27	8	3	0	0	15	18	37	60	
	HEATHROW	IBERIA	S	A	240	0	0	70	15	13	2	0	0	12	61	17	209	
	HEATHROW	IBERIA	S	D	240	0	0	63	24	10	4	0	0	17	37	27	209	
	GATWICK	SPANAIR	C	A	2	1	0	0	0	0	100	0	0	87	0	0	0	
	GATWICK	SPANAIR	C	D	3	0	0	0	0	33	67	0	0	85	0	0	0	
<b>TOTAL MADRID</b>					<b>1607</b>	<b>8</b>	<b>1</b>	<b>59</b>	<b>20</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>26</b>	<b>26</b>	
MAHON																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	9	0	0	22	22	33	22	0	0	37	43	24	7	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	9	0	0	44	0	56	0	0	0	30	14	44	7	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	2	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	20	75	11	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	20	1	0	65	15	5	10	5	0	28	83	13	29	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	20	0	0	65	15	5	10	5	0	28	83	15	29	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MAHON	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	20	50	24	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	55	20	10	15	0	0	23	81	8	27
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	63	11	11	16	0	0	29	70	11	27
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	0	0	17	0	59	83	8	6
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	67	0	17	0	0	17	68	83	12	6
	EDINBURGH	FUTURA AIRLINES	C	A	4	0	0	25	25	50	0	0	0	27	100	1	5
	EDINBURGH	FUTURA AIRLINES	C	D	4	0	0	25	25	50	0	0	0	30	60	11	5
	GATWICK	GB AIRWAYS LTD	S	A	25	0	0	88	8	4	0	0	0	4	55	35	22
	GATWICK	GB AIRWAYS LTD	S	D	25	0	0	76	12	12	0	0	0	8	41	40	22
	NEWCASTLE	JET2.COM LTD	S	A	2	0	0	100	0	0	0	0	0	1	56	14	9
	NEWCASTLE	JET2.COM LTD	S	D	2	0	0	100	0	0	0	0	0	7	56	15	9
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	0	0	25	0	82	60	16	5
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	94	0	0	0	0	6	27	72	9	18
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	50	25	0	0	25	0	94	80	12	5
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	82	6	12	0	0	0	10	61	14	18
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	88	0	0	13	0	0	14	100	4	10
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	0	13	0	0	25	60	11	10
	LUTON	MONARCH AIRLINES	S	A	17	0	0	76	18	6	0	0	0	9	72	13	18
	LUTON	MONARCH AIRLINES	S	D	17	0	0	53	35	6	6	0	0	19	44	21	18
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	6	100	3	5
	MANCHESTER	MONARCH AIRLINES	S	A	12	0	0	83	8	8	0	0	0	8	94	3	18
	MANCHESTER	MONARCH AIRLINES	S	D	12	0	0	83	8	8	0	0	0	9	89	6	18
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	6	80	8	5
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	2	100	0	5
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	9	0	0	78	0	22	0	0	0	16	80	9	5
	GATWICK	MYTRAVEL AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	0	90	7	10
	GATWICK	MYTRAVEL AIRWAYS	C	D	9	0	0	78	22	0	0	0	0	10	60	21	10
	GLASGOW	MYTRAVEL AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	1	80	4	5
	GLASGOW	MYTRAVEL AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	3	80	11	5
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	15	0	0	87	0	13	0	0	0	6	73	14	15
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	15	0	0	80	13	7	0	0	0	8	86	7	14
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	9	0	0	89	0	0	11	0	0	21	90	4	10



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MAHON	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	9	0	0	67	0	22	0	11	0	33	90	8	10
	STANSTED	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	5
	STANSTED	MYTRAVEL AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	11	100	2	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	6	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	15	0	0	87	0	7	7	0	0	16	64	14	14
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	14	0	0	50	21	21	0	7	0	28	64	33	14
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	50	0	0	0	25	100	4	5
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	50	0	0	0	21	100	1	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	56	0	33	11	0	0	26	57	53	14
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	0	22	11	0	0	19	77	28	13
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	0	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	1	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	8	0	0	63	25	13	0	0	0	11	100	0	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	14	0	0	0	10	86	5	7
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	80	9	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	2	5
	GATWICK	THOMSONFLY LTD	C	A	17	0	0	82	12	6	0	0	0	5	94	4	18
	GATWICK	THOMSONFLY LTD	C	D	17	0	0	71	18	12	0	0	0	13	72	12	18
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	75	14	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	33	4
	LUTON	THOMSONFLY LTD	C	A	6	0	0	100	0	0	0	0	0	5	88	7	8
	LUTON	THOMSONFLY LTD	C	D	5	0	0	60	0	40	0	0	0	22	56	14	9
	MANCHESTER	THOMSONFLY LTD	C	A	17	0	0	76	18	6	0	0	0	6	83	10	18
	MANCHESTER	THOMSONFLY LTD	C	D	17	0	0	71	12	12	6	0	0	14	72	19	18
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	4	5
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	80	4	5
	GATWICK	XL AIRWAYS UK LTD	C	A	8	0	0	88	0	0	0	13	0	38	77	29	13
	GATWICK	XL AIRWAYS UK LTD	C	D	6	0	0	100	0	0	0	0	0	0	69	30	13
<b>TOTAL MAHON</b>					<b>641</b>	<b>2</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>14</b>	<b>14</b>

MALABO

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALABO	GATWICK	ASTRAEUS LTD	S	A	4	0	0	50	25	25	0	0	0	21	75	33	4
	GATWICK	ASTRAEUS LTD	S	D	4	0	0	100	0	0	0	0	0	3	100	2	4
<b>TOTAL MALABO</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>12</b>	<b>88</b>	<b>18</b>	<b>18</b>
MALAGA	MANCHESTER	BMI BRITISH MIDLAND	C	A	5	0	0	60	0	20	20	0	0	32	0	61	5
	MANCHESTER	BMI BRITISH MIDLAND	C	D	5	0	0	80	0	0	20	0	0	17	80	11	5
	BIRMINGHAM	BMIBABY LTD	S	A	51	1	1	45	14	18	22	2	0	36	57	107	35
	BIRMINGHAM	BMIBABY LTD	S	D	53	0	0	32	26	17	23	2	0	42	43	33	35
	MANCHESTER	BMIBABY LTD	S	A	35	0	0	63	9	17	11	0	0	24	51	20	35
	MANCHESTER	BMIBABY LTD	S	D	35	0	0	77	3	11	9	0	0	17	63	18	35
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	74	0	0	73	9	8	9	0	0	17	49	29	72
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	75	0	0	68	16	7	9	0	0	20	37	35	73
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	19	6	0	0	0	10	83	8	29
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	3	3	0	0	12	69	18	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	101	0	2	76	11	7	5	1	0	16	51	30	100
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	101	0	0	60	27	9	3	1	0	20	31	37	101
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	69	18	6	6	0	0	13	88	7	34
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	82	8	6	4	0	0	12	91	6	34
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	100	0	1	77	10	9	3	1	0	12	70	16	94
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	100	0	0	72	19	6	2	1	0	15	47	25	94
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	14	0	0	50	36	0	14	0	0	25	18	21	11
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	71	14	0	14	0	0	22	55	18	11
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	19	0	0	37	26	32	5	0	0	26	47	16	19
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	79	5	11	5	0	0	14	95	4	19
	EDINBURGH	FLYGLOBESPAN	S	A	48	0	0	33	19	19	17	6	6	72	93	6	30
	EDINBURGH	FLYGLOBESPAN	S	D	48	0	0	33	21	19	15	8	4	68	70	22	30
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	73	7	13	7	0	0	18	90	6	30
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	73	13	10	3	0	0	15	77	14	30
	GATWICK	GB AIRWAYS LTD	S	A	120	0	0	84	8	6	1	1	0	9	59	24	120
	GATWICK	GB AIRWAYS LTD	S	D	120	0	0	78	14	7	1	1	0	13	41	30	120
	HEATHROW	GB AIRWAYS LTD	S	A	60	0	0	65	22	12	2	0	0	15	42	29	60
	HEATHROW	GB AIRWAYS LTD	S	D	60	0	0	73	17	8	2	0	0	13	42	25	60
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	43	27	13	13	0	3	48	43	27	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MALAGA																		
	MANCHESTER	JET2.COM LTD		S D	30	0	0	83	3	3	7	3	0	16	68	18	31	
	NEWCASTLE	JET2.COM LTD		S A	18	0	0	50	22	11	11	6	0	40	0	0	0	
	NEWCASTLE	JET2.COM LTD		S D	18	0	0	67	22	6	0	6	0	24	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES		S A	46	0	0	70	13	13	0	2	2	25	51	18	47	
	BIRMINGHAM	MONARCH AIRLINES		S D	45	0	0	84	4	4	2	2	2	23	78	12	46	
	GATWICK	MONARCH AIRLINES		S A	78	0	0	73	9	8	5	3	3	37	57	22	75	
	GATWICK	MONARCH AIRLINES		C A	6	0	0	67	17	17	0	0	0	10	64	17	11	
	GATWICK	MONARCH AIRLINES		S D	78	0	0	68	19	4	4	1	4	37	57	26	74	
	GATWICK	MONARCH AIRLINES		C D	6	0	0	67	17	17	0	0	0	13	55	28	11	
	LUTON	MONARCH AIRLINES		S A	47	0	0	79	6	6	2	4	2	33	53	31	47	
	LUTON	MONARCH AIRLINES		S D	45	0	1	71	20	4	0	2	2	26	52	27	46	
	MANCHESTER	MONARCH AIRLINES		S A	78	0	0	73	15	8	3	1	0	15	65	24	98	
	MANCHESTER	MONARCH AIRLINES		S D	78	0	0	72	15	9	3	1	0	14	78	19	98	
	NEWCASTLE	MYTRAVEL AIRWAYS		C A	4	0	0	25	50	25	0	0	0	21	100	0	5	
	NEWCASTLE	MYTRAVEL AIRWAYS		C D	4	0	0	75	25	0	0	0	0	9	100	1	4	
	NEWCASTLE	SILVERJET		C A	5	0	0	40	40	0	0	0	20	105	75	12	4	
	NEWCASTLE	SILVERJET		C D	5	0	0	60	0	20	0	0	20	90	75	19	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	5	0	0	20	80	0	0	0	0	18	40	17	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	5	0	0	60	40	0	0	0	0	12	60	20	5	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	75	0	0	0	0	18	50	16	4	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	50	0	0	0	0	15	40	22	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	20	0	20	0	0	19	20	29	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	0	20	0	0	15	80	6	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	20	0	20	0	0	38	100	2	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	0	20	0	0	30	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD		C A	5	0	0	100	0	0	0	0	0	0	75	10	4	
	BIRMINGHAM	THOMSONFLY LTD		C D	5	0	0	60	0	40	0	0	0	16	75	7	4	
	GATWICK	THOMSONFLY LTD		C A	22	0	0	73	9	9	5	5	0	26	84	10	25	
	GATWICK	THOMSONFLY LTD		C D	23	0	0	65	13	13	0	9	0	34	48	17	25	
	GLASGOW	THOMSONFLY LTD		C A	5	0	0	40	60	0	0	0	0	16	100	2	4	
	GLASGOW	THOMSONFLY LTD		C D	5	0	0	80	20	0	0	0	0	5	100	4	4	
	LUTON	THOMSONFLY LTD		C A	18	0	0	89	6	0	6	0	0	9	94	6	17	
	LUTON	THOMSONFLY LTD		C D	18	0	0	94	0	0	6	0	0	12	76	16	17	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MALAGA	MANCHESTER	THOMSONFLY LTD	C	A	22	1	0	68	14	9	9	0	0	18	84	23	25
	MANCHESTER	THOMSONFLY LTD	C	D	22	0	0	82	5	5	9	0	0	12	72	32	25
	NEWCASTLE	THOMSONFLY LTD	C	A	22	0	0	86	5	0	9	0	0	9	88	30	17
	NEWCASTLE	THOMSONFLY LTD	C	D	22	0	0	82	14	5	0	0	0	7	82	7	17
	GATWICK	XL AIRWAYS UK LTD	C	A	24	0	0	58	13	13	13	4	0	29	72	12	25
	GATWICK	XL AIRWAYS UK LTD	C	D	23	0	0	57	13	22	4	4	0	28	65	13	23
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	56	0	11	11	11	11	104	75	30	12
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	78	0	0	0	11	11	86	64	39	11
<b>TOTAL MALAGA</b>					<b>2393</b>	<b>7</b>	<b>5</b>	<b>69</b>	<b>15</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>23</b>	<b>60</b>	<b>24</b>	<b>24</b>
MALE INTERNATIONAL	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	42	0	394	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	25	363	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	150	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	144	2
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	38	13	13	0	0	30	0	71	8
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	22	11	11	0	0	33	13	74	8
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	0	25	0	0	45	0	66	3
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	25	25	0	0	0	20	0	106	4
<b>TOTAL MALE INTERNATIONAL</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>6</b>	<b>154</b>	<b>154</b>
MALMO	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	3	69	14	51
	STANSTED	RYANAIR	S	D	30	0	0	80	17	3	0	0	0	11	27	28	51
<b>TOTAL MALMO</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>21</b>	<b>21</b>
MALTA	BIRMINGHAM	AIR MALTA	S	A	13	0	0	54	23	8	0	15	0	61	75	10	8
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	25	0	0	0	0	6	75	9	4
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	25	50	25	0	0	0	27	75	15	4
	BIRMINGHAM	AIR MALTA	S	D	13	0	0	31	23	23	8	15	0	75	50	23	8
	GATWICK	AIR MALTA	S	A	47	0	0	72	13	9	6	0	0	15	77	9	53
	GATWICK	AIR MALTA	S	D	40	0	0	28	20	35	15	3	0	39	40	25	53
	GLASGOW	AIR MALTA	S	A	8	0	0	100	0	0	0	0	0	3	88	4	8
	GLASGOW	AIR MALTA	S	D	8	0	0	63	25	13	0	0	0	17	75	12	8
	HEATHROW	AIR MALTA	S	A	60	0	0	60	17	15	7	2	0	21	80	7	61

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MALTA	HEATHROW	AIR MALTA	S	D	60	0	0	30	37	22	10	2	0	33	46	21	61
	MANCHESTER	AIR MALTA	S	A	35	1	0	43	34	9	11	3	0	38	92	10	36
	MANCHESTER	AIR MALTA	S	D	35	0	0	29	34	20	14	3	0	45	72	17	36
	NEWCASTLE	AIR MALTA	S	A	4	1	0	75	0	0	25	0	0	36	50	19	4
	NEWCASTLE	AIR MALTA	S	D	5	0	0	60	0	0	20	0	20	325	75	11	4
	STANSTED	AIR MALTA	S	A	12	0	1	42	8	17	25	8	0	55	100	3	9
	STANSTED	AIR MALTA	S	D	13	0	0	15	23	23	31	8	0	67	56	28	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	12	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	12	4
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	90	7	0	3	0	0	5	73	12	30
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	53	40	3	3	0	0	15	40	24	30
	MANCHESTER	GB AIRWAYS LTD	S	A	30	0	0	67	23	0	10	0	0	17	62	14	13
	MANCHESTER	GB AIRWAYS LTD	S	D	30	0	0	73	17	7	3	0	0	11	23	21	13
	BIRMINGHAM	HELLO	C	A	4	0	0	50	50	0	0	0	0	12	100	0	5
	BIRMINGHAM	HELLO	C	D	4	0	0	75	25	0	0	0	0	10	80	11	5
	GATWICK	HELLO	C	A	20	0	0	45	25	20	10	0	0	25	77	11	22
	GATWICK	HELLO	C	D	20	0	0	35	35	15	15	0	0	30	33	26	21
	GLASGOW	HELLO	C	A	4	0	0	25	0	50	25	0	0	44	0	61	4
	GLASGOW	HELLO	C	D	4	0	0	25	0	25	50	0	0	45	0	73	4
	MANCHESTER	HELLO	C	A	8	0	0	25	50	25	0	0	0	21	33	25	9
	MANCHESTER	HELLO	C	D	8	0	0	38	38	25	0	0	0	23	67	30	9
	NEWCASTLE	HELLO	C	A	5	0	0	100	0	0	0	0	0	4	100	0	4
	NEWCASTLE	HELLO	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4
	STANSTED	HELLO	C	A	4	0	0	50	25	25	0	0	0	20	75	7	4
	STANSTED	HELLO	C	D	4	0	0	50	0	50	0	0	0	25	25	20	4
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	18	75	10	4
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	50	22	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	6	75	6	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	100	2	4
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	5	100	1	4
	LUTON	RYANAIR	S	A	30	0	0	77	10	10	3	0	0	9	0	0	0
	LUTON	RYANAIR	S	D	30	0	0	57	17	17	10	0	0	21	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
MALTA																		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	75	5	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	50	16	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	8	75	12	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	50	0	0	0	33	100	1	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	10	100	3	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	27	25	31	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	50	17	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	25	61	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	50	45	4	
	BIRMINGHAM	XL AIRWAYS UK LTD	C	A	4	0	0	75	25	0	0	0	0	4	0	0	0	
	BIRMINGHAM	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	0	67	65	9	
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	0	67	66	9	
<b>TOTAL MALTA</b>					<b>725</b>	<b>4</b>	<b>1</b>	<b>56</b>	<b>21</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>18</b>	<b>18</b>	
MANCHESTER																		
	STANSTED	AIR BERLIN	S	A	50	0	0	82	8	8	2	0	0	9	31	29	51	
	STANSTED	AIR BERLIN	S	D	50	0	0	70	26	4	0	0	0	10	16	35	51	
	HEATHROW	BMI BRITISH MIDLAND	S	A	193	0	2	79	11	8	2	0	0	9	72	14	196	
	HEATHROW	BMI BRITISH MIDLAND	S	D	194	0	2	76	15	7	1	0	0	10	64	16	199	
	EDINBURGH	BMI REGIONAL	S	A	157	0	0	90	6	3	0	0	0	4	88	6	137	
	EDINBURGH	BMI REGIONAL	S	D	162	0	0	90	6	4	0	0	0	5	88	7	137	
	GLASGOW	BMI REGIONAL	S	A	104	0	0	88	6	4	3	0	0	8	84	7	86	
	GLASGOW	BMI REGIONAL	S	D	101	1	0	86	7	4	2	1	0	9	87	7	86	
	GATWICK	BRITISH AIRWAYS PLC	S	A	178	0	1	40	24	27	8	1	0	28	38	30	183	
	GATWICK	BRITISH AIRWAYS PLC	S	D	179	0	0	57	22	16	6	0	0	19	52	27	182	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	229	0	0	63	17	16	4	0	0	17	67	15	258	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	229	0	0	53	24	18	4	0	0	19	44	25	259	
	EDINBURGH	FLYBE LTD	S	A	166	0	2	89	8	2	1	0	0	5	0	0	0	
	EDINBURGH	FLYBE LTD	S	D	167	0	1	82	11	5	2	0	0	10	0	0	0	
	GLASGOW	FLYBE LTD	S	A	134	0	4	78	6	4	12	1	0	19	0	0	0	
	GLASGOW	FLYBE LTD	S	D	134	0	3	78	7	7	8	1	0	17	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	150	0	4	65	21	11	3	0	0	16	70	13	158	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
MANCHESTER	LONDON CITY	VLM (BELGIUM)		S D	153	0	2	59	25	12	3	1	0	20	58	17	159
<b>TOTAL MANCHESTER</b>					<b>2733</b>	<b>69</b>	<b>21</b>	<b>72</b>	<b>14</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>16</b>	<b>16</b>
MARIBOR	STANSTED	RYANAIR		S A	12	0	1	92	0	0	8	0	0	6	0	0	0
	STANSTED	RYANAIR		S D	13	0	0	54	31	8	8	0	0	20	0	0	0
<b>TOTAL MARIBOR</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>16</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
MARRAKESH	GATWICK	ATLAS BLUE		S A	21	0	0	71	5	14	10	0	0	20	78	14	27
	GATWICK	ATLAS BLUE		S D	21	0	0	62	24	5	5	5	0	23	63	15	27
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	47	43	7	3	0	0	20	55	32	33
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	60	23	13	3	0	0	21	45	32	33
	HEATHROW	GB AIRWAYS LTD		S A	28	0	0	79	11	11	0	0	0	9	85	7	27
	HEATHROW	GB AIRWAYS LTD		S D	29	0	0	45	38	17	0	0	0	20	37	31	27
	HEATHROW	ROYAL AIR MAROC		S D	26	0	0	42	38	4	12	4	0	30	59	17	29
	LUTON	RYANAIR		S A	17	0	0	76	12	12	0	0	0	9	0	0	0
	LUTON	RYANAIR		S D	17	0	0	100	0	0	0	0	0	0	0	0	0
	LUTON	THOMSONFLY LTD		S A	8	0	0	63	38	0	0	0	0	13	0	0	0
	LUTON	THOMSONFLY LTD		S D	8	0	0	63	38	0	0	0	0	12	0	0	0
	MANCHESTER	THOMSONFLY LTD		S A	9	0	0	11	22	22	33	0	11	87	0	0	0
	MANCHESTER	THOMSONFLY LTD		S D	9	0	0	44	11	33	0	11	0	62	0	0	0
<b>TOTAL MARRAKESH</b>					<b>254</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>24</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>60</b>	<b>21</b>	<b>21</b>
MARSA ALAM	GATWICK	ASTRAEUS LTD		C A	4	0	0	25	25	50	0	0	0	27	50	18	4
	GATWICK	ASTRAEUS LTD		C D	4	0	0	50	50	0	0	0	0	17	50	13	4
	MANCHESTER	ASTRAEUS LTD		C A	4	0	0	75	25	0	0	0	0	6	0	0	0
	MANCHESTER	ASTRAEUS LTD		C D	4	0	0	75	25	0	0	0	0	7	0	0	0
<b>TOTAL MARSA ALAM</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>31</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>50</b>	<b>57</b>	<b>57</b>
MARSEILLE	BIRMINGHAM	BMIBABY LTD		S A	15	0	0	87	7	0	7	0	0	11	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	15	0	0	80	7	7	7	0	0	13	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S A	89	0	0	78	10	8	4	0	0	12	49	25	90
	GATWICK	BRITISH AIRWAYS PLC		S D	89	0	0	65	17	12	6	0	0	17	43	31	90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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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)												
MARSEILLE																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	45	0	0	56	24	7	13	0	0	23	26	40	35	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	45	0	0	62	18	9	11	0	0	23	37	38	35	
	STANSTED	RYANAIR	S	A	30	0	0	97	0	0	3	0	0	6	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	87	10	0	3	0	0	13	0	0	0	
<b>TOTAL MARSEILLE</b>					<b>360</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>31</b>	<b>31</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	27	0	0	78	15	7	0	0	0	7	77	15	26	
	HEATHROW	AIR MAURITIUS LTD	S	D	27	0	0	67	26	7	0	0	0	13	38	25	26	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	31	31	8	23	0	8	136	31	43	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	0	8	62	23	8	0	65	38	42	13	
<b>TOTAL MAURITIUS</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>1</b>	<b>39</b>	<b>50</b>	<b>28</b>	<b>28</b>	
MELBOURNE																		
	HEATHROW	QANTAS	S	A	60	0	0	72	7	8	8	3	2	41	68	30	60	
	HEATHROW	QANTAS	S	D	60	0	0	20	47	25	8	0	0	30	25	30	60	
<b>TOTAL MELBOURNE</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>27</b>	<b>17</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>35</b>	<b>47</b>	<b>30</b>	<b>30</b>	
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	59	18	18	6	0	0	18	65	17	17	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	17	0	0	24	18	41	18	0	0	39	47	28	17	
<b>TOTAL MEXICO CITY</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>18</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>23</b>	<b>23</b>	
MIAMI INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES	S	A	35	0	0	63	17	11	9	0	0	19	62	22	34	
	HEATHROW	AMERICAN AIRLINES	S	D	35	0	0	77	14	9	0	0	0	9	54	16	35	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	0	0	67	23	7	4	0	0	14	82	14	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	1	0	31	31	25	14	0	0	30	12	38	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	67	20	13	0	0	0	13	83	5	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	77	23	0	0	0	0	8	57	15	30	
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>246</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>22</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>20</b>	<b>20</b>	
MIKONOS																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	0	25	0	0	0	10	80	11	5	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	7	60	13	5	
	GATWICK	GB AIRWAYS LTD	S	A	9	0	0	89	11	0	0	0	0	3	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	56	33	11	0	0	0	19	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
MIKONOS																			
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	1	80	7	5		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	1	80	13	5		
<b>TOTAL MIKONOS</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>14</b>	<b>14</b>		
MILAN (LINATE)																			
	LONDON CITY	AIR ONE	S	A	49	0	1	78	8	10	4	0	0	13	0	0	0		
	LONDON CITY	AIR ONE	S	D	49	0	1	35	37	18	10	0	0	26	0	0	0		
	HEATHROW	ALITALIA	S	A	134	0	0	68	18	10	4	0	0	15	69	14	137		
	HEATHROW	ALITALIA	S	D	134	0	1	63	15	16	6	0	0	18	63	19	136		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	118	0	1	67	15	11	7	0	0	16	73	15	120		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	1	62	23	9	5	1	0	19	54	23	120		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	10	3	3	0	0	10	73	15	30		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	23	10	3	0	0	17	40	23	30		
<b>TOTAL MILAN (LINATE)</b>					<b>663</b>	<b>14</b>	<b>5</b>	<b>65</b>	<b>18</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>64</b>	<b>18</b>	<b>18</b>		
MILAN (MALPENSA)																			
	HEATHROW	ALITALIA	S	A	89	0	1	45	30	16	8	1	0	25	55	19	88		
	HEATHROW	ALITALIA	S	D	90	0	0	70	16	8	7	0	0	15	58	20	89		
	LONDON CITY	BA CITYFLYER	S	A	25	0	0	88	4	0	8	0	0	10	0	0	0		
	LONDON CITY	BA CITYFLYER	S	D	25	0	0	16	40	16	28	0	0	44	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	119	0	0	72	18	8	3	0	0	11	64	17	120		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	119	0	0	65	24	8	3	1	0	16	49	23	120		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	77	13	7	3	0	0	13	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	43	37	17	3	0	0	21	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	85	1	0	69	15	6	9	0	0	20	33	41	51		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	55	24	13	7	1	0	24	29	34	51		
	BIRMINGHAM	FLYBE LTD	S	A	48	0	2	94	6	0	0	0	0	3	0	0	0		
	BIRMINGHAM	FLYBE LTD	S	D	49	0	1	71	10	12	6	0	0	15	0	0	0		
	MANCHESTER	FLYBE LTD	S	A	50	0	0	80	14	2	2	2	0	11	0	0	0		
	MANCHESTER	FLYBE LTD	S	D	50	0	0	70	24	2	4	0	0	13	0	0	0		
<b>TOTAL MILAN (MALPENSA)</b>					<b>898</b>	<b>1</b>	<b>4</b>	<b>66</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>19</b>	<b>19</b>		
MINNEAPOLIS-ST PAUL																			
	GATWICK	NORTHWEST AIRLINES	S	A	30	0	0	90	3	7	0	0	0	3	73	26	30		
	GATWICK	NORTHWEST AIRLINES	S	D	30	0	0	83	10	7	0	0	0	8	21	39	29		
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>61</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>47</b>	<b>32</b>	<b>32</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
MINSK INT'L																			
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S A	10	0	0	50	30	10	10	0	0	24	56	18	9		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	10	0	0	40	30	10	20	0	0	32	56	23	9		
<b>TOTAL MINSK INT'L</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>27</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>60</b>	<b>19</b>	<b>19</b>		
MITIGA																			
MITILINI																			
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	3	100	0	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	10	100	7	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	2	100	2	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	25	0	0	0	0	7	100	6	4		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	50	50	0	0	0	0	17	0	0	0		
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	10	0	0	0		
	MANCHESTER	SILVERJET		C A	4	0	0	75	0	0	25	0	0	26	0	0	0		
	MANCHESTER	SILVERJET		C D	4	0	0	50	0	50	0	0	0	22	0	0	0		
	GATWICK	XL AIRWAYS UK LTD		C A	4	0	0	25	25	0	50	0	0	61	100	4	4		
	GATWICK	XL AIRWAYS UK LTD		C D	4	0	0	50	0	0	50	0	0	71	25	25	4		
<b>TOTAL MITILINI</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>5</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>91</b>	<b>6</b>	<b>6</b>		
MOLDE																			
MOMBASA																			
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C A	5	0	0	100	0	0	0	0	0	0	100	0	6		
	GATWICK	AFRICAN SAFARI AIRWAYS-ASA		C D	5	0	0	80	0	20	0	0	0	15	33	13	6		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	4	0	289	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	50	0	0	0	0	12	0	306	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	0	2	50	53	2		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	25	0	0	0	14	50	55	2		
	HEATHROW	KENYA AIRWAYS		S A	5	0	0	40	40	0	20	0	0	30	0	0	0		
	HEATHROW	KENYA AIRWAYS		S D	4	0	0	100	0	0	0	0	0	2	0	0	0		
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	25	25	25	0	0	39	50	17	4		
	GATWICK	MONARCH AIRLINES		C D	4	0	0	75	0	0	25	0	0	31	75	6	4		
	GATWICK	MYTRAVEL AIRWAYS		C A	4	0	0	75	0	0	0	0	25	277	0	0	0		
	GATWICK	MYTRAVEL AIRWAYS		C D	4	0	0	100	0	0	0	0	0	4	0	0	0		
<b>TOTAL MOMBASA</b>					<b>51</b>	<b>8</b>	<b>0</b>	<b>76</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>2</b>	<b>34</b>	<b>47</b>	<b>86</b>	<b>86</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	
MONASTIR																			
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	6	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	75	14	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	75	8	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	7	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	2	50	23	4		
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	75	22	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	20	40	0	0	58	50	17	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	20	0	20	0	0	29	100	4	4		
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4		
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	5	0	0	80	20	0	0	0	0	8	100	2	4		
	GATWICK	MYTRAVEL AIRWAYS	C	A	9	0	0	78	11	0	0	11	0	30	89	127	9		
	GATWICK	MYTRAVEL AIRWAYS	C	D	9	0	0	78	0	11	0	11	0	39	100	5	9		
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	50	0	25	25	0	0	35	75	22	4		
	GLASGOW	MYTRAVEL AIRWAYS	C	D	5	0	0	60	0	0	40	0	0	35	75	38	4		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	8	0	0	100	0	0	0	0	0	0	100	0	12		
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	9	0	0	89	0	0	0	0	11	40	100	0	13		
	GATWICK	NOUVELAIR TUNISIE	S	A	5	0	0	80	20	0	0	0	0	7	50	20	4		
	GATWICK	NOUVELAIR TUNISIE	S	D	5	0	0	80	20	0	0	0	0	9	50	26	4		
	STANSTED	NOUVELAIR TUNISIE	C	A	5	0	0	80	20	0	0	0	0	5	80	7	5		
	STANSTED	NOUVELAIR TUNISIE	C	D	5	0	0	60	0	40	0	0	0	15	75	12	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	20	0	0	0	18	25	25	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	9	75	10	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	0	22	11	0	0	22	75	175	8		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	0	11	22	11	0	48	75	7	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	60	0	20	0	0	27	25	47	4		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	0	60	20	0	0	41	25	49	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	40	0	40	0	0	41	100	7	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	40	0	0	0	17	75	7	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	39	100	0	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	44	100	2	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	50	16	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	50	11	4		
	GATWICK	THOMSONFLY LTD	C	A	8	1	0	100	0	0	0	0	0	0	63	11	8		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	1	63	18	8	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	12	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	11	75	26	4	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	63	13	13	0	13	0	39	50	49	8	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	67	11	11	0	11	0	36	63	55	8	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	12	0	0	0	
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	18	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	3	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4	
<b>TOTAL MONASTIR</b>					<b>250</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>74</b>	<b>26</b>	<b>26</b>	
MONROVIA (ROBERTS)																		
	GATWICK	ASTRAEUS LTD	S	A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	ASTRAEUS LTD	S	D	8	0	0	25	13	38	25	0	0	40	0	0	0	
<b>TOTAL MONROVIA (ROBERTS)</b>					<b>17</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>6</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MONTEGO BAY																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	3	50	11	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	100	11	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	17	0	186	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	18	50	220	2	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	50	25	0	25	0	0	43	75	33	4	
	GATWICK	MYTRAVEL AIRWAYS	C	D	5	0	0	20	40	0	40	0	0	50	0	68	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	13	100	3	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	29	50	12	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	15	75	13	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	18	100	8	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	60	24	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	7	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	50	13	25	0	13	0	57	63	31	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	50	25	13	13	0	0	29	75	12	8	
<b>TOTAL MONTEGO BAY</b>					<b>57</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>19</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>33</b>	<b>33</b>	
MONTPELLIER																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
MONTPELLIER																		
	GATWICK	GB AIRWAYS LTD	S	A	30	0	0	83	13	0	3	0	0	12	64	18	39	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	70	27	0	3	0	0	15	38	28	39	
	STANSTED	RYANAIR	S	A	30	0	0	100	0	0	0	0	0	70	19	30		
	STANSTED	RYANAIR	S	D	30	0	0	97	3	0	0	0	4	33	36	30		
<b>TOTAL MONTPELLIER</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>51</b>	<b>25</b>	<b>25</b>		
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA	S	A	60	0	0	93	7	0	0	0	2	88	5	60		
	HEATHROW	AIR CANADA	S	D	60	0	0	73	18	8	0	0	9	70	13	60		
	GATWICK	AIR TRANSAT	S	A	8	0	0	88	0	13	0	0	9	100	3	5		
	GATWICK	AIR TRANSAT	S	D	8	0	0	63	13	13	13	0	23	80	7	5		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	63	23	7	7	0	18	65	13	43		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	40	23	30	7	0	31	31	34	42		
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	0	0	0	25	52	75	16	4		
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	5	0	0	80	0	0	0	20	41	75	13	4		
	GATWICK	ZOOM AIRLINES (CANADA)	S	A	4	0	0	100	0	0	0	0	2	75	20	4		
	GATWICK	ZOOM AIRLINES (CANADA)	S	D	4	0	0	75	25	0	0	0	11	25	36	4		
<b>TOTAL MONTREAL (DORVAL)</b>					<b>215</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>67</b>	<b>15</b>	<b>15</b>		
MORRIS TOWN																		
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	60	27	10	3	0	17	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	10	0	3	0	9	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	81	0	0	69	14	11	6	0	16	53	57	73		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	81	0	0	42	32	20	6	0	25	41	37	74		
	HEATHROW	TRANSAERO AIRLINES	S	A	30	0	0	83	7	3	7	0	13	0	0	0		
	HEATHROW	TRANSAERO AIRLINES	S	D	30	0	0	77	13	3	7	0	13	0	0	0		
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>283</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>19</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>38</b>	<b>38</b>		
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT	S	A	84	0	0	79	11	10	0	0	16	77	20	83		
	HEATHROW	AEROFLOT	S	D	84	0	0	79	14	5	1	0	15	69	21	83		
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>21</b>	<b>21</b>		
MOSCOW (VNUKOVO)																		
<b>TOTAL MOSCOW (VNUKOVO)</b>					<b>2</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>0</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					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)											
MUMBAI	HEATHROW	AIR INDIA	S	A	56	0	1	45	13	7	18	13	5	78	53	52	77
	HEATHROW	AIR INDIA	S	D	55	0	2	33	24	20	13	11	0	57	10	72	70
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	1	77	8	10	3	2	0	18	82	7	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	37	38	18	2	5	0	32	53	18	60
	HEATHROW	JET AIRWAYS	S	A	60	0	0	92	5	2	2	0	0	5	72	14	58
	HEATHROW	JET AIRWAYS	S	D	60	0	0	65	22	13	0	0	0	14	58	17	60
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	53	20	23	3	0	0	18	70	14	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	73	13	13	0	0	0	11	37	24	30
<b>TOTAL MUMBAI</b>					<b>411</b>	<b>1</b>	<b>4</b>	<b>59</b>	<b>18</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>30</b>	<b>53</b>	<b>30</b>	<b>30</b>
MUNICH	HEATHROW	BRITISH AIRWAYS PLC	S	A	210	0	0	77	12	8	3	0	0	11	74	11	204
	HEATHROW	BRITISH AIRWAYS PLC	S	D	210	0	0	60	24	10	7	0	0	19	54	19	204
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	83	13	0	3	0	0	7	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	70	10	17	3	0	0	15	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	80	0	0	76	11	8	5	0	0	12	64	18	80
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	80	0	0	64	25	5	6	0	0	17	35	32	80
	MANCHESTER	FLYBE LTD	C	A	5	0	0	80	20	0	0	0	0	10	0	0	0
	MANCHESTER	FLYBE LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0
	HEATHROW	LUFTHANSA	S	A	210	1	0	81	13	4	1	0	0	9	64	15	210
	HEATHROW	LUFTHANSA	S	D	210	0	0	83	12	4	1	0	0	8	64	16	210
	MANCHESTER	LUFTHANSA	S	A	90	0	0	84	11	2	2	0	0	9	87	7	90
	MANCHESTER	LUFTHANSA	S	D	90	0	0	98	2	0	0	0	0	3	83	6	90
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	84	0	0	76	6	10	8	0	0	14	71	14	86
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	84	0	0	81	11	6	2	0	0	12	70	17	84
	LONDON CITY	LUFTHANSA CITY LINE	S	A	38	0	0	74	13	11	3	0	0	11	0	0	0
	LONDON CITY	LUFTHANSA CITY LINE	S	D	38	0	0	32	32	29	8	0	0	28	0	0	0
<b>TOTAL MUNICH</b>					<b>1493</b>	<b>1</b>	<b>0</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>16</b>
MUNSTER-OSNABRUCK	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	100	0	0	0	0	0	3	80	26	5
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	1	80	26	5
	STANSTED	AIR BERLIN	S	A	29	0	1	100	0	0	0	0	0	1	90	3	29
	STANSTED	AIR BERLIN	S	D	30	0	0	83	7	7	3	0	0	8	60	24	30
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>67</b>	<b>0</b>	<b>1</b>	<b>93</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>75</b>	<b>15</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MURCIA SAN JAVIER	BIRMINGHAM	BMIBABY LTD	S	A	22	0	8	82	9	9	0	0	0	7	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	22	0	0	82	5	9	5	0	0	11	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	60	26	9	3	3	0	24	53	23	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	46	29	17	6	3	0	30	40	33	30
	EDINBURGH	FLYGLOBESPAN	S	A	12	0	1	42	25	17	17	0	0	31	96	3	28
	EDINBURGH	FLYGLOBESPAN	S	D	12	0	1	33	42	8	17	0	0	27	74	13	27
	EDINBURGH	JET2.COM LTD	S	A	18	0	0	78	11	0	6	6	0	19	90	3	10
	EDINBURGH	JET2.COM LTD	S	D	18	0	0	78	11	0	6	6	0	26	78	9	18
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	60	23	10	7	0	0	21	57	46	30
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	87	13	0	0	0	0	6	87	7	30
	NEWCASTLE	JET2.COM LTD	S	A	30	0	0	77	3	7	10	3	0	21	82	11	17
	NEWCASTLE	JET2.COM LTD	S	D	30	0	0	77	10	7	7	0	0	14	65	13	17
	BIRMINGHAM	MONARCH AIRLINES	S	A	30	0	0	83	0	10	7	0	0	11	88	3	17
	BIRMINGHAM	MONARCH AIRLINES	S	D	30	0	0	63	13	13	10	0	0	20	71	14	17
	GATWICK	MONARCH AIRLINES	S	A	29	0	0	76	10	7	3	3	0	22	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	30	0	0	67	7	17	7	3	0	27	0	0	0
	LUTON	RYANAIR	S	A	30	0	0	70	10	13	7	0	0	19	66	20	29
	LUTON	RYANAIR	S	D	30	0	0	73	7	17	3	0	0	14	60	24	30
	STANSTED	RYANAIR	S	A	60	0	0	58	22	15	5	0	0	17	66	16	61
	STANSTED	RYANAIR	S	D	60	0	0	48	38	12	2	0	0	18	49	25	61
<b>TOTAL MURCIA SAN JAVIER</b>					<b>593</b>	<b>2</b>	<b>11</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>66</b>	<b>18</b>	<b>18</b>
MUSCAT	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	0	0	100	0	0	0	0	0	1	97	1	30
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	0	59	24	7	10	0	0	22	70	11	30
	HEATHROW	GULF AIR	S	A	34	0	0	85	9	3	3	0	0	9	62	19	55
	HEATHROW	GULF AIR	S	D	30	0	0	80	17	3	0	0	0	9	56	21	55
<b>TOTAL MUSCAT</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>12</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>15</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	0	69	14	17	0	0	0	14	79	22	43	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	43	0	0	49	35	14	2	0	0	20	56	25	43	
	HEATHROW	KENYA AIRWAYS	S	A	36	0	0	81	14	6	0	0	0	7	83	18	40	
	HEATHROW	KENYA AIRWAYS	S	D	37	0	0	78	16	5	0	0	0	8	83	11	40	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	34	38	17	7	3	0	35	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	0	1	79	14	0	3	3	0	21	0	0	0	
<b>TOTAL NAIROBI</b>					<b>216</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>22</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>19</b>	<b>19</b>	
NANTES																		
	GATWICK	GB AIRWAYS LTD	S	A	29	0	0	86	10	0	3	0	0	10	41	35	37	
	GATWICK	GB AIRWAYS LTD	S	D	29	0	0	86	7	3	3	0	0	11	47	31	38	
	STANSTED	RYANAIR	S	A	31	0	0	94	6	0	0	0	0	4	70	10	30	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	6	83	10	30	
<b>TOTAL NANTES</b>					<b>125</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>21</b>	<b>21</b>	
NAPLES																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	77	20	0	3	0	0	8	40	27	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	87	10	3	0	0	0	10	33	22	30	
	GATWICK	BRITISH AIRWAYS PLC	S	A	88	0	0	48	26	19	6	0	1	32	28	44	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	88	0	1	57	30	10	3	0	0	18	33	29	90	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	70	13	8	8	0	0	17	39	37	59	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	75	17	5	3	0	0	14	31	33	59	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	10	40	21	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	10	20	27	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	34	20	37	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	22	60	27	5	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	33	17	17	0	33	0	108	0	57	7	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	33	17	17	17	17	0	86	14	52	7	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	4	40	29	5	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	80	7	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	0	50	0	0	0	27	40	54	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	60	43	5	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	88	0	0	0	0	13	65	67	25	9	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	63	38	0	0	0	0	11	44	23	9	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	25	50	0	25	0	0	31	20	46	5	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAPLES																		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	13	40	38	5	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	13	75	0	13	0	0	29	67	32	9	
	MANCHESTER	THOMSONFLY LTD	S	A	9	0	0	56	11	22	11	0	0	30	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	D	9	0	0	33	33	22	0	11	0	41	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	50	25	13	13	0	0	26	56	27	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	18	60	12	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	4	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	0	50	0	50	0	0	70	0	0	0	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	50	0	0	50	0	0	62	0	0	0	
<b>TOTAL NAPLES</b>					<b>474</b>	<b>0</b>	<b>1</b>	<b>62</b>	<b>22</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>35</b>	<b>34</b>	<b>34</b>	
NARSSARSSUAQ																		
NASSAU																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	8	100	0	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	2	100	1	4	
<b>TOTAL NASSAU</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>5</b>	<b>94</b>	<b>5</b>	<b>5</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	28	0	1	29	11	25	29	4	4	65	27	35	30	
	HEATHROW	AIR INDIA	S	D	29	0	0	28	17	21	24	3	7	82	0	78	30	
	HEATHROW	AMERICAN AIRLINES	S	A	175	0	0	76	9	7	5	3	0	18	60	22	168	
	HEATHROW	AMERICAN AIRLINES	S	D	175	0	0	82	14	2	2	0	0	9	45	23	166	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	217	0	0	53	20	18	8	1	0	25	49	29	205	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	218	0	0	42	36	17	5	0	0	24	26	32	205	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	29	0	0	79	17	3	0	0	0	7	70	11	30	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	30	0	0	70	23	7	0	0	0	10	80	11	30	
	GATWICK	DELTA AIRLINES	S	A	60	0	0	42	13	32	13	0	0	31	0	0	0	
	GATWICK	DELTA AIRLINES	S	D	59	0	0	85	14	2	0	0	0	5	0	0	0	
	MANCHESTER	DELTA AIRLINES	S	A	30	0	0	60	17	13	10	0	0	19	57	25	30	
	MANCHESTER	DELTA AIRLINES	S	D	30	1	0	80	10	3	7	0	0	11	43	36	30	
	STANSTED	EOS AIRLINES	S	A	61	0	4	61	18	13	8	0	0	17	45	37	47	
	STANSTED	EOS AIRLINES	C	A	2	0	0	50	0	50	0	0	0	16	0	0	0	
	STANSTED	EOS AIRLINES	S	D	64	0	2	77	14	5	5	0	0	15	54	21	46	
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	8	8	8	0	0	10	69	10	13	
	HEATHROW	KUWAIT AIRWAYS	S	D	13	0	0	46	31	15	8	0	0	25	31	44	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2006						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
NEW YORK (JF KENNEDY)																			
	STANSTED	MAXJET AIRWAYS	S	A	23	0	2	13	9	39	30	9	0	68	56	48	25		
	STANSTED	MAXJET AIRWAYS	S	D	24	0	1	79	4	8	4	4	0	21	54	20	26		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	13	0	0	31	31	8	31	0	0	39	9	71	22		
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	14	0	0	43	7	29	21	0	0	37	18	80	22		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	117	0	0	46	19	20	14	2	0	31	48	27	119		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	117	0	1	62	15	18	3	2	0	22	55	28	118		
	GATWICK	ZOOM AIRLINES LTD	S	A	29	0	0	34	10	21	34	0	0	50	0	0	0		
	GATWICK	ZOOM AIRLINES LTD	S	D	29	0	0	76	14	7	3	0	0	12	0	0	0		
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1600</b>	<b>2</b>	<b>11</b>	<b>60</b>	<b>18</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>46</b>	<b>29</b>	<b>29</b>		
NEW YORK (NEWARK)																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	0	0	87	9	4	0	0	0	5	92	5	85		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	0	0	67	24	6	4	0	0	15	39	25	85		
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	30	0	0	57	17	23	3	0	0	19	75	9	32		
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	30	0	0	90	7	0	3	0	0	6	91	6	32		
	EDINBURGH	CONTINENTAL AIRLINES	S	A	60	1	0	78	12	8	2	0	0	9	68	15	47		
	EDINBURGH	CONTINENTAL AIRLINES	S	D	60	0	0	88	7	5	0	0	0	6	70	16	47		
	GATWICK	CONTINENTAL AIRLINES	S	A	64	0	0	50	23	19	8	0	0	22	56	21	63		
	GATWICK	CONTINENTAL AIRLINES	S	D	64	0	0	70	20	6	2	2	0	18	72	17	64		
	GLASGOW	CONTINENTAL AIRLINES	S	A	47	0	0	77	13	6	4	0	0	10	72	15	43		
	GLASGOW	CONTINENTAL AIRLINES	S	D	47	0	0	74	15	6	4	0	0	12	70	16	43		
	MANCHESTER	CONTINENTAL AIRLINES	S	A	60	0	0	73	12	12	3	0	0	13	82	14	60		
	MANCHESTER	CONTINENTAL AIRLINES	S	D	60	0	0	90	7	2	2	0	0	5	77	15	60		
	LUTON	SILVERJET	S	A	34	1	0	35	21	35	9	0	0	29	0	0	0		
	LUTON	SILVERJET	S	D	36	0	2	67	14	3	11	6	0	28	0	0	0		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	59	0	0	41	20	20	15	2	2	41	76	14	59		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	42	25	22	8	3	0	35	41	32	59		
<b>TOTAL NEW YORK (NEWARK)</b>					<b>882</b>	<b>4</b>	<b>2</b>	<b>69</b>	<b>16</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>16</b>	<b>16</b>		
NEWCASTLE																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	165	0	0	75	15	5	5	1	0	14	67	16	165		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	165	0	0	61	20	15	4	0	0	17	48	22	165		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	76	0	0	93	7	0	0	0	0	3	85	9	79		
	BIRMINGHAM	EASTERN AIRWAYS	S	D	74	0	2	97	3	0	0	0	0	2	86	7	80		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	103	0	0	83	10	5	2	0	0	8	67	22	98		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NEWCASTLE	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	103	0	0	54	28	15	3	0	0	17	34	35	98
	GATWICK	JET2.COM LTD	S	A	69	0	0	65	20	10	4	0	0	16	0	0	0
	GATWICK	JET2.COM LTD	S	D	68	0	2	68	15	13	4	0	0	15	0	0	0
<b>TOTAL NEWCASTLE</b>					<b>825</b>	<b>3</b>	<b>4</b>	<b>73</b>	<b>16</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>21</b>	<b>21</b>
NEWQUAY	GATWICK	AIR SOUTHWEST	S	D	90	0	0	87	11	1	1	0	0	5	60	20	90
	MANCHESTER	AIR SOUTHWEST	S	A	29	0	1	45	24	24	7	0	0	24	41	23	51
	MANCHESTER	BMIBABY LTD	S	A	23	0	3	61	9	9	17	4	0	31	86	13	29
	MANCHESTER	BMIBABY LTD	S	D	23	0	1	65	9	4	17	4	0	30	87	7	30
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	93	3	3	0	0	0	6	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	47	30	20	3	0	0	19	0	0	0
	EDINBURGH	FLYBE LTD	S	A	22	0	0	73	14	14	0	0	0	9	50	23	6
	EDINBURGH	FLYBE LTD	S	D	22	0	0	59	23	14	5	0	0	16	67	15	6
	STANSTED	RYANAIR	S	A	29	0	1	79	10	7	3	0	0	12	79	8	28
	STANSTED	RYANAIR	S	D	30	0	0	60	20	17	3	0	0	19	50	22	30
<b>TOTAL NEWQUAY</b>					<b>328</b>	<b>0</b>	<b>6</b>	<b>71</b>	<b>15</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>18</b>	<b>18</b>
NICE	HEATHROW	BMI BRITISH MIDLAND	S	A	30	0	0	83	7	7	3	0	0	9	93	4	30
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	0	0	77	17	3	3	0	0	9	63	12	30
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	37	40	23	0	0	0	21	57	22	35
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	70	30	0	0	0	0	12	63	25	35
	GATWICK	BRITISH AIRWAYS PLC	S	A	60	0	0	60	17	15	8	0	0	17	24	39	59
	GATWICK	BRITISH AIRWAYS PLC	S	D	60	0	0	60	25	10	5	0	0	17	51	31	59
	HEATHROW	BRITISH AIRWAYS PLC	S	A	180	0	0	58	26	13	4	0	0	17	38	29	153
	HEATHROW	BRITISH AIRWAYS PLC	S	D	180	0	0	58	21	14	7	0	0	19	47	23	155
	LONDON CITY	CITY JET	S	A	24	0	0	67	17	13	4	0	0	17	0	0	0
	LONDON CITY	CITY JET	S	D	24	0	0	29	46	25	0	0	0	24	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	107	0	0	67	15	10	7	0	0	19	39	34	84
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	107	0	0	75	10	8	7	0	0	17	38	28	84
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	120	0	0	59	18	18	5	0	0	19	17	55	117
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	120	0	0	47	32	20	2	0	0	20	19	44	118
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	52	29	13	6	0	0	23	25	32	28
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	48	39	6	6	0	0	19	36	21	28

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
NICE	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	68	15	12	5	0	0	13	54	18	48
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	53	33	7	7	0	0	20	48	22	48
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	33	0	0	67	0	0	70	0	0	0
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	48	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	A	21	0	0	24	19	10	19	29	0	102	62	18	21
	EDINBURGH	FLYGLOBESPAN	S	D	21	0	0	19	19	14	24	24	0	101	71	15	21
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	50	27	17	7	0	0	27	30	50	30
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	87	7	3	3	0	0	7	87	8	30
<b>TOTAL NICE</b>					<b>1397</b>	<b>7</b>	<b>0</b>	<b>59</b>	<b>22</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>30</b>	<b>30</b>
NIEDERRHEIN	STANSTED	RYANAIR	S	A	85	0	0	95	2	1	1	0	0	2	72	10	50
	STANSTED	RYANAIR	S	D	85	0	0	82	12	5	1	0	0	9	31	27	51
<b>TOTAL NIEDERRHEIN</b>					<b>170</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>51</b>	<b>18</b>	<b>18</b>
NIMES	LUTON	RYANAIR	S	A	30	0	0	87	7	3	3	0	0	7	77	12	30
	LUTON	RYANAIR	S	D	30	0	0	60	30	10	0	0	0	13	60	19	30
<b>TOTAL NIMES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>18</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>15</b>	<b>15</b>
NORWICH	EDINBURGH	FLYBE LTD	S	A	48	0	0	96	0	0	4	0	0	8	86	11	63
	EDINBURGH	FLYBE LTD	S	D	48	0	0	71	10	10	6	2	0	21	71	13	63
	GLASGOW	FLYBE LTD	S	A	22	0	2	68	14	5	9	5	0	27	80	13	30
	GLASGOW	FLYBE LTD	S	D	23	0	2	61	9	22	4	4	0	28	77	21	30
	MANCHESTER	FLYBE LTD	S	A	48	0	0	73	10	0	8	8	0	29	71	21	51
	MANCHESTER	FLYBE LTD	S	D	48	0	0	79	10	6	4	0	0	13	82	23	50
<b>TOTAL NORWICH</b>					<b>237</b>	<b>0</b>	<b>4</b>	<b>77</b>	<b>8</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>78</b>	<b>17</b>	<b>17</b>
NOTTINGHAM EAST MIDLAN	EDINBURGH	BMIBABY LTD	S	A	74	0	1	74	8	11	7	0	0	13	68	25	76
	EDINBURGH	BMIBABY LTD	S	D	73	0	2	62	15	11	12	0	0	19	64	27	76
	GLASGOW	BMIBABY LTD	S	A	75	0	0	75	11	9	5	0	0	13	71	16	94
	GLASGOW	BMIBABY LTD	S	D	75	0	0	56	23	13	7	1	0	22	67	17	95
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>297</b>	<b>3</b>	<b>3</b>	<b>67</b>	<b>14</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>21</b>	<b>21</b>
NUREMBERG																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
NUREMBERG	STANSTED	AIR BERLIN	S	A	50	0	0	80	10	6	2	2	0	14	84	7	51	
	STANSTED	AIR BERLIN	S	D	50	0	0	62	30	4	2	2	0	20	47	22	51	
	LONDON CITY	CONTACTAIR FLUGDIENST	S	A	20	0	0	95	5	0	0	0	0	1	0	0	0	
	LONDON CITY	CONTACTAIR FLUGDIENST	S	D	20	0	0	95	5	0	0	0	0	2	0	0	0	
<b>TOTAL NUREMBERG</b>					<b>140</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>66</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
ODENSE																		
OLBIA																		
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	20	0	20	0	0	23	0	61	5	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	75	0	0	25	0	0	17	75	29	4	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	53	23	17	7	0	0	19	63	28	30	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	17	13	7	0	0	20	37	36	30	
	GATWICK	MERIDIANA AIR	S	A	9	0	0	100	0	0	0	0	0	5	78	13	9	
	GATWICK	MERIDIANA AIR	S	D	9	0	0	44	56	0	0	0	0	17	33	32	9	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL OLBIA</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>19</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>51</b>	<b>30</b>	<b>30</b>	
Oporto (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	60	0	0	42	22	27	10	0	0	27	0	0	0	
	GATWICK	AIR PORTUGAL	S	D	60	0	0	37	30	27	7	0	0	26	0	0	0	
	HEATHROW	AIR PORTUGAL	S	A	30	0	0	73	20	3	3	0	0	12	30	34	60	
	HEATHROW	AIR PORTUGAL	S	D	30	0	0	83	13	0	3	0	0	12	52	28	60	
	STANSTED	RYANAIR	S	A	60	0	0	73	18	7	2	0	0	11	72	13	60	
	STANSTED	RYANAIR	S	D	60	0	0	60	27	12	2	0	0	16	35	27	60	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>300</b>	<b>1</b>	<b>0</b>	<b>58</b>	<b>23</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>47</b>	<b>26</b>	<b>26</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	57	27	10	3	3	0	24	77	12	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	60	27	10	0	3	0	24	50	19	30	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	51	0	2	57	20	8	10	2	4	50	53	23	60	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	50	0	0	40	22	20	12	6	0	39	32	38	60	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	29	0	0	86	3	7	3	0	0	7	76	7	29	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	27	0	0	81	4	7	7	0	0	17	48	29	29	
<b>TOTAL ORLANDO</b>					<b>217</b>	<b>0</b>	<b>2</b>	<b>60</b>	<b>18</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>53</b>	<b>24</b>	<b>24</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	30	0	0	63	30	3	0	3	0	18	77	11	30	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	73	17	7	3	0	0	13	73	16	30	
<b>TOTAL OSAKA (KANSAI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>75</b>	<b>13</b>	<b>13</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	120	0	0	82	8	8	3	0	0	8	83	8	120	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
OSLO (GARDERMOEN)	HEATHROW	BRITISH AIRWAYS PLC	S	D	120	0	0	69	22	6	3	0	0	13	63	17	120
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	12	1	1	58	33	8	0	0	0	14	0	0	0
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	55	0	0	62	20	11	5	2	0	20	78	11	55
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	55	0	0	42	24	25	7	2	0	32	45	25	55
	HEATHROW	SAS	S	A	145	0	0	85	7	7	1	0	0	8	76	12	145
	HEATHROW	SAS	S	D	145	0	0	79	13	7	1	0	0	9	76	14	145
	LONDON CITY	SAS	S	A	45	0	0	71	18	9	2	0	0	12	0	0	0
	LONDON CITY	SAS	S	D	45	0	0	11	31	56	2	0	0	32	0	0	0
	MANCHESTER	SAS	S	A	25	0	0	76	20	4	0	0	0	8	59	13	17
	MANCHESTER	SAS	S	D	25	0	0	96	4	0	0	0	0	3	94	4	17
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>807</b>	<b>6</b>	<b>1</b>	<b>71</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>13</b>
OTTAWA INTERNATIONAL	HEATHROW	AIR CANADA	S	A	30	0	0	83	10	7	0	0	0	7	100	1	30
	HEATHROW	AIR CANADA	S	D	30	0	0	87	13	0	0	0	0	5	60	15	30
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	4	0	0	50	0	25	0	25	0	93	50	84	4
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	0	0	0	25	0	95	75	50	4
	GLASGOW	ZOOM AIRLINES (CANADA)	S	A	5	0	0	100	0	0	0	0	0	75	11	4	4
	GLASGOW	ZOOM AIRLINES (CANADA)	S	D	5	0	0	60	20	0	20	0	0	26	40	36	5
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>16</b>	<b>16</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	5	0	0	100	0	0	0	0	0	7	100	0	4	
	BIRMINGHAM	AIR BERLIN	C	D	5	0	0	100	0	0	0	0	0	2	100	0	4	
	MANCHESTER	AIR BERLIN	S	A	17	0	0	71	24	0	0	6	0	22	71	15	17	
	MANCHESTER	AIR BERLIN	S	D	16	0	1	81	19	0	0	0	0	5	76	13	17	
	STANSTED	AIR BERLIN	S	A	50	0	0	94	2	2	2	0	0	5	100	1	35	
	STANSTED	AIR BERLIN	S	D	50	0	0	68	20	12	0	0	0	12	43	24	35	
	BIRMINGHAM	FLIGHTLINE LTD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	
	BIRMINGHAM	FLIGHTLINE LTD	C	D	2	0	0	50	50	0	0	0	0	12	0	0	0	
<b>TOTAL PADERBORN</b>					<b>147</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>12</b>	<b>12</b>	
PALANGA																		
PALERMO																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	67	17	13	3	0	0	14	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	73	7	13	7	0	0	15	0	0	0	
	STANSTED	RYANAIR	S	A	60	0	0	88	10	0	2	0	0	6	72	11	61	
	STANSTED	RYANAIR	S	D	60	0	0	92	5	3	0	0	0	7	60	15	62	
<b>TOTAL PALERMO</b>					<b>183</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>18</b>	<b>18</b>	
PALMA DE MALLORCA																		
	STANSTED	AIR BERLIN	S	A	30	0	0	47	33	17	3	0	0	19	27	35	30	
	STANSTED	AIR BERLIN	S	D	30	0	0	53	37	10	0	0	0	14	40	29	30	
	EDINBURGH	AIR EUROPA	C	A	4	0	0	25	50	25	0	0	0	26	100	0	5	
	EDINBURGH	AIR EUROPA	C	D	4	0	0	25	50	25	0	0	0	28	80	13	5	
	NEWCASTLE	AIR EUROPA	C	A	5	0	0	60	40	0	0	0	0	15	90	4	10	
	NEWCASTLE	AIR EUROPA	C	D	5	0	0	80	0	20	0	0	0	14	78	8	9	
	BIRMINGHAM	AIR MALTA	C	A	9	0	0	44	11	33	11	0	0	26	78	32	9	
	BIRMINGHAM	AIR MALTA	C	D	9	0	0	67	22	0	11	0	0	17	75	7	8	
	EDINBURGH	BA CITYFLYER	C	A	4	0	0	0	0	0	100	0	0	69	0	0	0	
	EDINBURGH	BA CITYFLYER	C	D	4	0	0	75	25	0	0	0	0	14	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	35	0	0	83	6	9	3	0	0	11	66	12	35	
	HEATHROW	BMI BRITISH MIDLAND	S	D	35	0	0	71	20	9	0	0	0	12	60	13	35	
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	70	7	20	3	0	0	18	55	25	29	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	27	27	37	7	3	0	35	77	12	30	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	63	13	17	3	3	0	24	70	28	30	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	67	23	0	7	3	0	20	57	24	30	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PALMA DE MALLORCA	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	80	0	20	0	0	0	11	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	0	0	20	0	0	15	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	0	0	63	17	14	6	0	0	18	70	21	71
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	55	26	14	5	0	0	22	56	24	71
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	5	0	0	100	0	0	0	0	0	0	50	29	4
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	5	0	0	80	20	0	0	0	0	3	40	34	5
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	63	4	4	70	17	10	3	0	0	14	47	31	68
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	66	0	0	52	26	17	6	0	0	21	30	38	67
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	43	0	0	49	28	14	9	0	0	21	62	21	29
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	43	0	0	65	16	16	2	0	0	14	48	26	29
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	63	0	1	68	14	13	5	0	0	13	62	31	34
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	54	24	16	6	0	0	19	38	37	34
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	20	0	0	50	45	5	0	0	0	12	60	23	20
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	19	0	0	74	16	11	0	0	0	9	74	13	19
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	53	0	0	55	23	15	8	0	0	22	79	14	47
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	48	0	0	60	21	8	10	0	0	20	52	21	48
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	12	75	13	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	75	22	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	22	22	0	0	0	18	64	18	11
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	25	13	13	0	0	22	33	30	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	46	0	0	41	20	20	17	2	0	37	60	19	47
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	43	1	0	58	7	16	16	2	0	31	66	18	47
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	11	11	11	0	0	31	89	7	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	33	56	0	0	11	0	37	67	12	9
	EDINBURGH	FLYGLOBESPAN	S	A	38	0	2	47	13	18	5	5	11	99	75	11	40
	EDINBURGH	FLYGLOBESPAN	S	D	34	0	2	59	9	12	6	3	12	101	87	11	39
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	60	10	17	7	3	3	36	97	6	30
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	33	27	23	10	3	3	48	77	11	31
	GATWICK	GB AIRWAYS LTD	S	A	60	1	0	80	10	5	5	0	0	12	33	27	54
	GATWICK	GB AIRWAYS LTD	S	D	60	0	0	88	5	5	2	0	0	8	71	16	55
	EDINBURGH	IBERWORLD	C	A	4	0	0	75	0	25	0	0	0	15	67	19	3
	EDINBURGH	IBERWORLD	C	D	4	0	0	75	25	0	0	0	0	10	25	18	4
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	70	20	3	7	0	0	16	70	14	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	83	7	3	7	0	0	12	77	11	30	
	NEWCASTLE	JET2.COM LTD	S	A	23	0	0	52	26	4	9	9	0	34	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	23	0	0	87	4	4	4	0	0	10	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	35	0	0	60	14	11	14	0	0	26	60	50	5	
	BIRMINGHAM	MONARCH AIRLINES	S	D	35	0	0	66	11	14	9	0	0	21	60	11	5	
	EDINBURGH	MONARCH AIRLINES	C	A	5	0	0	20	40	20	20	0	0	34	60	47	5	
	EDINBURGH	MONARCH AIRLINES	C	D	5	0	0	60	40	0	0	0	0	12	100	3	5	
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	42	16	21	0	5	16	120	44	44	16	
	GATWICK	MONARCH AIRLINES	C	D	18	0	0	67	6	11	6	0	11	81	47	26	15	
	LUTON	MONARCH AIRLINES	S	A	32	0	0	78	6	9	6	0	0	16	40	24	5	
	LUTON	MONARCH AIRLINES	S	D	32	0	0	78	6	9	3	3	0	22	20	38	5	
	MANCHESTER	MONARCH AIRLINES	S	A	56	0	0	55	20	16	5	2	2	33	56	28	52	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	42	8	8	25	17	0	68	33	41	15	
	MANCHESTER	MONARCH AIRLINES	S	D	56	1	0	77	9	7	4	4	0	19	63	17	52	
	MANCHESTER	MONARCH AIRLINES	C	D	11	0	0	27	27	27	18	0	0	35	57	26	14	
	STANSTED	MONARCH AIRLINES	C	A	5	0	0	80	0	0	20	0	0	18	40	22	5	
	STANSTED	MONARCH AIRLINES	C	D	5	0	0	60	20	0	20	0	0	21	40	25	5	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	14	0	0	86	7	0	7	0	0	9	79	23	14	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	14	0	0	79	7	14	0	0	0	9	86	11	14	
	GATWICK	MYTRAVEL AIRWAYS	C	A	7	0	0	86	0	0	0	0	14	94	92	5	13	
	GATWICK	MYTRAVEL AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	8	82	12	11	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	13	0	0	85	8	8	0	0	0	6	100	0	5	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	13	0	0	92	8	0	0	0	0	4	100	1	5	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	28	0	0	71	14	7	0	4	4	29	97	2	30	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	28	0	0	71	11	11	4	0	4	29	94	2	31	
	STANSTED	RYANAIR	S	A	30	0	0	60	20	10	7	3	0	21	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	0	53	27	20	0	0	0	18	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	17	0	0	71	6	6	18	0	0	20	87	7	15	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	17	0	0	71	12	6	12	0	0	20	69	12	13	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	22	1	0	50	18	9	23	0	0	35	65	37	34	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	22	0	0	55	14	9	23	0	0	35	50	42	32	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	17	0	0	47	18	18	18	0	0	27	41	47	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	18	0	0	50	17	28	6	0	0	20	50	26	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PALMA DE MALLORCA	LUTON	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	11	100	0	4
	LUTON	THOMAS COOK AIRLINES LTD	C	D	3	0	0	0	67	33	0	0	0	32	67	17	3
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	23	0	0	43	22	17	17	0	0	26	59	38	32
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	22	0	0	59	14	18	9	0	0	18	80	16	30
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	16	0	0	56	19	6	6	13	0	53	60	18	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	16	0	0	50	19	13	6	13	0	55	93	4	14
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	10	0	0	80	10	10	0	0	0	7	100	2	8
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	11	0	11	0	0	12	86	8	7
	BIRMINGHAM	THOMSONFLY LTD	C	A	24	0	0	79	8	4	4	0	4	34	69	16	26
	BIRMINGHAM	THOMSONFLY LTD	C	D	22	0	0	55	23	14	9	0	0	19	65	41	26
	GATWICK	THOMSONFLY LTD	C	A	62	0	0	77	8	5	5	2	3	25	79	23	53
	GATWICK	THOMSONFLY LTD	C	D	57	0	0	70	19	4	4	4	0	21	72	28	54
	GLASGOW	THOMSONFLY LTD	C	A	17	0	0	88	6	6	0	0	0	8	64	21	22
	GLASGOW	THOMSONFLY LTD	C	D	18	0	0	89	11	0	0	0	0	5	82	12	22
	LUTON	THOMSONFLY LTD	C	A	29	0	0	72	17	7	0	0	3	38	55	24	29
	LUTON	THOMSONFLY LTD	C	D	24	1	0	83	8	4	0	4	0	22	59	19	29
	MANCHESTER	THOMSONFLY LTD	C	A	43	0	0	72	9	12	2	5	0	24	53	63	47
	MANCHESTER	THOMSONFLY LTD	C	D	42	0	0	71	12	7	5	2	2	24	67	24	48
	NEWCASTLE	THOMSONFLY LTD	C	A	20	0	0	85	10	0	0	5	0	23	66	11	29
	NEWCASTLE	THOMSONFLY LTD	C	D	20	0	0	85	5	5	0	5	0	23	71	15	28
	STANSTED	THOMSONFLY LTD	C	A	13	0	0	100	0	0	0	0	0	2	85	33	13
	STANSTED	THOMSONFLY LTD	C	D	12	0	0	100	0	0	0	0	0	4	92	4	13
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	60	20	0	20	0	0	27	67	19	18
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	60	20	20	0	0	0	14	72	20	18
	GLASGOW	XL AIRWAYS UK LTD	C	A	5	0	0	100	0	0	0	0	0	1	40	65	5
	GLASGOW	XL AIRWAYS UK LTD	C	D	5	0	0	100	0	0	0	0	0	0	60	59	5
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	89	11	0	0	0	0	7	78	12	18
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	89	11	0	0	0	0	4	88	6	17
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	10	0	0	70	10	20	0	0	0	13	70	8	10
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	9	0	0	78	0	22	0	0	0	12	70	10	10
<b>TOTAL PALMA DE MALLORCA</b>					<b>2644</b>	<b>12</b>	<b>9</b>	<b>65</b>	<b>16</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>64</b>	<b>22</b>	<b>22</b>
PAPHOS	BIRMINGHAM	AIR MALTA	C	A	5	0	0	60	20	20	0	0	0	12	50	39	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	AIR MALTA	C	D	5	0	0	80	20	0	0	0	0	6	75	35	4
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	0	20	20	0	0	28	75	60	8
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	0	0	40	0	0	27	56	66	9
	MANCHESTER	ASTRAEUS LTD	C	A	5	0	0	60	20	20	0	0	0	12	100	0	4
	MANCHESTER	ASTRAEUS LTD	C	D	5	0	0	60	40	0	0	0	0	16	75	7	4
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	3	60	32	5
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	5	60	31	5
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	A	9	0	0	33	22	11	33	0	0	40	100	2	4
	NEWCASTLE	EUROCYPRIA AIRLINES LTD	C	D	9	0	0	44	0	11	44	0	0	44	100	5	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	29	100	0	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	24	75	5	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	17	0	0	59	18	6	18	0	0	24	25	31	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	17	0	0	53	29	6	6	6	0	29	50	29	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	50	0	0	0	0	18	0	0	0
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	50	31	4
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	13	50	42	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	23	23	31	15	0	8	129	75	11	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	14	0	0	64	14	7	7	7	0	33	75	7	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	78	11	11	0	0	0	6	88	18	8
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	89	11	0	0	0	0	7	75	26	8
	GLASGOW	FLYGLOBESPAN	S	A	9	0	1	100	0	0	0	0	0	1	100	2	7
	GLASGOW	FLYGLOBESPAN	S	D	8	0	0	38	25	25	13	0	0	27	67	17	9
	GATWICK	GB AIRWAYS LTD	S	A	52	0	0	79	10	8	4	0	0	13	53	29	34
	GATWICK	GB AIRWAYS LTD	S	D	52	0	0	62	25	6	6	2	0	22	26	46	34
	MANCHESTER	GB AIRWAYS LTD	S	A	30	0	0	83	7	7	3	0	0	9	84	20	19
	MANCHESTER	GB AIRWAYS LTD	S	D	31	0	0	81	3	6	10	0	0	14	81	20	21
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	56	22	22	0	0	0	15	63	15	8
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	78	0	0	22	0	0	20	50	11	8
	GATWICK	MONARCH AIRLINES	C	A	14	0	0	50	21	0	29	0	0	39	50	49	10
	GATWICK	MONARCH AIRLINES	C	D	14	0	0	50	21	7	21	0	0	38	50	26	10
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	50	25	13	13	0	0	23	50	44	4
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	25	50	0	25	0	0	34	50	39	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006						
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
PAPHOS																			
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4		
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	3	100	4	4		
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	2	88	5	8		
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	11	75	13	8		
	NEWCASTLE	SILVERJET	C	A	4	0	0	25	50	0	0	25	0	60	25	96	4		
	NEWCASTLE	SILVERJET	C	D	4	0	0	50	0	25	0	25	0	58	25	75	4		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3		
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	7	100	0	3		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	50	13	25	13	0	0	34	56	14	9		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	0	20	20	0	0	34	63	23	8		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	37	43	33	7		
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	0	20	40	0	0	62	25	55	8		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	9	18	27	45	0	0	66	59	19	17		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	33	11	22	33	0	0	44	71	19	17		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	20	0	0	25	75	5	4		
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	0	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	67	11	11	11	0	0	23	67	71	9		
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	56	11	22	11	0	0	23	56	67	9		
	GATWICK	THOMSONFLY LTD	C	A	17	0	0	65	18	12	6	0	0	22	46	31	13		
	GATWICK	THOMSONFLY LTD	C	D	17	0	0	71	24	0	0	6	0	22	46	35	13		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	25	25	0	50	0	0	42	25	36	4		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	13	50	24	4		
	LUTON	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	10	67	9	9		
	LUTON	THOMSONFLY LTD	C	D	9	0	0	67	11	22	0	0	0	16	56	16	9		
	MANCHESTER	THOMSONFLY LTD	C	A	17	0	0	41	18	18	12	6	6	75	62	15	13		
	MANCHESTER	THOMSONFLY LTD	C	D	17	0	0	65	0	18	6	6	6	69	50	20	12		
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	13	80	87	5		
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	3	5		
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	10	100	0	5		
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	12	100	7	5		
	GATWICK	XL AIRWAYS UK LTD	C	A	8	0	0	88	0	13	0	0	0	8	76	22	17		
	GATWICK	XL AIRWAYS UK LTD	C	D	9	0	0	56	11	0	11	11	11	130	47	32	17		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	44	22	0	11	11	11	115	13	36	8		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
PAPHOS																			
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	78	11	0	0	11	0	34	13	54	8		
	STANSTED	XL AIRWAYS UK LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	XL AIRWAYS UK LTD	C	D	5	0	0	100	0	0	0	0	0	2	0	0	0		
<b>TOTAL PAPHOS</b>					<b>676</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>14</b>	<b>9</b>	<b>10</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>62</b>	<b>29</b>	<b>29</b>		
PARIS (CHARLES DE GAULLE)																			
	HEATHROW	AIR FRANCE	S	A	347	0	0	76	16	7	2	0	0	10	70	13	341		
	HEATHROW	AIR FRANCE	S	D	347	0	0	76	15	8	1	0	0	10	67	13	341		
	MANCHESTER	AIR FRANCE	S	A	120	0	0	89	7	3	1	0	0	6	81	9	150		
	MANCHESTER	AIR FRANCE	S	D	120	0	0	78	14	8	0	0	0	8	72	12	150		
	NEWCASTLE	BRIT AIR	S	A	77	0	0	91	9	0	0	0	0	4	80	10	79		
	NEWCASTLE	BRIT AIR	S	D	77	0	0	82	14	3	1	0	0	10	64	16	80		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	311	0	0	82	9	7	2	0	0	8	57	21	310		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	311	0	0	62	27	8	3	0	0	15	47	22	310		
	BIRMINGHAM	CITY JET	S	A	170	0	0	94	3	2	1	0	0	3	85	8	166		
	BIRMINGHAM	CITY JET	S	D	169	0	0	87	11	1	1	0	0	6	87	8	165		
	EDINBURGH	CITY JET	S	A	90	0	0	96	3	0	1	0	0	3	86	7	64		
	EDINBURGH	CITY JET	S	D	90	0	0	59	32	8	1	0	0	15	62	16	65		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	18	0	0	72	6	22	0	0	0	12	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	18	0	0	78	17	6	0	0	0	10	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	109	0	0	66	12	16	6	1	0	20	35	34	110		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	109	0	0	75	10	11	4	0	0	13	43	26	110		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	49	0	0	65	20	12	2	0	0	15	56	27	27		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	49	0	0	49	37	12	2	0	0	16	74	23	27		
	BIRMINGHAM	FLYBE LTD	S	A	105	0	1	89	6	2	4	0	0	6	0	0	0		
	BIRMINGHAM	FLYBE LTD	S	D	106	0	0	66	24	5	6	0	0	16	0	0	0		
	EDINBURGH	FLYBE LTD	S	A	80	0	0	88	9	4	0	0	0	6	0	0	0		
	EDINBURGH	FLYBE LTD	S	D	80	0	0	48	35	18	0	0	0	18	0	0	0		
	MANCHESTER	FLYBE LTD	S	A	105	0	0	65	15	13	6	1	0	19	0	0	0		
	MANCHESTER	FLYBE LTD	S	D	104	0	0	62	14	14	10	0	0	20	0	0	0		
	MANCHESTER	JET2.COM LTD	S	A	30	0	0	90	0	0	3	7	0	18	0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	30	0	0	90	0	7	0	3	0	11	0	0	0		
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	30	0	0	90	10	0	0	0	0	4	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
PARIS (CHARLES DE GAULLE)	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	30	0	0	97	0	3	0	0	0	2	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	6	25	129	4
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	75	117	4
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3302</b>	<b>3</b>	<b>1</b>	<b>76</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>15</b>	<b>15</b>
PARIS (LE BOURGET)																	
<b>TOTAL PARIS (LE BOURGET)</b>					<b>3</b>	<b>27</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (ORLY)	LONDON CITY	CITY JET	S	A	115	0	0	84	10	3	2	0	0	8	79	11	121
	LONDON CITY	CITY JET	S	D	123	1	0	29	33	29	9	0	0	30	54	20	126
<b>TOTAL PARIS (ORLY)</b>					<b>238</b>	<b>3</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>67</b>	<b>15</b>	<b>15</b>
PARMA	STANSTED	RYANAIR	S	A	17	0	0	35	35	29	0	0	0	21	40	30	25
	STANSTED	RYANAIR	S	D	17	0	0	35	35	29	0	0	0	25	28	33	25
<b>TOTAL PARMA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>37</b>	<b>29</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>34</b>	<b>32</b>	<b>32</b>
PAU	STANSTED	RYANAIR	S	A	29	0	0	76	7	7	7	0	3	29	70	22	30
	STANSTED	RYANAIR	S	D	29	0	1	72	7	14	7	0	0	19	50	29	30
<b>TOTAL PAU</b>					<b>58</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>7</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>2</b>	<b>24</b>	<b>60</b>	<b>26</b>	<b>26</b>
PERPIGNAN	MANCHESTER	BMIBABY LTD	S	A	26	0	0	81	8	12	0	0	0	9	53	21	30
	MANCHESTER	BMIBABY LTD	S	D	26	0	0	81	12	8	0	0	0	9	60	18	30
	STANSTED	RYANAIR	S	A	30	0	0	83	17	0	0	0	0	5	63	14	30
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	8	73	15	30
<b>TOTAL PERPIGNAN</b>					<b>113</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>18</b>
PERUGIA	STANSTED	RYANAIR	S	A	13	0	0	92	8	0	0	0	0	3	0	0	0
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	8	0	0	0
<b>TOTAL PERUGIA</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>
PESCARA	STANSTED	RYANAIR	S	A	30	0	0	90	7	0	0	3	0	10	77	8	30
	STANSTED	RYANAIR	S	D	30	0	0	80	10	7	0	3	0	15	77	11	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2006				
					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)											
PESCARA					<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>9</b>	<b>9</b>
PHILADELPHIA INTERNATIONAL																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	65	17	13	2	3	0	20	72	17	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	38	35	20	7	0	0	25	45	29	60
	GATWICK	US AIRWAYS	S	A	30	0	0	57	10	20	13	0	0	27	55	27	29
	GATWICK	US AIRWAYS	S	D	30	0	0	63	23	7	7	0	0	18	52	23	29
	GLASGOW	US AIRWAYS	S	A	30	0	0	63	17	7	13	0	0	29	83	13	29
	GLASGOW	US AIRWAYS	S	D	30	0	0	70	13	7	10	0	0	23	66	20	29
	MANCHESTER	US AIRWAYS	S	A	30	0	0	57	13	10	17	3	0	34	83	11	30
	MANCHESTER	US AIRWAYS	S	D	30	0	0	60	20	7	7	7	0	32	53	19	30
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>300</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>20</b>	<b>20</b>
PHOENIX																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	0	0	46	19	19	15	0	0	28	42	29	26
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	0	0	15	35	23	27	0	0	43	12	43	26
<b>TOTAL PHOENIX</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>27</b>	<b>21</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>27</b>	<b>36</b>	<b>36</b>
PISA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	106	0	0	63	8	14	12	0	2	35	28	42	90
	GATWICK	BRITISH AIRWAYS PLC	S	D	106	0	0	54	22	16	8	0	0	23	23	50	90
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	60	23	13	3	0	0	16	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	60	27	10	3	0	0	15	0	0	0
	EDINBURGH	JET2.COM LTD	S	A	13	0	0	46	31	0	15	8	0	42	0	0	0
	EDINBURGH	JET2.COM LTD	S	D	13	0	0	85	0	0	8	8	0	29	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	61	17	6	17	0	0	29	67	30	9
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	78	0	6	17	0	0	21	89	22	9
	NEWCASTLE	JET2.COM LTD	S	A	17	0	0	59	12	24	6	0	0	18	69	40	13
	NEWCASTLE	JET2.COM LTD	S	D	17	0	0	71	24	0	6	0	0	11	85	11	13
	STANSTED	RYANAIR	S	A	90	0	0	78	13	6	2	1	0	13	69	17	89
	STANSTED	RYANAIR	S	D	90	0	0	64	24	9	2	0	0	16	46	25	90
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	13	60	17	5
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	13	20	35	5
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	8	5
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	100	3	5
<b>TOTAL PISA</b>					<b>568</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>46</b>	<b>32</b>	<b>32</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST	S	A	120	0	0	92	7	1	1	0	0	5	55	19	119	
	GATWICK	AIR SOUTHWEST	S	D	30	0	0	97	0	3	0	0	0	4	40	28	30	
	MANCHESTER	AIR SOUTHWEST	S	A	43	0	2	72	14	9	5	0	0	14	65	21	31	
	MANCHESTER	AIR SOUTHWEST	S	D	48	0	1	69	19	6	6	0	0	15	62	17	29	
<b>TOTAL PLYMOUTH</b>					<b>241</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>20</b>	<b>20</b>	
POITIERS																		
	STANSTED	RYANAIR	S	A	30	0	0	77	20	3	0	0	0	7	87	5	30	
	STANSTED	RYANAIR	S	D	30	0	0	83	10	7	0	0	0	8	83	11	30	
<b>TOTAL POITIERS</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>15</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>8</b>	<b>8</b>	
PONTOISE																		
PORLAMAR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	100	4	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	67	0	33	0	0	0	24	100	5	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	0	50	0	95	67	91	3	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	109	50	153	2	
<b>TOTAL PORLAMAR</b>					<b>10</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>48</b>	<b>78</b>	<b>66</b>	<b>66</b>	
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	23	8	8	0	0	19	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	38	31	15	15	0	0	30	0	0	0	
<b>TOTAL PORT OF SPAIN</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>27</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>10</b>	<b>77</b>	<b>77</b>	
POZNAN																		
	STANSTED	RYANAIR	S	A	30	0	0	83	3	3	7	0	3	25	77	11	30	
	STANSTED	RYANAIR	S	D	30	0	0	60	23	10	7	0	0	20	43	21	30	
	LUTON	WIZZ AIR	S	A	30	0	0	83	10	3	3	0	0	7	52	24	21	
	LUTON	WIZZ AIR	S	D	30	0	0	70	17	10	3	0	0	13	38	45	21	
<b>TOTAL POZNAN</b>					<b>120</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>13</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>16</b>	<b>54</b>	<b>23</b>	<b>23</b>	
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD	S	A	30	0	0	90	3	0	3	3	0	13	70	30	30	
	BIRMINGHAM	BMIBABY LTD	S	D	30	0	0	57	27	10	3	3	0	23	67	27	30	
	MANCHESTER	BMIBABY LTD	S	A	30	0	0	70	10	10	3	7	0	28	79	19	34	
	MANCHESTER	BMIBABY LTD	S	D	30	0	0	67	10	10	7	7	0	31	74	16	34	
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	71	12	12	6	0	0	17	32	42	28	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
PRAGUE	GATWICK	BRITISH AIRWAYS PLC		S D	17	0	0	29	35	24	12	0	0	28	32	36	28
	HEATHROW	BRITISH AIRWAYS PLC		S A	90	0	0	83	4	4	7	1	0	13	76	14	90
	HEATHROW	BRITISH AIRWAYS PLC		S D	90	0	0	50	26	20	4	0	0	24	42	29	90
	HEATHROW	CSA CZECH AIRLINES		S A	85	0	0	92	6	2	0	0	0	4	59	18	85
	HEATHROW	CSA CZECH AIRLINES		S D	85	0	0	94	4	2	0	0	0	4	68	17	85
	MANCHESTER	CSA CZECH AIRLINES		S A	55	0	0	82	15	0	4	0	0	10	93	5	55
	MANCHESTER	CSA CZECH AIRLINES		S D	55	0	0	95	4	2	0	0	0	5	73	11	56
	STANSTED	CSA CZECH AIRLINES		S A	26	0	0	100	0	0	0	0	0	1	87	5	55
	STANSTED	CSA CZECH AIRLINES		S D	26	0	0	88	12	0	0	0	0	6	64	16	55
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	80	15	5	0	0	0	7	27	34	60
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	63	18	18	0	0	0	16	8	48	60
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	30	0	0	60	17	17	7	0	0	19	75	11	28
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	30	0	0	47	30	17	7	0	0	23	46	19	28
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	85	13	2	0	0	0	5	75	12	60
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	75	15	10	0	0	0	11	55	17	60
	EDINBURGH	JET2.COM LTD		S A	22	0	0	59	23	9	9	0	0	21	0	0	0
	EDINBURGH	JET2.COM LTD		S D	22	0	0	59	18	18	5	0	0	21	0	0	0
	MANCHESTER	JET2.COM LTD		S A	22	0	0	86	0	0	14	0	0	16	0	0	0
	MANCHESTER	JET2.COM LTD		S D	22	0	0	86	0	0	14	0	0	15	0	0	0
	LUTON	THOMSONFLY LTD		S A	17	0	0	88	6	6	0	0	0	6	0	0	0
	LUTON	THOMSONFLY LTD		S D	17	0	0	94	0	6	0	0	0	6	0	0	0
<b>TOTAL PRAGUE</b>					<b>1088</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>62</b>	<b>19</b>	<b>19</b>
PRESTWICK	STANSTED	RYANAIR		S A	138	0	4	85	8	6	0	1	0	10	78	10	149
	STANSTED	RYANAIR		S D	140	0	1	76	19	5	1	0	0	10	67	15	150
<b>TOTAL PRESTWICK</b>					<b>278</b>	<b>0</b>	<b>5</b>	<b>80</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>12</b>	<b>12</b>
PREVEZA	GATWICK	ASTRAEUS LTD		C A	5	0	0	80	20	0	0	0	0	6	50	16	4
	GATWICK	ASTRAEUS LTD		C D	5	0	0	80	0	20	0	0	0	15	25	19	4
	MANCHESTER	BMI BRITISH MIDLAND		C A	5	0	0	20	40	40	0	0	0	32	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND		C D	5	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	14	0	0	64	14	14	7	0	0	14	75	27	8
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	14	0	0	43	29	21	7	0	0	24	63	21	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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)											
PREVEZA	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	22	50	36	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	40	0	20	0	0	32	75	38	4
	GATWICK	MONARCH AIRLINES	C	A	10	0	0	70	10	20	0	0	0	13	38	43	8
	GATWICK	MONARCH AIRLINES	C	D	10	0	0	50	30	20	0	0	0	19	13	40	8
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	20	20	20	0	0	41	50	32	4
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	27	100	4	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	6	75	12	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	13	50	18	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	100	0	0	0	0	0	2	100	1	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	1	4
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	4	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	19	0	0	0
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	25	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	A	9	0	0	100	0	0	0	0	0	3	92	15	12
	GATWICK	XL AIRWAYS UK LTD	C	D	9	0	0	44	22	33	0	0	0	17	50	27	12
	MANCHESTER	XL AIRWAYS UK LTD	C	A	5	0	0	80	20	0	0	0	0	4	63	46	8
	MANCHESTER	XL AIRWAYS UK LTD	C	D	5	0	0	80	20	0	0	0	0	4	50	43	8
<b>TOTAL PREVEZA</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>27</b>	<b>27</b>
PRISTINA	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	88	12	0	0	0	0	4	76	18	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	47	47	6	0	0	0	17	65	25	17
	STANSTED	JET2.COM LTD	C	A	3	0	0	0	33	67	0	0	0	40	100	0	4
<b>TOTAL PRISTINA</b>					<b>37</b>	<b>4</b>	<b>0</b>	<b>62</b>	<b>30</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>19</b>	<b>19</b>
PROVIDENCIALES	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	75	25	0	0	0	0	6	100	6	4
	HEATHROW	BRITISH AIRWAYS PLC	S	D	5	0	0	20	60	20	0	0	0	21	75	38	4
<b>TOTAL PROVIDENCIALES</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>44</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>22</b>	<b>22</b>
PUERTO PLATA	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	4	50	44	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	67	0	0	0	0	15	0	58	6
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	0	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	8	50	12	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PUERTO PLATA																		
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	20	0	0	0	0	4	60	17	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	14	60	30	5	
	NEWCASTLE	MONARCH AIRLINES	C	A	5	0	0	100	0	0	0	0	2	20	139	5		
	NEWCASTLE	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	16	0	122	5		
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	25	0	0	14	100	0	4		
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	20	75	15	4		
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	0	2		
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	7	75	11	4		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	100	0	4		
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	7	75	7	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	5	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	50	0	0	0	14	50	17	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	3	100	4	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	7	100	1	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	25	0	0	0	25	543	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	7	100	7	4		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	13	67	7	3		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	25	50	12	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	7	25	45	4		
	MANCHESTER	THOMSONFLY LTD	C	D	4	1	0	100	0	0	0	0	7	50	43	4		
<b>TOTAL PUERTO PLATA</b>					<b>97</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>15</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>31</b>	<b>63</b>	<b>28</b>	<b>28</b>	
PUERTO VALLARTA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	8	33	57	3		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	6	67	31	3		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	2		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	4	67	10	3		
<b>TOTAL PUERTO VALLARTA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>64</b>	<b>27</b>	<b>27</b>		
PULA																		
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	60	0	20	0	0	20	87	50	17	4	
	EDINBURGH	FLYGLOBESPAN	S	D	5	0	0	60	0	0	20	0	20	92	0	22	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	80	0	20	0	0	13	0	0	0		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	8	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	60	20	0	0	20	77	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
					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)												
PULA																		
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	0	20	20	0	103	0	0	0	
	STANSTED	RYANAIR	S	A	13	0	0	62	31	0	0	0	8	41	0	0	0	
	STANSTED	RYANAIR	S	D	13	0	0	54	38	8	0	0	0	17	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	16	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	75	17	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	0	0	25	0	52	75	10	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	0	25	0	25	0	68	25	24	4	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	25	0	75	0	0	0	33	0	0	0	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	24	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
<b>TOTAL PULA</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>17</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>39</b>	<b>67</b>	<b>19</b>	<b>19</b>	
PUNTA CANA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	66	100	0	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	50	0	0	77	0	18	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	50	18	2	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	25	0	0	0	0	9	25	42	4	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	25	0	0	0	15	50	17	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	1	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	0	0	25	0	0	20	80	44	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	21	25	85	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	24	75	9	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	0	50	25	25	0	0	45	75	11	4	
<b>TOTAL PUNTA CANA</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>8</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>56</b>	<b>27</b>	<b>27</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: Q

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
QUEBEC																	
<b>TOTAL QUEBEC</b>					2	0	0	50	0	0	50	0	0	57	50	35	35

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	30	0	0	83	3	3	10	0	0	12	76	12	29
	GATWICK	AMERICAN AIRLINES	S	D	30	0	0	83	13	0	3	0	0	12	52	23	29
<b>TOTAL RALEIGH</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>2</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>64</b>	<b>17</b>	<b>17</b>
RENNES	EDINBURGH	FLYBE LTD	S	A	5	0	0	60	40	0	0	0	0	12	0	0	0
	EDINBURGH	FLYBE LTD	S	D	5	0	0	80	0	20	0	0	0	13	0	0	0
	MANCHESTER	FLYBE LTD	S	A	17	0	0	76	6	18	0	0	0	8	0	0	0
	MANCHESTER	FLYBE LTD	S	D	17	0	0	71	6	12	12	0	0	16	0	0	0
<b>TOTAL RENNES</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>9</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
REUS	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	25	50	0	25	0	0	36	0	0	0
	MANCHESTER	ASTRAEUS LTD	C	D	3	0	0	67	0	0	33	0	0	30	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	100	0	0	0	0	0	2	67	62	9
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	75	25	0	0	0	0	12	44	21	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	11	0	0	91	0	0	0	9	0	24	87	9	15
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	80	10	0	0	10	0	32	71	11	14
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	25	0	0	31	75	31	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	50	25	25	0	0	48	50	26	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	25	13	0	13	0	36	78	23	9
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	13	0	13	0	38	78	23	9
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	102	100	3	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	0	0	25	111	100	4	5
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	9	0	0	0
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	0	0	0
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4
	GATWICK	MYTRAVEL AIRWAYS	C	A	9	0	0	78	0	0	11	0	11	52	75	103	4
	GATWICK	MYTRAVEL AIRWAYS	C	D	9	0	0	78	0	0	11	0	11	59	75	105	4
	GLASGOW	MYTRAVEL AIRWAYS	C	A	9	0	0	67	0	0	33	0	0	38	0	0	0
	GLASGOW	MYTRAVEL AIRWAYS	C	D	9	0	0	44	33	0	22	0	0	34	0	0	0
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	9	0	0	100	0	0	0	0	0	1	100	0	8
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	9	0	0	100	0	0	0	0	0	1	100	1	8
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
REUS	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	5	0	0	80	0	20	0	0	0	8	100	1	4
	STANSTED	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	STANSTED	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	100	3	4
	LUTON	RYANAIR	S	A	30	0	0	97	0	3	0	0	0	3	83	11	30
	LUTON	RYANAIR	S	D	30	0	0	93	3	0	3	0	0	6	63	19	30
	STANSTED	RYANAIR	S	A	60	0	0	72	17	8	3	0	0	11	83	14	59
	STANSTED	RYANAIR	S	D	60	0	0	65	17	17	2	0	0	16	48	19	60
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	2	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	80	7	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	11	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	36	75	395	4
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	37	100	5	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	20	67	93	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	33	33	0	33	0	0	40	63	86	8
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	29	100	3	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	16	50	12	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	60	40	0	0	0	0	8	80	65	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	0	80	75	5
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	0	89	6	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	11	11	0	0	0	8	67	12	9
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	80	20	0	0	0	0	7	80	8	5
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	6	100	2	5
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	0	4
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	100	0	0	0	0	0	1	67	52	9
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	100	0	0	0	0	0	2	56	20	9
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	0	4
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	18	100	3	4
<b>TOTAL REUS</b>					<b>454</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>75</b>	<b>23</b>	<b>23</b>
RHODES	BIRMINGHAM	AIR MALTA	C	A	4	0	0	25	50	0	25	0	0	28	100	1	4
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	0	25	50	25	0	0	52	25	21	4



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
RHODES																		
	BIRMINGHAM	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	7	100	0	5	
	BIRMINGHAM	BMI BRITISH MIDLAND	C	D	5	0	0	80	20	0	0	0	0	9	60	9	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	0	4	90	28	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	73	9	18	0	0	0	15	73	40	11	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	5	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	23	100	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	58	17	17	8	0	0	23	75	6	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	11	0	0	45	45	9	0	0	0	15	77	7	13	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	1	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	18	50	13	4	
	GATWICK	GB AIRWAYS LTD	S	A	17	0	0	65	24	6	6	0	0	13	22	55	9	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	44	33	11	11	0	0	23	11	63	9	
	BIRMINGHAM	MONARCH AIRLINES	C	A	9	0	0	78	0	11	11	0	0	13	75	9	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	9	0	0	78	0	11	11	0	0	12	78	8	9	
	GATWICK	MONARCH AIRLINES	C	A	17	0	0	71	6	0	12	6	6	62	59	57	17	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	65	12	12	0	12	0	35	56	64	18	
	MANCHESTER	MONARCH AIRLINES	C	A	19	0	0	84	11	5	0	0	0	8	80	13	10	
	MANCHESTER	MONARCH AIRLINES	C	D	19	0	0	79	5	16	0	0	0	9	73	18	11	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	13	100	0	4	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	24	100	6	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	100	0	3	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	2	50	24	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	18	75	6	8	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	50	50	0	0	0	0	13	88	3	8	
	MANCHESTER	SILVERJET	C	A	5	0	0	60	0	20	20	0	0	38	25	95	4	
	MANCHESTER	SILVERJET	C	D	5	0	0	60	0	20	0	20	0	47	20	94	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	75	10	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	12	0	0	75	0	8	8	8	0	30	100	3	10	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	50	10	10	20	10	0	48	100	3	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	0	0	23	15	23	31	8	0	69	85	14	13	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	38	0	23	23	15	0	75	75	13	12	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	25	25	25	0	78	75	43	4	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
RHODES																			
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	0	75	0	0	77	25	59	4		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	15	100	4	4		
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	15	100	5	4		
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	89	0	0	0	11	0	45	38	25	8		
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	33	44	11	0	0	11	55	33	25	9		
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	27	4		
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	75	31	4		
	LUTON	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	6	80	14	5		
	LUTON	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	10	80	10	5		
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	56	11	11	11	0	11	96	100	1	8		
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	67	0	11	11	0	11	99	100	2	9		
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	25	319	4		
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	0	324	4		
	GATWICK	XL AIRWAYS UK LTD	C	A	11	0	0	73	0	9	18	0	0	34	50	28	10		
	GATWICK	XL AIRWAYS UK LTD	C	D	10	0	0	50	20	0	20	10	0	48	45	30	11		
	GLASGOW	XL AIRWAYS UK LTD	C	A	9	0	0	100	0	0	0	0	0	3	63	39	8		
	GLASGOW	XL AIRWAYS UK LTD	C	D	9	0	0	100	0	0	0	0	0	1	75	18	8		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	0	4		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	13	100	2	4		
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	9	0	0	67	22	0	0	11	0	45	100	2	8		
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	9	0	0	89	0	0	0	0	11	49	56	11	9		
<b>TOTAL RHODES</b>					<b>438</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>9</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>70</b>	<b>28</b>	<b>28</b>		
RIGA																			
	GATWICK	AIR BALTIC	S	A	30	0	0	87	7	3	3	0	0	7	80	11	30		
	GATWICK	AIR BALTIC	S	D	30	0	0	70	17	7	7	0	0	17	67	21	30		
	STANSTED	RYANAIR	S	A	60	0	0	83	10	3	3	0	0	8	72	10	47		
	STANSTED	RYANAIR	S	D	60	0	0	77	18	3	2	0	0	11	51	17	47		
<b>TOTAL RIGA</b>					<b>180</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>61</b>	<b>18</b>	<b>18</b>		
RIJEKA																			
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	10	0	2	100	0	0	0	0	0	0	12	49	17		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	10	0	2	80	20	0	0	0	0	12	6	58	17		
<b>TOTAL RIJEKA</b>					<b>20</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>9</b>	<b>54</b>	<b>54</b>		
RIMINI																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
RIMINI	GLASGOW	BMI REGIONAL	C	A	2	0	0	50	0	50	0	0	0	18	100	0	1
	GLASGOW	BMI REGIONAL	C	D	3	0	0	100	0	0	0	0	0	5	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	80	10	10	0	0	0	6	31	37	16
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	70	20	10	0	0	0	14	25	39	16
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	11	75	35	4
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	100	0	0	0	0	0	8	100	4	3
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	0	75	9	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	2	67	8	3
<b>TOTAL RIMINI</b>					<b>39</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>45</b>	<b>30</b>	<b>30</b>
RIO DE JANEIRO (GALEAO)	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	20	83	6	12
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	15	31	38	15	0	0	36	31	29	13
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>23</b>	<b>27</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>56</b>	<b>18</b>	<b>18</b>
RIYADH	HEATHROW	BMI BRITISH MIDLAND	S	A	16	0	0	94	0	6	0	0	0	4	86	4	14
	HEATHROW	BMI BRITISH MIDLAND	S	D	15	0	0	87	13	0	0	0	0	7	33	51	15
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	18	0	0	100	0	0	0	0	0	0	55	21	11
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	18	0	0	61	17	22	0	0	0	16	11	39	9
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	4	0	0	50	25	25	0	0	0	19	0	0	0
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	3	0	1	67	0	0	33	0	0	23	0	0	0
<b>TOTAL RIYADH</b>					<b>74</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>49</b>	<b>28</b>	<b>28</b>
RIYAN MUKALLA																	
RODEZ	STANSTED	RYANAIR	S	A	30	0	0	83	7	7	3	0	0	12	53	20	30
	STANSTED	RYANAIR	S	D	30	0	0	73	13	10	3	0	0	14	53	21	30
<b>TOTAL RODEZ</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>53</b>	<b>20</b>	<b>20</b>
ROME (CIAMPINO)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	47	22	22	10	0	0	25	50	26	58
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	52	22	17	10	0	0	24	51	29	59
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	60	27	7	7	0	0	15	86	21	29
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	63	33	3	0	0	0	11	79	23	29
	LUTON	RYANAIR	S	A	30	0	0	53	33	13	0	0	0	16	37	26	30

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
ROME (CIAMPINO)																		
	LUTON	RYANAIR		S D	30	0	0	90	10	0	0	0	0	7	33	26	30	
	STANSTED	RYANAIR		S A	148	0	0	72	15	10	2	1	0	13	63	18	148	
	STANSTED	RYANAIR		S D	148	0	0	65	24	9	3	0	0	15	49	21	149	
<b>TOTAL ROME (CIAMPINO)</b>					<b>540</b>	<b>3</b>	<b>0</b>	<b>64</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>55</b>	<b>22</b>	<b>22</b>	
ROME (FIUMICINO)																		
	LONDON CITY	AIR ONE		S A	46	0	3	74	20	2	4	0	0	12	0	0	0	
	LONDON CITY	AIR ONE		S D	45	0	4	44	24	22	9	0	0	29	0	0	0	
	HEATHROW	ALITALIA		S A	150	0	0	59	20	13	7	0	0	18	66	17	151	
	HEATHROW	ALITALIA		S D	148	0	0	50	21	22	5	1	0	24	42	28	151	
	BIRMINGHAM	BMIBABY LTD		S A	30	0	0	37	30	23	10	0	0	30	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S D	30	0	0	83	13	0	3	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	89	0	0	49	26	18	6	1	0	24	23	45	30	
	GATWICK	BRITISH AIRWAYS PLC		S D	89	0	0	55	27	11	7	0	0	21	43	40	30	
	HEATHROW	BRITISH AIRWAYS PLC		S A	147	1	0	53	20	21	5	1	0	23	60	19	150	
	HEATHROW	BRITISH AIRWAYS PLC		S D	148	0	0	55	30	13	2	1	0	20	49	23	150	
	EDINBURGH	FLYGLOBESPAN		S A	9	0	0	22	33	33	11	0	0	37	25	27	4	
	EDINBURGH	FLYGLOBESPAN		S D	9	0	0	44	11	44	0	0	0	22	75	13	4	
	MANCHESTER	JET2.COM LTD		S A	30	0	0	17	33	30	10	10	0	55	14	51	22	
	MANCHESTER	JET2.COM LTD		S D	30	0	0	60	23	3	13	0	0	25	59	19	22	
<b>TOTAL ROME (FIUMICINO)</b>					<b>1002</b>	<b>1</b>	<b>7</b>	<b>53</b>	<b>24</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>51</b>	<b>24</b>	<b>24</b>	
ROTTERDAM																		
	HEATHROW	KLM CITYHOPPER		S A	77	0	0	78	18	4	0	0	0	8	82	9	76	
	HEATHROW	KLM CITYHOPPER		S D	76	0	0	79	16	5	0	0	0	8	71	14	76	
	STANSTED	TRANSAVIA		S A	60	0	0	85	5	10	0	0	0	6	90	7	60	
	STANSTED	TRANSAVIA		S D	60	0	0	85	12	3	0	0	0	7	60	19	60	
	LONDON CITY	VLM (BELGIUM)		S A	162	0	5	87	7	3	2	0	0	8	89	6	185	
	LONDON CITY	VLM (BELGIUM)		S D	161	0	6	58	20	17	3	1	0	21	68	16	186	
	MANCHESTER	VLM (BELGIUM)		S A	44	0	1	68	23	7	2	0	0	12	0	0	0	
	MANCHESTER	VLM (BELGIUM)		S D	45	0	0	93	4	2	0	0	0	3	0	0	0	
<b>TOTAL ROTTERDAM</b>					<b>685</b>	<b>1</b>	<b>12</b>	<b>77</b>	<b>14</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>11</b>	
RZESZOW																		
	STANSTED	RYANAIR		S A	30	0	0	90	3	3	0	0	3	21	53	29	30	
	STANSTED	RYANAIR		S D	30	0	0	77	17	3	3	0	0	14	37	36	30	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
			CHARTER/ SCHED	ARR/ DEP	MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
RZESZOW																	
<b>TOTAL RZESZOW</b>					60	0	0	83	10	3	2	0	2	17	45	32	32

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
SALONIKA	GATWICK	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	60	40	0	0	0	0	11	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	67	13	13	7	0	0	19	73	15	30	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	43	47	7	3	0	0	20	30	24	30	30
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	4	0	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	19	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	0	25	155	100	2	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	1	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	5	100	4	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	8	75	10	4	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	6	0	0	0	0
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	3	0	0	67	33	0	0	0	0	8	0	0	0	0
	GATWICK	OLYMPIC AIRLINES	S	A	21	0	0	10	43	33	14	0	0	33	0	0	0	0
	GATWICK	OLYMPIC AIRLINES	S	D	21	0	0	48	24	29	0	0	0	20	0	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	14	89	6	9	9
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	15	56	25	9	9
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	25	25	25	0	0	34	25	29	4	4
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	47	25	36	4	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	50	0	0	0	25	118	100	0	4	4
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	3	100	6	4	4
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	21	75	6	4	4
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	0	75	25	0	0	0	26	75	14	4	4
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	1	4	4
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	8	4	4
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	50	50	0	0	0	32	75	51	4	4
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	18	67	74	3	3
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	25	0	50	0	25	0	99	0	0	0	0
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	74	0	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	50	0	25	0	0	25	213	50	133	4	4
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	50	0	25	25	0	0	43	25	151	4	4
<b>TOTAL SALONIKA</b>					<b>211</b>	<b>2</b>	<b>0</b>	<b>53</b>	<b>24</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>68</b>	<b>21</b>	<b>21</b>	
SALVADOR	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	50	0	0	63	50	40	2	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
SALVADOR																			
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	0	50	50	0	0	0	24	0	52	3		
<b>TOTAL SALVADOR</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>7</b>	<b>50</b>	<b>50</b>		
SALZBURG																			
	MANCHESTER	ASTRAEUS LTD		C A	3	0	0	100	0	0	0	0	0	2	57	21	7		
	MANCHESTER	ASTRAEUS LTD		C D	2	0	0	100	0	0	0	0	0	80	20	5			
	GLASGOW	BMI BRITISH MIDLAND		C A	4	0	0	100	0	0	0	0	2	100	0	3			
	GLASGOW	BMI BRITISH MIDLAND		C D	3	0	0	33	67	0	0	0	15	33	12	3			
	GATWICK	BRITISH AIRWAYS PLC		S A	22	0	0	95	5	0	0	0	3	0	0	0			
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	68	23	9	0	0	12	0	0	0			
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	100	0	0	0	0	4	75	4	4			
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	33	33	33	0	0	21	33	19	3			
	BIRMINGHAM	JET2.COM LTD		C A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	BIRMINGHAM	JET2.COM LTD		C D	2	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	RYANAIR		S A	58	0	1	83	14	3	0	0	7	54	30	59			
	STANSTED	RYANAIR		S D	59	0	0	51	29	19	2	0	19	40	31	60			
	BIRMINGHAM	THOMSONFLY LTD		C A	3	0	0	100	0	0	0	0	0	67	17	3			
	BIRMINGHAM	THOMSONFLY LTD		C D	2	0	0	100	0	0	0	0	0	100	13	2			
	GATWICK	THOMSONFLY LTD		C A	7	0	0	100	0	0	0	0	2	0	0	0			
	GATWICK	THOMSONFLY LTD		C D	6	0	0	67	17	17	0	0	16	0	0	0			
	MANCHESTER	THOMSONFLY LTD		C A	5	0	0	80	0	0	20	0	19	100	0	6			
	MANCHESTER	THOMSONFLY LTD		S A	12	0	1	58	25	17	0	0	15	0	0	0			
	MANCHESTER	THOMSONFLY LTD		C D	5	0	0	80	0	0	20	0	23	100	4	5			
	MANCHESTER	THOMSONFLY LTD		S D	12	0	1	50	25	25	0	0	18	0	0	0			
	NEWCASTLE	THOMSONFLY LTD		C A	6	0	0	100	0	0	0	0	1	100	1	6			
	NEWCASTLE	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	3	50	18	4			
<b>TOTAL SALZBURG</b>					<b>247</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>17</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>61</b>	<b>21</b>	<b>21</b>			
SAMOS																			
	GATWICK	XL AIRWAYS UK LTD		C A	8	0	0	75	0	0	25	0	20	88	4	8			
	GATWICK	XL AIRWAYS UK LTD		C D	8	0	0	75	0	13	13	0	21	75	12	8			
	MANCHESTER	XL AIRWAYS UK LTD		C A	4	0	0	75	25	0	0	0	9	100	1	4			
	MANCHESTER	XL AIRWAYS UK LTD		C D	4	0	0	75	0	25	0	0	12	100	1	4			
<b>TOTAL SAMOS</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>8</b>	<b>13</b>	<b>0</b>	<b>17</b>	<b>89</b>	<b>5</b>	<b>5</b>			
SAN FRANCISCO																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	0	0	87	5	5	3	0	0	6	55	16	60	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	40	32	20	7	2	0	27	15	33	59	
	HEATHROW	UNITED AIRLINES		S A	60	0	0	85	10	0	3	2	0	11	62	18	60	
	HEATHROW	UNITED AIRLINES		S D	59	0	1	80	14	2	3	2	0	15	48	23	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	80	10	3	3	3	0	13	59	18	29	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	63	13	13	7	3	0	25	17	35	30	
<b>TOTAL SAN FRANCISCO</b>					<b>299</b>	<b>2</b>	<b>1</b>	<b>73</b>	<b>14</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>44</b>	<b>23</b>	<b>23</b>	
SANAA																		
	HEATHROW	YEMENIA		S A	9	0	0	67	11	11	11	0	0	25	78	15	9	
	HEATHROW	YEMENIA		S D	9	0	0	56	11	22	11	0	0	22	33	27	9	
<b>TOTAL SANAA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>11</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>56</b>	<b>21</b>	<b>21</b>	
SANDEFJORD(TORP)																		
	STANSTED	RYANAIR		S A	78	0	0	91	8	1	0	0	0	3	66	16	79	
	STANSTED	RYANAIR		S D	78	0	0	76	12	13	0	0	0	12	46	26	79	
<b>TOTAL SANDEFJORD(TORP)</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>18</b>	<b>18</b>	
SANFORD																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	22	25	85	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	25	25	0	0	0	23	0	73	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	100	0	0	0	0	0	80	90	5		
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	9	50	129	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	88	13	0	0	0	0	5	40	74	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	12	0	0	58	33	8	0	0	0	14	40	69	5	
	GLASGOW	FLYGLOBESPAN		S A	24	0	0	88	8	4	0	0	0	4	87	57	23	
	GLASGOW	FLYGLOBESPAN		S D	24	0	0	83	4	8	4	0	0	10	26	92	23	
	GATWICK	MONARCH AIRLINES		C A	5	0	0	100	0	0	0	0	0	100	0	0	1	
	GATWICK	MONARCH AIRLINES		C D	5	0	0	40	40	0	20	0	0	24	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C A	8	0	0	50	25	25	0	0	0	21	75	29	4	
	MANCHESTER	MONARCH AIRLINES		C D	7	0	0	86	0	0	14	0	0	14	0	51	2	
	NEWCASTLE	MONARCH AIRLINES		C A	5	0	0	60	20	20	0	0	0	14	22	95	9	
	NEWCASTLE	MONARCH AIRLINES		C D	5	0	0	20	20	40	20	0	0	38	11	110	9	
	GATWICK	MYTRAVEL AIRWAYS		C A	14	0	0	100	0	0	0	0	0	88	27	8		
	GATWICK	MYTRAVEL AIRWAYS		C D	13	0	0	62	15	23	0	0	0	18	11	73	9	
	GLASGOW	MYTRAVEL AIRWAYS		C A	9	0	0	100	0	0	0	0	0	1	91	3	11	



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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)												
SANFORD																		
	GLASGOW	MYTRAVEL AIRWAYS	C	D	12	0	0	75	25	0	0	0	0	10	42	20	12	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	15	0	0	93	0	0	7	0	0	7	83	9	18	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	13	0	0	85	15	0	0	0	4	44	21	18		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	0	0	20	213	60	21	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	25	25	25	0	0	32	0	38	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	89	0	11	0	0	0	8	50	24	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	78	0	11	11	0	0	18	20	47	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	45	30	59	10	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	0	25	0	0	45	22	33	9	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	20	40	40	0	0	0	26	11	56	9	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	0	50	0	0	0	22	11	48	9	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	20	20	20	0	0	29	67	10	9	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	40	40	20	0	0	0	21	50	19	10	
	GATWICK	XL AIRWAYS UK LTD	C	A	19	0	0	84	0	11	5	0	0	10	83	90	18	
	GATWICK	XL AIRWAYS UK LTD	C	D	18	0	0	33	39	17	11	0	0	26	22	45	18	
	GLASGOW	XL AIRWAYS UK LTD	C	A	3	0	0	33	0	33	33	0	0	33	67	16	3	
	GLASGOW	XL AIRWAYS UK LTD	C	D	4	0	0	50	25	0	25	0	0	33	25	55	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	22	0	0	95	5	0	0	0	0	2	82	17	22	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	22	0	0	68	9	14	9	0	0	19	36	36	22	
<b>TOTAL SANFORD</b>					<b>338</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>47</b>	<b>53</b>	<b>53</b>	
SANTA CLARA																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	33	33	0	0	0	21	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	3	0	0	67	0	33	0	0	0	20	0	0	0	
<b>TOTAL SANTA CLARA</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>100</b>	<b>5</b>	<b>5</b>	
SANTANDER																		
	STANSTED	RYANAIR	S	A	30	0	0	83	10	7	0	0	0	5	67	12	30	
	STANSTED	RYANAIR	S	D	30	0	0	90	7	3	0	0	0	10	57	19	30	
<b>TOTAL SANTANDER</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>16</b>	<b>16</b>	
SANTIAGO DE COMPOSTELA																		
	STANSTED	RYANAIR	S	A	30	0	0	93	3	3	0	0	0	5	72	8	29	
	STANSTED	RYANAIR	S	D	30	0	0	67	30	3	0	0	0	13	48	20	29	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>					<b>60</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>59</b>	<b>18</b>	<b>18</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	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SANYA PHOENIX INTERNATI																		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	0
<b>TOTAL SANYA PHOENIX INTERNATIONAL</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAO PAULO (GUARULHOS)																		
	HEATHROW	TAM LINHAS AEREAS	S	A	30	0	0	50	13	20	13	3	0	30	0	0	0	0
	HEATHROW	TAM LINHAS AEREAS	S	D	30	0	0	87	7	7	0	0	0	7	0	0	0	0
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>10</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SARAJEVO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	77	8	8	8	0	0	14	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	31	8	0	0	0	14	0	0	0	0
<b>TOTAL SARAJEVO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SARMELLEK/BALATON																		
	STANSTED	RYANAIR	S	A	13	0	0	77	8	15	0	0	0	9	100	3	13	13
	STANSTED	RYANAIR	S	D	13	0	0	46	31	23	0	0	0	18	77	12	13	13
<b>TOTAL SARMELLEK/BALATON</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>88</b>	<b>8</b>	<b>8</b>	<b>8</b>
SEATTLE (TACOMA)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	43	0	0	51	19	19	12	0	0	27	26	71	42	42
	HEATHROW	BRITISH AIRWAYS PLC	S	D	42	0	0	38	21	31	10	0	0	28	7	51	43	43
<b>TOTAL SEATTLE (TACOMA)</b>					<b>85</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>20</b>	<b>25</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>16</b>	<b>61</b>	<b>61</b>	<b>61</b>
SEOUL (INCHEON)																		
	HEATHROW	ASIANA AIRLINES	S	A	22	0	0	36	14	32	18	0	0	33	53	25	17	17
	HEATHROW	ASIANA AIRLINES	S	D	22	0	0	95	0	5	0	0	0	5	82	7	17	17
	HEATHROW	KOREAN AIR	S	A	30	0	0	73	23	3	0	0	0	9	70	10	30	30
	HEATHROW	KOREAN AIR	S	D	30	0	0	57	30	13	0	0	0	15	67	19	30	30
<b>TOTAL SEOUL (INCHEON)</b>					<b>104</b>	<b>0</b>	<b>0</b>	<b>65</b>	<b>18</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>15</b>	<b>15</b>	<b>15</b>
SEVILLE																		
	GATWICK	CLICKAIR	S	A	30	0	0	93	0	0	7	0	0	12	0	0	0	0
	GATWICK	CLICKAIR	S	D	30	0	0	77	17	0	7	0	0	15	0	0	0	0
	STANSTED	RYANAIR	S	A	47	0	0	83	13	4	0	0	0	7	62	14	47	47
	STANSTED	RYANAIR	S	D	47	0	0	74	21	2	2	0	0	12	51	20	47	47
<b>TOTAL SEVILLE</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>16</b>	<b>16</b>	<b>16</b>
SEYCHELLES																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
						Plan (8)													
SEYCHELLES																			
	HEATHROW	AIR SEYCHELLES		S A	9	0	0	67	22	11	0	0	0	13	63	11	8		
	HEATHROW	AIR SEYCHELLES		S D	9	0	0	67	11	11	11	0	0	19	44	28	9		
<b>TOTAL SEYCHELLES</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>53</b>	<b>20</b>	<b>20</b>		
SHANGHAI (PU DONG)																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	22	0	0	64	27	5	0	5	0	18	57	22	21		
	HEATHROW	BRITISH AIRWAYS PLC		S D	22	0	0	41	14	41	5	0	0	25	41	28	22		
	HEATHROW	CHINA EASTERN AIRLINES		S A	22	0	0	59	18	9	14	0	0	24	19	51	21		
	HEATHROW	CHINA EASTERN AIRLINES		S D	22	0	0	77	9	14	0	0	0	8	48	22	21		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	1	83	3	7	7	0	0	10	87	5	30		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	73	7	7	13	0	0	19	57	19	30		
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>148</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>12</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>23</b>	<b>23</b>		
SHANNON																			
	HEATHROW	AER LINGUS		S A	115	0	0	72	21	6	1	0	0	10	80	10	112		
	HEATHROW	AER LINGUS		S D	115	0	0	77	16	7	1	0	0	9	83	9	113		
	EDINBURGH	RYANAIR		S A	17	0	0	100	0	0	0	0	0	0	0	0	0		
	EDINBURGH	RYANAIR		S D	17	0	0	94	6	0	0	0	0	2	0	0	0		
	GATWICK	RYANAIR		S A	30	0	0	73	23	3	0	0	0	8	73	10	30		
	GATWICK	RYANAIR		S D	30	0	0	63	27	7	3	0	0	14	40	21	30		
	MANCHESTER	RYANAIR		S A	17	0	0	94	6	0	0	0	0	3	62	22	13		
	MANCHESTER	RYANAIR		S D	17	0	0	100	0	0	0	0	0	1	69	20	13		
	STANSTED	RYANAIR		S A	86	0	0	88	3	3	0	5	0	15	86	7	85		
	STANSTED	RYANAIR		S D	85	0	0	82	14	4	0	0	0	8	58	18	85		
<b>TOTAL SHANNON</b>					<b>529</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>14</b>	<b>14</b>		
SHARM EL SHEIKH (OPHIRA)																			
	GATWICK	ASTRAEUS LTD		S A	12	0	0	50	33	8	0	8	0	30	75	15	4		
	GATWICK	ASTRAEUS LTD		S D	12	0	0	42	42	8	0	8	0	36	20	33	5		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	25	0	0	0	18	50	61	4		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	25	50	25	0	0	0	29	25	79	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	12	0	0	58	17	25	0	0	0	14	69	31	13		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	12	0	0	50	33	17	0	0	0	22	58	32	12		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	63	13	0	25	0	0	39	67	10	9		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	50	13	13	13	13	0	47	63	9	8		
	GATWICK	GB AIRWAYS LTD		S A	9	0	0	78	22	0	0	0	0	8	63	16	8		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
SHARM EL SHEIKH (OPHIRA)																		
	GATWICK	GB AIRWAYS LTD		S D	9	0	0	44	44	11	0	0	0	18	33	33	9	
	GATWICK	MONARCH AIRLINES		C A	14	0	0	57	0	14	21	7	0	54	63	61	8	
	GATWICK	MONARCH AIRLINES		C D	14	0	0	50	21	7	7	14	0	54	50	72	8	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	50	25	25	0	0	0	21	0	61	4	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	25	25	50	0	0	0	27	25	24	4	
	MANCHESTER	MYTRAVEL AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	100	1	4	
	MANCHESTER	MYTRAVEL AIRWAYS		C D	5	0	0	100	0	0	0	0	0	2	100	1	4	
	MANCHESTER	SILVERJET		C A	9	0	0	56	11	11	11	0	11	193	60	78	5	
	MANCHESTER	SILVERJET		C D	9	0	0	44	33	11	0	0	11	196	60	85	5	
	NEWCASTLE	SILVERJET		C A	4	0	0	100	0	0	0	0	0	0	33	19	3	
	NEWCASTLE	SILVERJET		C D	4	0	0	100	0	0	0	0	0	8	67	19	3	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	14	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	5	0	0	60	20	20	0	0	0	20	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	4	0	0	0	50	25	25	0	0	38	75	5	4	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	25	25	25	0	0	43	0	30	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	0	25	25	0	0	30	89	9	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	50	0	50	0	0	0	27	100	3	8	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	5	100	3	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	8	75	9	4	
	GATWICK	THOMSONFLY LTD		S A	9	0	0	56	33	11	0	0	0	12	0	0	0	
	GATWICK	THOMSONFLY LTD		S D	9	0	0	44	44	11	0	0	0	19	0	0	0	
	GLASGOW	THOMSONFLY LTD		C A	4	0	0	75	0	25	0	0	0	13	25	28	4	
	GLASGOW	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	6	75	8	4	
	LUTON	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	0	100	4	4	
	LUTON	THOMSONFLY LTD		C D	4	0	0	75	25	0	0	0	0	6	25	14	4	
	MANCHESTER	THOMSONFLY LTD		S A	5	0	0	60	40	0	0	0	0	18	0	0	0	
	MANCHESTER	THOMSONFLY LTD		S D	5	0	0	80	20	0	0	0	0	10	0	0	0	
	GATWICK	XL AIRWAYS UK LTD		C A	21	0	0	76	5	10	5	0	5	87	80	14	30	
	GATWICK	XL AIRWAYS UK LTD		C D	21	0	0	81	10	5	5	0	0	13	66	18	29	
	MANCHESTER	XL AIRWAYS UK LTD		C A	8	0	0	63	25	13	0	0	0	14	69	109	13	
	MANCHESTER	XL AIRWAYS UK LTD		C D	8	0	0	100	0	0	0	0	0	4	83	17	12	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>296</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>67</b>	<b>26</b>	<b>26</b>	
SIMFEROPOL																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	0	0	97	0	3	0	0	0	3	90	3	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	0	0	50	20	20	10	0	0	27	20	38	30	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	79	0	38	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	16	50	12	2		
	HEATHROW	SINGAPORE AIRLINES	S	A	90	0	0	79	2	18	1	0	11	89	6	90		
	HEATHROW	SINGAPORE AIRLINES	S	D	90	0	1	63	24	8	4	0	16	53	19	90		
	MANCHESTER	SINGAPORE AIRLINES	S	A	22	0	0	100	0	0	0	0	0	90	4	30		
	MANCHESTER	SINGAPORE AIRLINES	S	D	22	0	0	82	14	5	0	0	8	63	13	30		
<b>TOTAL SINGAPORE</b>					<b>288</b>	<b>0</b>	<b>1</b>	<b>74</b>	<b>12</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>68</b>	<b>14</b>	<b>14</b>		
SKIATHOS																		
	BIRMINGHAM	AIR MALTA	C	A	4	0	0	75	0	25	0	0	16	67	11	3		
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	100	0	0	0	0	4	80	13	5		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	75	25	0	0	0	9	100	6	5		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	75	25	0	0	0	9	100	8	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	69	6	13	6	0	42	78	20	18		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	31	44	19	6	0	31	72	28	18		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	100	0	0	0	0	1	88	4	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	80	10	10	0	0	8	67	10	9		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	50	0	25	25	0	49	80	5	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	0	0	50	0	64	0	27	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	75	4	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	14	50	37	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	2	0	100	0	0	0	0	4	75	28	4		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	18	50	51	4		
	GATWICK	XL AIRWAYS UK LTD	C	A	12	0	0	67	8	25	0	0	15	60	14	15		
	GATWICK	XL AIRWAYS UK LTD	C	D	11	0	0	45	45	9	0	0	21	20	43	5		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	8	0	0	25	50	13	13	0	27	71	30	7		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	8	0	0	50	25	25	0	0	18	40	72	5		
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	4	0	0	75	0	0	25	0	30	100	0	5		
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	4	0	0	25	25	25	25	0	61	80	7	5		
<b>TOTAL SKIATHOS</b>					<b>139</b>	<b>2</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>70</b>	<b>19</b>		
SKOPJE																		
<b>TOTAL SKOPJE</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>27</b>	<b>54</b>	<b>54</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
SKOVDE																		
SLIGO																		
	MANCHESTER	AER ARRAN		S A	17	0	0	82	12	6	0	0	0	8	0	0	0	0
	MANCHESTER	AER ARRAN		S D	17	0	0	88	12	0	0	0	0	3	0	0	0	0
<b>TOTAL SLIGO</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOFIA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	35	0	0	77	17	6	0	0	0	9	47	20	30	
	HEATHROW	BRITISH AIRWAYS PLC		S D	35	0	0	71	23	3	3	0	0	13	43	23	30	
	GATWICK	BULGARIA AIR		S A	30	0	0	83	10	3	3	0	0	8	90	7	29	
	GATWICK	BULGARIA AIR		S D	30	0	0	57	23	17	3	0	0	20	57	18	30	
	HEATHROW	BULGARIA AIR		S A	22	0	0	36	41	23	0	0	0	22	0	0	0	
	HEATHROW	BULGARIA AIR		S D	22	0	0	45	18	27	9	0	0	27	0	0	0	
	MANCHESTER	BULGARIA AIR		S A	9	0	0	44	33	0	22	0	0	28	88	6	8	
	MANCHESTER	BULGARIA AIR		S D	9	0	0	44	0	33	22	0	0	33	88	4	8	
	LUTON	WIZZ AIR		S A	17	0	0	71	12	6	12	0	0	22	82	5	17	
	LUTON	WIZZ AIR		S D	18	0	0	39	44	6	11	0	0	31	44	32	18	
<b>TOTAL SOFIA</b>					<b>227</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>17</b>	<b>17</b>	
SONDRE STROMFJORD																		
<b>TOTAL SONDRE STROMFJORD</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
SOUTHAMPTON																		
	NEWCASTLE	EASTERN AIRWAYS		S A	65	0	0	75	22	3	0	0	0	9	78	10	67	
	NEWCASTLE	EASTERN AIRWAYS		S D	65	0	0	94	6	0	0	0	0	5	88	7	67	
	EDINBURGH	FLYBE LTD		S A	151	0	3	65	18	9	7	1	0	20	75	13	125	
	EDINBURGH	FLYBE LTD		S D	152	0	2	45	24	20	11	0	1	29	56	23	126	
	GLASGOW	FLYBE LTD		S A	121	0	4	59	21	15	6	0	0	20	84	7	102	
	GLASGOW	FLYBE LTD		S D	119	0	5	52	28	15	3	3	0	23	78	13	101	
	MANCHESTER	FLYBE LTD		S A	126	0	4	73	13	7	5	2	0	18	73	14	96	
	MANCHESTER	FLYBE LTD		S D	128	0	2	71	15	10	4	0	0	14	74	14	96	
	NEWCASTLE	FLYBE LTD		S A	74	0	1	77	14	4	4	1	0	13	80	10	75	
	NEWCASTLE	FLYBE LTD		S D	74	0	0	66	23	4	5	1	0	17	81	12	75	
<b>TOTAL SOUTHAMPTON</b>					<b>1075</b>	<b>1</b>	<b>21</b>	<b>65</b>	<b>19</b>	<b>10</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>78</b>	<b>11</b>	<b>11</b>	
SPLIT																		
	GATWICK	BRITISH AIRWAYS PLC		S A	26	0	0	77	8	4	12	0	0	16	50	36	26	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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																	MATCHED	UNMATCHED
SPLIT																		
	GATWICK	BRITISH AIRWAYS PLC		S D	26	0	0	62	8	27	4	0	0	21	27	38	26	
	GATWICK	CROATIA AIRLINES		S A	16	0	0	44	19	38	0	0	0	25	69	12	13	
	GATWICK	CROATIA AIRLINES		S D	15	0	0	40	20	40	0	0	0	25	46	22	13	
	HEATHROW	CROATIA AIRLINES		S A	5	0	0	60	20	20	0	0	0	16	40	25	5	
	HEATHROW	CROATIA AIRLINES		S D	5	0	0	80	20	0	0	0	0	8	0	45	5	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	22	0	0	91	5	5	0	0	0	5	71	9	17	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	22	0	0	86	14	0	0	0	0	8	71	11	17	
	BIRMINGHAM	FLYBE LTD		S A	5	0	0	80	20	0	0	0	0	6	0	0	0	
	BIRMINGHAM	FLYBE LTD		S D	5	0	0	80	20	0	0	0	0	7	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	0	20	0	20	0	71	80	12	5	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	20	40	20	0	20	0	75	80	15	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	20	20	40	20	0	0	41	60	22	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	0	25	50	25	0	0	48	80	7	5	
	LUTON	WIZZ AIR		S A	17	0	0	82	6	12	0	0	0	8	92	3	12	
	LUTON	WIZZ AIR		S D	17	0	0	71	12	12	6	0	0	15	50	23	12	
<b>TOTAL SPLIT</b>					<b>205</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>14</b>	<b>16</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>58</b>	<b>21</b>	<b>21</b>	
ST ETIENNE																		
	EDINBURGH	BLUE LINE		C D	2	0	0	50	0	0	50	0	0	35	0	0	0	
<b>TOTAL ST ETIENNE</b>					<b>3</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST JOHNS																		
	HEATHROW	AIR CANADA		S A	3	0	0	100	0	0	0	0	0	4	0	0	0	
	HEATHROW	AIR CANADA		S D	3	0	0	100	0	0	0	0	0	3	0	0	0	
	GATWICK	ASTRAEUS LTD		S A	7	0	0	86	14	0	0	0	0	8	0	0	0	
	GATWICK	ASTRAEUS LTD		S D	6	0	0	67	0	33	0	0	0	15	0	0	0	
<b>TOTAL ST JOHNS</b>					<b>19</b>	<b>1</b>	<b>0</b>	<b>84</b>	<b>5</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ST KITTS																		
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC		S A	4	0	0	100	0	0	0	0	0	10	75	12	8	
	GATWICK	BRITISH AIRWAYS PLC		S D	4	0	0	75	25	0	0	0	0	10	88	8	8	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S A	13	0	0	77	8	15	0	0	0	10	77	10	13	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD		S D	13	0	0	62	31	0	8	0	0	17	54	17	13	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>12</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ST PETERSBURG																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	87	10	3	0	0	0	4	63	23	30		
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	43	27	30	0	0	0	21	40	29	30		
	GATWICK	GTK RUSSIA		S A	7	0	0	71	0	29	0	0	0	14	0	0	0		
	GATWICK	GTK RUSSIA		S D	7	0	0	57	29	14	0	0	0	14	0	0	0		
	HEATHROW	GTK RUSSIA		S A	5	0	0	80	20	0	0	0	0	7	0	0	0		
	HEATHROW	GTK RUSSIA		S D	5	0	0	60	40	0	0	0	0	9	0	0	0		
<b>TOTAL ST PETERSBURG</b>					<b>84</b>	<b>4</b>	<b>0</b>	<b>65</b>	<b>19</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>21</b>	<b>21</b>		
STANSTED																			
	GLASGOW	AIR BERLIN		S A	50	0	0	58	28	12	2	0	0	17	37	31	51		
	GLASGOW	AIR BERLIN		S D	50	0	0	50	28	18	4	0	0	20	43	27	51		
	MANCHESTER	AIR BERLIN		S A	50	0	0	76	22	2	0	0	0	9	12	38	51		
	MANCHESTER	AIR BERLIN		S D	50	0	0	90	6	4	0	0	0	4	49	21	51		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	145	0	0	66	18	12	4	0	0	15	57	21	145		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	145	0	0	60	22	13	5	0	0	16	59	21	145		
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	133	0	0	74	14	8	4	0	0	13	51	23	114		
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	133	0	0	80	10	6	4	0	0	9	60	21	115		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	103	0	0	66	21	11	2	0	0	13	41	29	98		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	103	0	0	73	18	7	2	0	0	12	57	26	98		
<b>TOTAL STANSTED</b>					<b>964</b>	<b>30</b>	<b>0</b>	<b>69</b>	<b>18</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>50</b>	<b>25</b>	<b>25</b>		
STAVANGER																			
	HEATHROW	SAS		S A	50	0	0	76	16	6	2	0	0	9	86	7	50		
	HEATHROW	SAS		S D	50	0	0	80	10	8	2	0	0	9	80	10	50		
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	17	0	0	76	18	6	0	0	0	9	65	23	17		
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	17	0	0	82	6	12	0	0	0	8	59	21	17		
<b>TOTAL STAVANGER</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>12</b>	<b>12</b>		
STOCKHOLM (ARLANDA)																			
	HEATHROW	BRITISH AIRWAYS PLC		S A	170	0	0	88	6	3	3	0	0	7	73	13	171		
	HEATHROW	BRITISH AIRWAYS PLC		S D	170	0	0	57	22	14	8	0	0	20	58	25	170		
	EDINBURGH	SAS		S A	13	0	5	85	8	8	0	0	0	9	88	7	8		
	EDINBURGH	SAS		S D	13	0	5	85	8	8	0	0	0	9	63	16	8		
	GLASGOW	SAS		S A	8	0	0	100	0	0	0	0	0	7	0	0	0		
	GLASGOW	SAS		S D	8	0	0	88	13	0	0	0	0	8	0	0	0		
	HEATHROW	SAS		S A	161	0	0	75	16	9	1	0	0	10	82	8	165		



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
STOCKHOLM (ARLANDA)	HEATHROW	SAS	S	D	161	0	0	81	12	6	1	0	0	9	75	12	166
	LONDON CITY	SAS	S	A	44	0	0	68	11	11	9	0	0	22	91	4	44
	LONDON CITY	SAS	S	D	44	0	0	9	32	36	23	0	0	45	52	17	44
	MANCHESTER	SAS	S	A	44	0	0	86	11	2	0	0	0	6	87	8	46
	MANCHESTER	SAS	S	D	44	0	0	98	2	0	0	0	0	1	89	7	46
	GATWICK	STERLING AIRLINES	S	A	25	0	0	76	8	0	8	0	8	44	0	0	0
	GATWICK	STERLING AIRLINES	S	D	25	0	0	60	12	12	8	0	8	53	0	0	0
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>930</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>13</b>	<b>13</b>
STOCKHOLM (SKAVSTA)	STANSTED	RYANAIR	S	A	80	0	0	88	8	4	1	0	0	7	80	22	84
	STANSTED	RYANAIR	S	D	80	0	0	83	13	4	1	0	0	9	72	15	83
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>160</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>76</b>	<b>18</b>	<b>18</b>
STORNOWAY	EDINBURGH	LOGANAIR	S	A	75	0	0	87	4	9	0	0	0	6	68	15	68
	EDINBURGH	LOGANAIR	S	D	70	0	0	74	16	6	4	0	0	12	42	26	72
	GLASGOW	LOGANAIR	S	A	110	0	0	91	7	1	1	0	0	4	77	12	103
	GLASGOW	LOGANAIR	S	D	110	0	0	89	6	5	0	0	0	6	67	19	103
<b>TOTAL STORNOWAY</b>					<b>365</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>65</b>	<b>18</b>	<b>18</b>
STRASBOURG	GATWICK	BRIT AIR	S	A	44	0	0	70	16	11	2	0	0	14	84	8	49
	GATWICK	BRIT AIR	S	D	43	0	0	65	14	19	2	0	0	13	71	11	49
<b>TOTAL STRASBOURG</b>					<b>87</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>10</b>	<b>10</b>
STUTTART	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	0	1	72	10	13	4	0	0	14	81	8	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	47	30	18	6	0	0	22	54	20	89
	LONDON CITY	CONTACTAIR FLUGDIENST	S	A	18	0	0	100	0	0	0	0	0	1	96	6	25
	LONDON CITY	CONTACTAIR FLUGDIENST	S	D	18	0	0	83	11	6	0	0	0	8	88	11	25
	BIRMINGHAM	FLYBE LTD	S	A	73	0	1	90	1	7	1	0	0	5	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	73	0	1	79	16	3	1	0	0	10	0	0	0
	STANSTED	GERMANWINGS	S	A	50	0	0	76	14	10	0	0	0	11	93	6	54
	STANSTED	GERMANWINGS	S	D	50	0	0	40	40	20	0	0	0	21	44	32	55
	HEATHROW	LUFTHANSA	S	A	59	0	0	85	7	3	5	0	0	11	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
					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)												
STUTT GART																		
	HEATHROW	LUFTHANSA		S D	59	0	0	85	10	2	3	0	0	8	0	0	0	
	GLASGOW	TUIFLY (GERMANY)		C A	2	0	0	0	50	0	50	0	0	48	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)		S A	21	0	0	29	19	48	5	0	0	29	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)		S D	21	0	0	24	33	33	10	0	0	29	0	0	0	
<b>TOTAL STUTT GART</b>					<b>625</b>	<b>2</b>	<b>3</b>	<b>69</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>12</b>	<b>12</b>	
SUMBURGH																		
	STANSTED	ATLANTIC AIRWAYS		S A	3	0	0	33	67	0	0	0	0	20	0	0	0	
	STANSTED	ATLANTIC AIRWAYS		S D	3	0	3	67	33	0	0	0	0	12	0	0	0	
	EDINBURGH	LOGANAIR		S A	49	0	0	96	4	0	0	0	0	2	64	23	45	
	EDINBURGH	LOGANAIR		S D	50	0	0	84	12	4	0	0	0	8	50	33	48	
	GLASGOW	LOGANAIR		S A	29	0	0	93	3	3	0	0	0	4	59	25	29	
	GLASGOW	LOGANAIR		S D	29	0	0	90	3	3	3	0	0	7	59	19	27	
<b>TOTAL SUMBURGH</b>					<b>163</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>58</b>	<b>26</b>	<b>26</b>	
SYDNEY																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	59	0	1	59	29	7	2	0	3	25	56	21	59	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	0	0	37	42	17	5	0	0	23	22	58	59	
	HEATHROW	QANTAS		S A	60	0	0	63	8	7	17	5	0	38	77	23	60	
	HEATHROW	QANTAS		S D	60	0	0	32	35	22	10	2	0	31	17	34	60	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	0	0	73	20	3	3	0	0	15	63	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	0	0	60	30	10	0	0	0	13	67	23	30	
<b>TOTAL SYDNEY</b>					<b>299</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>28</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>47</b>	<b>31</b>	<b>31</b>	
SZCZECIN (GOLENOW)																		
	STANSTED	RYANAIR		S A	17	0	0	94	0	6	0	0	0	2	82	13	17	
	STANSTED	RYANAIR		S D	17	0	0	53	35	6	6	0	0	18	29	34	17	
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>56</b>	<b>23</b>	<b>23</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
						Plan (8)												
TABA																		
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	100	0	0	0	0	0	2	60	31	5	
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	9	60	38	5	
	MANCHESTER	ASTRAEUS LTD	C	A	9	0	0	44	33	11	11	0	0	23	56	20	9	
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	63	25	0	13	0	0	22	67	13	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	8	75	34	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	18	75	36	4	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	100	0	0	0	0	0	2	50	117	4	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	25	13	0	0	0	11	0	28	4	
<b>TOTAL TABA</b>					<b>51</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>61</b>	<b>28</b>	<b>28</b>	
TAIPEI																		
	HEATHROW	EVA AIR	S	A	26	0	0	65	35	0	0	0	0	9	81	8	26	
	HEATHROW	EVA AIR	S	D	26	0	0	38	35	19	8	0	0	25	42	22	26	
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>35</b>	<b>10</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>62</b>	<b>15</b>	<b>15</b>	
TALLIN																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	93	7	0	0	0	0	4	90	7	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	77	23	0	0	0	0	11	60	19	30	
	GATWICK	ESTONIAN AIR	S	A	39	0	0	64	23	8	3	0	3	23	82	10	38	
	GATWICK	ESTONIAN AIR	S	D	39	0	0	64	21	8	5	0	3	25	71	16	38	
<b>TOTAL TALLIN</b>					<b>138</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>13</b>	
TAMPA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	77	18	5	0	0	0	9	68	11	22	
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	64	27	5	5	0	0	18	36	24	22	
<b>TOTAL TAMPA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>23</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>17</b>	<b>17</b>	
TAMPERE																		
	STANSTED	RYANAIR	S	A	30	0	0	93	3	0	3	0	0	5	91	4	43	
	STANSTED	RYANAIR	S	D	30	0	0	90	3	3	3	0	0	10	67	12	43	
<b>TOTAL TAMPERE</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>8</b>	<b>8</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	10	0	0	50	30	10	10	0	0	26	27	26	11	
	HEATHROW	ROYAL AIR MAROC	S	D	10	0	0	30	60	0	10	0	0	30	45	24	11	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>45</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>33</b>	<b>25</b>	<b>25</b>	
TARBES-LOURDES INTERNA																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
TARBES-LOURDES INTERNA																			
	MANCHESTER	ASTRAEUS LTD	C	A	8	0	0	25	25	38	13	0	0	39	22	55	9		
	MANCHESTER	ASTRAEUS LTD	C	D	8	0	0	63	38	0	0	0	0	13	89	36	9		
	STANSTED	JET2.COM LTD	C	A	5	0	0	60	0	40	0	0	0	16	71	21	7		
	STANSTED	JET2.COM LTD	C	D	5	0	0	40	0	60	0	0	0	23	50	12	6		
	STANSTED	TITAN AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	30	0	32	1		
	STANSTED	TITAN AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	20	0	26	2		
<b>TOTAL TARBES-LOURDES INTERNATIONAL</b>					<b>30</b>	<b>1</b>	<b>0</b>	<b>47</b>	<b>20</b>	<b>30</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>53</b>	<b>33</b>	<b>33</b>		
TASHKENT																			
	HEATHROW	UZBEKISTAN AIRLINES	S	A	9	0	0	67	33	0	0	0	0	7	92	2	13		
	HEATHROW	UZBEKISTAN AIRLINES	S	D	9	0	0	22	44	22	11	0	0	29	62	13	13		
<b>TOTAL TASHKENT</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>39</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>20</b>	<b>20</b>		
TATRY-POPRAD																			
	STANSTED	SKY EUROPE	S	A	13	0	0	92	8	0	0	0	0	2	67	13	9		
	STANSTED	SKY EUROPE	S	D	13	0	0	77	23	0	0	0	0	13	22	28	9		
<b>TOTAL TATRY-POPRAD</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>44</b>	<b>20</b>	<b>20</b>		
TBILISI																			
TEHRAN																			
	HEATHROW	BMED	S	A	29	0	0	66	10	10	14	0	0	22	60	30	30		
	HEATHROW	BMED	S	D	28	0	0	32	32	25	11	0	0	28	63	16	30		
	HEATHROW	IRAN AIR	S	A	18	0	0	17	22	17	44	0	0	53	0	67	16		
	HEATHROW	IRAN AIR	S	D	18	0	0	22	44	33	0	0	0	25	31	32	16		
<b>TOTAL TEHRAN</b>					<b>93</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>26</b>	<b>20</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>47</b>	<b>35</b>	<b>35</b>		
TEL AVIV																			
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	1	80	13	5	2	0	0	9	87	7	60		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	57	0	0	67	30	4	0	0	0	12	70	15	60		
	HEATHROW	EL AL	S	A	39	0	1	82	15	3	0	0	0	7	88	8	43		
	HEATHROW	EL AL	S	D	40	0	1	78	20	3	0	0	0	9	74	10	43		
	STANSTED	EL AL	S	A	23	0	0	83	13	4	0	0	0	7	100	1	8		
	STANSTED	EL AL	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0		
	STANSTED	EL AL	S	D	22	0	0	32	27	27	9	5	0	32	78	10	9		
	STANSTED	EL AL	C	D	3	0	0	33	67	0	0	0	0	24	0	0	0		
	STANSTED	ISRAIR LTD	C	A	15	0	0	27	7	13	40	7	7	109	82	6	11		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TEL AVIV	STANSTED	ISRAIR LTD	C	D	15	0	0	13	20	20	40	0	7	106	36	17	11
<b>TOTAL TEL AVIV</b>					<b>283</b>	<b>3</b>	<b>3</b>	<b>64</b>	<b>19</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>78</b>	<b>10</b>	<b>10</b>
TENERIFE (NORTE LOS ROD)																	
TENERIFE (SURREINA SOFIA)	GATWICK	AIR EUROPA	C	A	3	0	0	33	33	0	33	0	0	28	0	0	0
	STANSTED	AIR EUROPA	C	A	4	0	0	50	25	25	0	0	0	20	0	0	0
	STANSTED	AIR EUROPA	C	D	4	0	0	0	25	75	0	0	0	33	0	0	0
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	100	0	0	0	0	9	80	11	5	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	75	0	25	0	0	13	60	17	5	
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	60	20	0	20	0	17	17	83	6	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	25	0	25	0	27	33	295	6	
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	0	25	25	0	31	0	0	0	
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	50	0	0	50	0	45	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	80	8	5	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	3	80	7	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	13	0	0	85	0	8	8	0	18	65	14	20	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	75	17	0	8	0	14	50	38	20	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	4	100	3	5	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	12	100	4	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	4	40	52	5	
	LUTON	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	10	60	50	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	18	0	0	56	11	17	17	0	31	54	33	35	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	16	0	0	63	6	19	6	6	27	63	24	35	
	GLASGOW	FLYGLOBESPAN	S	A	30	0	0	93	7	0	0	0	3	93	11	30	
	GLASGOW	FLYGLOBESPAN	S	D	30	0	0	73	23	3	0	0	10	90	16	30	
	STANSTED	FLYGLOBESPAN	S	A	30	0	0	53	30	10	7	0	26	37	39	30	
	STANSTED	FLYGLOBESPAN	S	D	30	0	0	57	33	3	3	3	23	60	19	30	
	GATWICK	GB AIRWAYS LTD	S	A	30	1	0	80	17	0	3	0	8	48	51	29	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	70	23	7	0	0	11	33	55	30	
	MANCHESTER	GB AIRWAYS LTD	S	A	22	0	0	95	5	0	0	0	2	81	21	26	
	MANCHESTER	GB AIRWAYS LTD	S	D	21	0	0	81	19	0	0	0	9	69	18	26	
	EDINBURGH	IBERWORLD	C	A	4	0	0	100	0	0	0	0	2	100	0	5	
	EDINBURGH	IBERWORLD	C	D	4	0	0	75	25	0	0	0	10	80	5	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TENERIFE (SURREINA SOFIA)																		
	GLASGOW	IBERWORLD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0
	GLASGOW	IBERWORLD	C	D	2	0	0	50	50	0	0	0	0	10	0	0	0	0
	MANCHESTER	IBERWORLD	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0	0
	MANCHESTER	IBERWORLD	C	D	2	0	0	50	50	0	0	0	0	13	0	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	9	0	0	78	11	0	11	0	0	15	0	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	8	0	0	75	13	0	13	0	0	21	0	0	0	0
	BIRMINGHAM	MONARCH AIRLINES	S	A	17	0	0	100	0	0	0	0	0	1	82	8	17	17
	BIRMINGHAM	MONARCH AIRLINES	S	D	17	0	0	71	6	24	0	0	0	16	71	12	17	17
	EDINBURGH	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	21	80	6	5	5
	EDINBURGH	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	11	100	7	5	5
	GATWICK	MONARCH AIRLINES	S	A	8	0	0	63	25	0	13	0	0	30	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	8	0	0	88	0	0	13	0	0	26	0	0	0	0
	LUTON	MONARCH AIRLINES	S	A	22	0	0	91	5	5	0	0	0	6	22	50	27	27
	LUTON	MONARCH AIRLINES	S	D	22	0	0	55	32	14	0	0	0	17	33	50	27	27
	MANCHESTER	MONARCH AIRLINES	S	A	30	1	0	70	23	7	0	0	0	9	70	19	30	30
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	25	0	0	0	25	0	48	5	5
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	16	50	19	4	4
	MANCHESTER	MONARCH AIRLINES	S	D	30	0	0	70	23	7	0	0	0	10	57	20	30	30
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	31	89	4	9	9
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	4	0	0	50	0	25	25	0	0	54	89	7	9	9
	GATWICK	MYTRAVEL AIRWAYS	C	A	9	0	0	56	33	0	11	0	0	20	100	1	10	10
	GATWICK	MYTRAVEL AIRWAYS	C	D	8	0	0	50	13	25	13	0	0	29	90	4	10	10
	GLASGOW	MYTRAVEL AIRWAYS	C	A	8	0	0	75	13	13	0	0	0	9	100	0	5	5
	GLASGOW	MYTRAVEL AIRWAYS	C	D	8	0	0	88	0	0	13	0	0	13	60	13	5	5
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	15	0	0	87	13	0	0	0	0	4	57	27	14	14
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	12	0	0	100	0	0	0	0	0	1	64	25	14	14
	NEWCASTLE	MYTRAVEL AIRWAYS	C	A	5	0	0	40	40	0	20	0	0	22	100	1	5	5
	NEWCASTLE	MYTRAVEL AIRWAYS	C	D	4	0	0	75	0	0	25	0	0	35	100	4	5	5
	NEWCASTLE	SILVERJET	C	A	7	0	0	57	0	29	0	14	0	53	63	17	8	8
	NEWCASTLE	SILVERJET	C	D	8	0	0	38	50	0	0	13	0	45	63	23	8	8
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	22	0	0	0	0	7	100	0	10	10
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	8	0	0	100	0	0	0	0	0	1	100	3	10	10
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	60	20	10	0	10	0	31	75	24	12	12

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	THOMAS COOK AIRLINES LTD	C	D	11	0	0	91	0	0	0	9	0	26	46	21	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	5	63	18	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	5	70	13	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	13	1	0	38	23	31	8	0	0	34	52	48	21	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	8	8	8	0	0	18	55	47	20	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	8	1	0	50	25	0	13	13	0	37	89	9	9	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	0	13	0	27	89	5	9	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	25	0	0	0	18	0	48	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	21	20	37	5	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	4	4	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	0	3	77	17	13	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	7	54	28	13	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	20	40	0	20	20	0	59	60	9	5	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	25	0	25	0	0	26	60	11	5	
	LUTON	THOMSONFLY LTD	C	A	5	0	0	80	0	0	20	0	0	31	80	6	5	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	0	0	0	25	0	48	80	12	5	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	50	25	25	0	0	0	19	44	45	9	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	50	25	13	13	0	0	23	33	37	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	4	80	9	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	80	5	5	
	BIRMINGHAM	VOLAR AIRLINES	C	A	4	0	0	50	0	25	0	25	0	92	100	0	3	
	BIRMINGHAM	VOLAR AIRLINES	C	D	4	0	0	25	25	25	0	25	0	104	100	0	3	
	GATWICK	VOLAR AIRLINES	C	A	4	0	0	50	25	25	0	0	0	22	100	2	5	
	GATWICK	VOLAR AIRLINES	C	D	4	1	0	75	0	25	0	0	0	20	80	4	5	
	MANCHESTER	VOLAR AIRLINES	C	A	2	0	0	100	0	0	0	0	0	4	92	5	12	
	MANCHESTER	VOLAR AIRLINES	C	D	2	0	0	100	0	0	0	0	0	14	91	6	11	
	GATWICK	XL AIRWAYS UK LTD	C	A	13	0	0	77	8	0	15	0	0	15	69	15	13	
	GATWICK	XL AIRWAYS UK LTD	C	D	12	0	0	67	17	0	17	0	0	22	54	21	13	
	GLASGOW	XL AIRWAYS UK LTD	C	A	4	0	0	75	25	0	0	0	0	7	40	21	5	
	GLASGOW	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	10	80	13	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	9	0	0	44	11	33	11	0	0	30	40	70	20	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	9	0	0	67	11	11	11	0	0	19	53	72	19	

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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)												
TENERIFE (SURREINA SOFIA)																		
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	4	0	0	75	0	0	0	0	25	117	100	10	1	
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	3	0	0	100	0	0	0	0	0	0	100	7	1	
	STANSTED	XL AIRWAYS UK LTD	C	A	4	0	0	50	0	25	25	0	0	28	0	0	0	
	STANSTED	XL AIRWAYS UK LTD	C	D	4	0	0	50	25	0	0	25	0	61	0	0	0	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>890</b>	<b>5</b>	<b>0</b>	<b>72</b>	<b>15</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>64</b>	<b>27</b>	<b>27</b>	
TETERBORO																		
THIRA (SANTORINI)																		
	BIRMINGHAM	AIR MALTA	C	A	2	0	0	100	0	0	0	0	0	0	0	41	4	
	BIRMINGHAM	AIR MALTA	C	D	4	0	0	100	0	0	0	0	0	9	75	20	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	9	50	20	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	15	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	1	100	2	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	2	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	14	75	8	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	6	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	8	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	75	39	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	75	52	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	8	0	0	88	13	0	0	0	0	5	88	6	8	
	GATWICK	XL AIRWAYS UK LTD	C	D	8	0	0	75	0	25	0	0	0	10	50	23	8	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	16	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	20	4	
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	4	0	0	100	0	0	0	0	0	3	100	2	4	
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	13	75	11	4	
<b>TOTAL THIRA (SANTORINI)</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>75</b>	<b>16</b>	<b>16</b>	
TIRANA																		
	STANSTED	ALBANIAN AIRLINES	S	A	13	0	0	92	0	8	0	0	0	3	50	35	16	
	STANSTED	ALBANIAN AIRLINES	S	D	13	0	0	54	23	15	8	0	0	18	44	35	16	
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	62	4	19	12	4	0	31	46	43	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	26	0	0	50	31	8	8	4	0	30	31	50	13	
<b>TOTAL TIRANA</b>					<b>79</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>15</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>43</b>	<b>40</b>	<b>40</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TIREE																		
	GLASGOW	LOGANAIR	S	A	22	0	0	86	5	9	0	0	0	7	59	28	22	
	GLASGOW	LOGANAIR	S	D	23	1	0	91	4	4	0	0	0	6	62	22	26	
<b>TOTAL TIREE</b>					<b>45</b>	<b>1</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>25</b>	<b>25</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	50	50	0	0	0	0	12	100	2	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	44	22	22	11	0	0	27	56	18	9	
	GATWICK	XL AIRWAYS UK LTD	C	A	9	0	0	78	0	0	11	0	11	85	67	18	9	
	GATWICK	XL AIRWAYS UK LTD	C	D	9	0	0	44	11	11	11	11	11	115	25	27	4	
<b>TOTAL TOBAGO</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>20</b>	<b>9</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>61</b>	<b>68</b>	<b>14</b>	<b>14</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS	S	A	30	0	0	53	23	23	0	0	0	14	83	7	29	
	HEATHROW	ALL NIPPON AIRWAYS	S	D	30	0	1	77	20	3	0	0	0	9	69	12	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	0	0	43	23	25	8	0	0	24	47	27	60	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	0	0	30	30	37	3	0	0	27	27	36	60	
	HEATHROW	JAPAN AIRLINES	S	A	30	0	1	80	20	0	0	0	0	6	97	4	30	
	HEATHROW	JAPAN AIRLINES	S	D	30	0	0	70	20	10	0	0	0	13	63	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	0	0	73	3	13	10	0	0	16	80	16	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	0	0	43	37	10	10	0	0	26	63	19	30	
<b>TOTAL TOKYO (NARITA)</b>					<b>300</b>	<b>0</b>	<b>2</b>	<b>54</b>	<b>23</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>20</b>	<b>20</b>	
TORONTO																		
	HEATHROW	AIR CANADA	S	A	150	0	0	79	11	5	4	0	1	14	80	14	148	
	HEATHROW	AIR CANADA	S	D	150	0	0	74	13	7	6	0	0	16	51	28	150	
	MANCHESTER	AIR CANADA	S	A	17	0	0	76	24	0	0	0	0	7	75	11	28	
	MANCHESTER	AIR CANADA	S	D	17	0	0	76	24	0	0	0	0	9	68	21	28	
	BIRMINGHAM	AIR INDIA	S	A	20	0	2	40	20	20	10	5	5	83	31	357	16	
	BIRMINGHAM	AIR INDIA	S	D	20	0	2	10	15	20	35	10	10	173	14	228	14	
	BIRMINGHAM	AIR TRANSAT	S	A	9	0	0	89	0	0	11	0	0	19	78	15	9	
	BIRMINGHAM	AIR TRANSAT	S	D	9	0	0	67	22	0	11	0	0	24	67	16	9	
	EDINBURGH	AIR TRANSAT	S	A	4	0	0	50	25	25	0	0	0	18	40	17	5	
	EDINBURGH	AIR TRANSAT	S	D	4	0	0	75	0	0	25	0	0	20	40	24	5	
	GATWICK	AIR TRANSAT	S	A	30	0	0	87	3	3	7	0	0	8	73	22	30	
	GATWICK	AIR TRANSAT	S	D	30	0	0	80	13	0	7	0	0	13	63	27	30	
	GLASGOW	AIR TRANSAT	S	A	8	0	0	100	0	0	0	0	0	2	83	4	12	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
TORONTO																		
	GLASGOW	AIR TRANSAT	S	D	8	0	0	63	13	13	13	0	0	18	75	10	12	
	HEATHROW	AIR TRANSAT	S	A	10	0	0	100	0	0	0	0	0	1	0	0	0	
	HEATHROW	AIR TRANSAT	S	D	10	0	0	70	30	0	0	0	0	9	0	0	0	
	MANCHESTER	AIR TRANSAT	S	A	8	0	0	88	0	0	0	0	13	74	92	6	13	
	MANCHESTER	AIR TRANSAT	S	D	8	0	0	88	0	0	0	0	13	67	77	19	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	73	0	0	74	10	7	8	1	0	17	84	21	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	73	0	0	29	30	29	11	1	0	35	34	31	90	
	GATWICK	MYTRAVEL AIRWAYS	S	A	14	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS	S	D	14	0	0	57	29	7	7	0	0	19	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	S	A	13	0	0	62	15	8	15	0	0	23	92	2	12	
	GATWICK	THOMAS COOK AIRLINES LTD	S	D	13	0	0	77	8	8	8	0	0	23	77	9	13	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	A	17	0	1	76	6	0	12	0	6	52	95	4	21	
	GLASGOW	THOMAS COOK AIRLINES LTD	S	D	17	0	0	76	6	12	0	0	6	31	95	6	22	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	A	26	0	0	81	4	0	12	4	0	23	97	8	29	
	MANCHESTER	THOMAS COOK AIRLINES LTD	S	D	26	0	0	77	4	8	12	0	0	15	90	11	30	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	A	4	0	0	75	0	0	25	0	0	42	0	0	0	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
	GATWICK	ZOOM AIRLINES (CANADA)	S	A	20	0	0	85	0	5	10	0	0	15	100	0	8	
	GATWICK	ZOOM AIRLINES (CANADA)	S	D	21	0	0	38	24	19	14	5	0	40	54	19	13	
	GLASGOW	ZOOM AIRLINES (CANADA)	S	A	9	0	0	67	22	11	0	0	0	11	73	10	15	
	GLASGOW	ZOOM AIRLINES (CANADA)	S	D	9	1	0	56	0	33	11	0	0	25	73	14	15	
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	A	13	1	0	77	8	8	8	0	0	18	78	12	9	
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	D	13	1	0	77	0	15	0	8	0	22	67	16	9	
<b>TOTAL TORONTO</b>					<b>893</b>	<b>3</b>	<b>5</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>24</b>	<b>68</b>	<b>28</b>	<b>28</b>	
TOULON / HYERES																		
	STANSTED	RYANAIR	S	A	30	0	0	87	13	0	0	0	0	4	67	15	30	
	STANSTED	RYANAIR	S	D	30	0	0	57	27	17	0	0	0	15	33	30	30	
<b>TOTAL TOULON / HYERES</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>50</b>	<b>22</b>	<b>22</b>	
TOULOUSE (BLAGNAC)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	89	0	1	73	16	8	2	0	1	17	38	33	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	90	0	0	66	20	9	6	0	0	17	32	35	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	62	18	12	8	0	0	20	32	36	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	50	23	22	5	0	0	24	40	23	60	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

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ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)																			
	BIRMINGHAM	FLYBE LTD		S A	22	0	0	82	9	9	0	0	0	8	57	27	30		
	BIRMINGHAM	FLYBE LTD		S D	22	0	0	36	41	23	0	0	0	19	67	21	30		
	MANCHESTER	JET2.COM LTD		S A	21	2	2	62	24	10	5	0	0	14	0	0	0		
	MANCHESTER	JET2.COM LTD		S D	22	0	0	73	23	0	5	0	0	9	0	0	0		
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>386</b>	<b>2</b>	<b>3</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>29</b>	<b>29</b>		
TOURS																			
	STANSTED	RYANAIR		S A	29	0	1	83	10	3	3	0	0	9	90	7	30		
	STANSTED	RYANAIR		S D	30	0	0	57	30	10	3	0	0	16	70	17	30		
<b>TOTAL TOURS</b>					<b>59</b>	<b>2</b>	<b>1</b>	<b>69</b>	<b>20</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>13</b>	<b>13</b>		
TREVISO																			
	STANSTED	RYANAIR		S A	90	0	1	69	22	7	2	0	0	11	71	15	90		
	STANSTED	RYANAIR		S D	90	0	0	51	34	12	2	0	0	18	44	21	90		
<b>TOTAL TREVISO</b>					<b>180</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>28</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>58</b>	<b>18</b>	<b>18</b>		
TRIESTE (RONCHI DEI LEGIO)																			
	STANSTED	RYANAIR		S A	30	0	0	63	23	7	7	0	0	18	57	17	30		
	STANSTED	RYANAIR		S D	30	0	0	70	17	7	7	0	0	16	57	20	30		
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>20</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>57</b>	<b>18</b>	<b>18</b>		
TRIPOLI																			
	GATWICK	AFRIQYAH AIRWAYS		S A	29	0	0	28	17	21	34	0	0	54	59	27	22		
	GATWICK	AFRIQYAH AIRWAYS		S D	29	0	0	21	10	24	41	3	0	67	9	48	22		
	STANSTED	BLUE LINE		C D	2	0	0	0	50	50	0	0	0	38	0	0	0		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	0	0	70	13	17	0	0	0	12	33	28	30		
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	0	0	57	17	23	3	0	0	20	43	24	30		
	HEATHROW	LIBYAN ARAB AIRLINES		S A	9	0	0	44	22	22	11	0	0	33	56	21	9		
	HEATHROW	LIBYAN ARAB AIRLINES		S D	9	0	0	22	0	33	33	11	0	68	44	45	9		
	MANCHESTER	LIBYAN ARAB AIRLINES		S A	9	0	1	22	33	22	11	0	11	103	63	37	8		
	MANCHESTER	LIBYAN ARAB AIRLINES		S D	9	0	1	0	22	44	22	0	11	209	38	38	8		
<b>TOTAL TRIPOLI</b>					<b>156</b>	<b>0</b>	<b>2</b>	<b>38</b>	<b>16</b>	<b>24</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>53</b>	<b>40</b>	<b>32</b>	<b>32</b>		
TRONDHEIM (VAERNES)																			
	STANSTED	NORWEGIAN AIR SHUTTLE		S A	13	0	0	92	8	0	0	0	0	4	65	11	26		
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	13	0	0	85	15	0	0	0	0	9	35	23	26		
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>50</b>	<b>17</b>	<b>17</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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)											
TUNIS	GATWICK	GB AIRWAYS LTD	S	A	21	0	0	71	24	5	0	0	0	10	62	34	21
	GATWICK	GB AIRWAYS LTD	S	D	21	0	0	48	52	0	0	0	0	15	38	42	21
	HEATHROW	TUNISAIR	S	A	18	0	0	17	61	11	6	6	0	38	44	29	18
	HEATHROW	TUNISAIR	S	D	18	0	0	22	17	39	17	6	0	48	33	39	18
<b>TOTAL TUNIS</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>38</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>45</b>	<b>36</b>	<b>36</b>
TURIN	GATWICK	BRITISH AIRWAYS PLC	S	A	30	0	0	33	23	37	7	0	0	30	33	32	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	30	0	0	20	37	37	7	0	0	35	30	36	30
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	63	13	20	3	0	0	16	38	37	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	53	40	7	0	0	0	16	34	32	29
	STANSTED	RYANAIR	S	A	30	0	0	80	7	13	0	0	0	8	57	35	30
	STANSTED	RYANAIR	S	D	30	0	0	40	43	17	0	0	0	20	58	22	31
<b>TOTAL TURIN</b>					<b>180</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>27</b>	<b>22</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>32</b>	<b>32</b>

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: U

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006					
					MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
VAGAR	STANSTED	ATLANTIC AIRWAYS	S	A	3	0	0	100	0	0	0	0	0	4	0	88	9
	STANSTED	ATLANTIC AIRWAYS	S	D	3	0	0	33	0	33	0	0	33	145	0	89	9
<b>TOTAL VAGAR</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>0</b>	<b>81</b>	<b>81</b>
VALENCIA	HEATHROW	CLICKAIR	S	A	30	0	0	60	23	13	0	3	0	22	0	0	0
	HEATHROW	CLICKAIR	S	D	30	0	0	77	13	3	3	3	0	20	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	17	10	0	3	0	16	53	25	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	67	23	3	7	0	0	14	47	24	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	30	0	0	70	17	10	3	0	0	12	60	15	30
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	30	0	0	53	37	10	0	0	0	15	53	17	30
	MANCHESTER	JET2.COM LTD	S	A	19	0	0	42	21	16	21	0	0	35	39	28	18
	MANCHESTER	JET2.COM LTD	S	D	19	0	0	53	21	5	21	0	0	33	78	9	18
	NEWCASTLE	JET2.COM LTD	S	A	12	0	2	58	17	0	25	0	0	29	0	0	0
	NEWCASTLE	JET2.COM LTD	S	D	14	0	0	79	7	0	14	0	0	14	0	0	0
	STANSTED	RYANAIR	S	A	60	0	0	82	17	2	0	0	0	7	67	17	60
	STANSTED	RYANAIR	S	D	60	0	0	45	47	7	2	0	0	16	38	27	60
<b>TOTAL VALENCIA</b>					<b>364</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>24</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>54</b>	<b>21</b>	<b>21</b>
VALLADOLID	STANSTED	RYANAIR	S	A	23	0	0	87	9	4	0	0	0	6	80	8	30
	STANSTED	RYANAIR	S	D	23	0	0	83	13	4	0	0	0	8	47	21	30
<b>TOTAL VALLADOLID</b>					<b>46</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>63</b>	<b>15</b>	<b>15</b>
VANCOUVER	HEATHROW	AIR CANADA	S	A	60	0	0	88	5	0	7	0	0	7	88	7	60
	HEATHROW	AIR CANADA	S	D	60	0	0	73	10	12	5	0	0	15	66	21	59
	GATWICK	AIR TRANSAT	S	A	11	0	0	91	9	0	0	0	0	3	65	20	17
	GATWICK	AIR TRANSAT	S	D	11	0	0	82	9	0	9	0	0	15	41	24	17
	GLASGOW	AIR TRANSAT	S	A	4	0	0	100	0	0	0	0	0	0	100	0	4
	GLASGOW	AIR TRANSAT	S	D	4	0	0	75	25	0	0	0	0	10	50	19	4
	MANCHESTER	AIR TRANSAT	S	A	4	0	0	75	25	0	0	0	0	5	60	26	5
	MANCHESTER	AIR TRANSAT	S	D	4	0	0	50	25	25	0	0	0	15	40	40	5
	HEATHROW	BRITISH AIRWAYS PLC	S	A	56	0	0	84	4	11	2	0	0	8	34	53	56
	HEATHROW	BRITISH AIRWAYS PLC	S	D	56	0	0	36	29	30	5	0	0	25	14	62	56
	GATWICK	FLYGLOBESPAN	S	A	13	0	0	62	15	8	15	0	0	20	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					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)												
VANCOUVER																		
	GATWICK	FLYGLOBESPAN		S D	13	0	0	46	15	15	23	0	0	35	0	0	0	
	GLASGOW	FLYGLOBESPAN		S A	8	0	0	38	13	13	38	0	0	39	0	0	0	
	GLASGOW	FLYGLOBESPAN		S D	8	0	0	63	0	13	25	0	0	28	0	0	0	
	MANCHESTER	FLYGLOBESPAN		S A	9	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FLYGLOBESPAN		S D	9	0	0	33	11	22	33	0	0	38	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS		S A	9	0	0	44	11	22	11	11	0	50	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS		S D	9	0	0	22	22	11	33	11	0	60	0	0	0	
	MANCHESTER	MYTRAVEL AIRWAYS		S A	4	0	0	25	25	25	25	0	0	60	0	0	0	
	MANCHESTER	MYTRAVEL AIRWAYS		S D	5	0	0	60	20	0	0	0	20	77	0	0	0	
	GATWICK	ZOOM AIRLINES (CANADA)		S A	15	0	1	87	7	0	7	0	0	10	83	14	12	
	GATWICK	ZOOM AIRLINES (CANADA)		S D	14	0	1	71	21	7	0	0	0	11	69	26	13	
	GLASGOW	ZOOM AIRLINES (CANADA)		S A	9	1	0	78	11	0	11	0	0	16	60	20	5	
	GLASGOW	ZOOM AIRLINES (CANADA)		S D	9	0	0	89	0	11	0	0	0	8	20	77	5	
	MANCHESTER	ZOOM AIRLINES (CANADA)		S A	11	0	1	91	0	0	9	0	0	13	40	29	5	
	MANCHESTER	ZOOM AIRLINES (CANADA)		S D	11	0	1	91	0	0	9	0	0	8	40	76	5	
<b>TOTAL VANCOUVER</b>					<b>426</b>	<b>1</b>	<b>4</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>52</b>	<b>34</b>	<b>34</b>	
VARADERO																		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	100	0	0	0	0	0	0	50	25	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	67	33	0	0	0	0	10	33	38	3	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	50	25	25	0	0	0	15	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	50	25	0	0	0	24	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	0	0	40	0	0	35	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	25	25	25	0	0	35	0	0	0	
<b>TOTAL VARADERO</b>					<b>23</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>22</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>60</b>	<b>28</b>	<b>28</b>	
VARNA																		
	MANCHESTER	BH AIR		C A	9	0	0	89	11	0	0	0	0	8	71	14	14	
	MANCHESTER	BH AIR		C D	9	0	0	78	11	11	0	0	0	6	86	8	14	
	NEWCASTLE	BH AIR		C A	4	0	0	25	50	25	0	0	0	22	100	5	5	
	NEWCASTLE	BH AIR		C D	4	0	0	75	25	0	0	0	0	8	100	5	5	
	GATWICK	BRITISH AIRWAYS PLC		S A	19	0	0	53	21	16	11	0	0	24	35	40	17	
	GATWICK	BRITISH AIRWAYS PLC		S D	18	0	0	56	0	28	17	0	0	24	29	45	17	
	GATWICK	BULGARIA AIR		S A	12	0	0	75	17	8	0	0	0	9	85	11	13	
	GATWICK	BULGARIA AIR		S D	12	0	0	58	25	17	0	0	0	19	77	15	13	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
VARNA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	57	24	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	100	0	0	0	0	0	5	50	35	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	1	83	4	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	5	100	3	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	100	0	1		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	75	8	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	8	100	2	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	50	113	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	5	25	118	4	
<b>TOTAL VARNA</b>					<b>132</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>61</b>	<b>34</b>	<b>34</b>	
VASTERAS																		
	STANSTED	RYANAIR	S	A	30	0	1	87	0	10	3	0	0	10	0	0	0	
	STANSTED	RYANAIR	S	D	30	0	1	70	17	7	7	0	0	17	0	0	0	
<b>TOTAL VASTERAS</b>					<b>60</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>18</b>	<b>18</b>	
VENICE																		
	GLASGOW	BMI BRITISH MIDLAND	C	A	5	0	0	60	40	0	0	0	0	11	25	31	4	
	GLASGOW	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	4	75	8	4	
	HEATHROW	BMI BRITISH MIDLAND	S	A	29	0	0	41	24	31	3	0	0	24	80	10	30	
	HEATHROW	BMI BRITISH MIDLAND	S	D	29	0	0	66	21	10	3	0	0	15	63	13	30	
	NEWCASTLE	BMI BRITISH MIDLAND	C	A	5	0	0	80	20	0	0	0	0	8	50	16	4	
	NEWCASTLE	BMI BRITISH MIDLAND	C	D	4	0	0	100	0	0	0	0	0	0	75	7	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	119	0	0	51	20	21	8	0	0	23	39	36	90	
	GATWICK	BRITISH AIRWAYS PLC	S	D	119	0	0	49	21	22	8	0	0	25	29	38	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	60	10	22	5	3	0	26	43	40	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	53	28	12	7	0	0	22	30	42	60	
	MANCHESTER	JET2.COM LTD	S	A	17	0	0	53	18	24	0	6	0	27	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	17	0	0	88	6	6	0	0	0	5	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	6	0	0	33	33	0	17	0	17	93	17	71	6	
	GATWICK	MONARCH AIRLINES	C	D	6	0	0	50	17	0	17	0	17	81	40	59	5	
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	20	40	40	0	0	0	24	50	31	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
VENICE	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	16	100	3	4
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	60	10	5
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	0	75	10	4
	MANCHESTER	THOMSONFLY LTD	C	A	17	0	0	41	24	12	24	0	0	38	80	9	5
	MANCHESTER	THOMSONFLY LTD	C	D	17	0	0	41	29	12	18	0	0	36	100	0	4
<b>TOTAL VENICE</b>					<b>539</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>18</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>43</b>	<b>33</b>	<b>33</b>
VERONA VILLAFRANCA	STANSTED	AEROLYON	C	A	6	0	0	50	17	0	33	0	0	45	0	0	0
	STANSTED	AEROLYON	C	D	6	0	0	50	17	0	33	0	0	45	0	0	0
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	0	40	60	0	0	0	34	0	0	0
	GATWICK	ASTRAEUS LTD	C	D	5	0	0	80	20	0	0	0	0	10	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	59	0	0	58	19	15	7	0	2	35	57	24	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	59	0	1	46	24	24	7	0	0	25	25	36	60
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	11	11	11	0	0	25	56	25	9
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	50	38	0	13	0	0	22	50	23	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	33	22	22	22	0	0	43	0	50	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	0	29	0	0	0	14	25	25	4
	MANCHESTER	MONARCH AIRLINES	C	A	5	0	0	40	40	0	20	0	0	36	0	0	0
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	80	0	0	20	0	0	29	0	0	0
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	10	89	80	9
	BIRMINGHAM	THOMSONFLY LTD	C	D	7	0	0	100	0	0	0	0	0	2	100	1	7
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	89	8	9
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	78	18	9
	GLASGOW	THOMSONFLY LTD	C	A	9	0	0	44	11	22	22	0	0	35	44	34	9
	GLASGOW	THOMSONFLY LTD	C	D	7	0	0	43	29	29	0	0	0	24	78	14	9
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	67	22	11	0	0	0	11	44	41	9
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	89	11	0	0	0	0	3	33	41	9
	NEWCASTLE	THOMSONFLY LTD	C	A	6	0	0	83	0	0	0	17	0	59	0	67	3
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	60	20	20	0	0	0	17	50	38	2
	MANCHESTER	XL AIRWAYS UK LTD	C	A	5	0	0	60	20	0	20	0	0	41	0	0	0
	MANCHESTER	XL AIRWAYS UK LTD	C	D	5	0	0	80	0	0	20	0	0	36	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>					<b>264</b>	<b>1</b>	<b>1</b>	<b>58</b>	<b>18</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>32</b>	<b>32</b>
VIENNA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
VIENNA																		
	HEATHROW	AUSTRIAN AIRLINES		S A	149	0	0	83	10	5	3	0	0	9	84	8	146	
	HEATHROW	AUSTRIAN AIRLINES		S D	149	0	0	66	21	8	4	0	0	15	61	15	145	
	HEATHROW	BRITISH AIRWAYS PLC		S A	120	0	0	83	8	6	3	0	0	9	74	16	118	
	HEATHROW	BRITISH AIRWAYS PLC		S D	120	0	0	61	25	10	4	0	0	17	57	22	119	
<b>TOTAL VIENNA</b>					<b>539</b>	<b>5</b>	<b>0</b>	<b>73</b>	<b>16</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>15</b>	
VILNIUS																		
	GATWICK	AIR BALTIC		S A	30	0	0	83	10	3	3	0	0	8	83	9	30	
	GATWICK	AIR BALTIC		S D	30	0	0	67	23	3	7	0	0	14	73	12	30	
	GATWICK	LITHUANIAN AIRLINES		S A	30	0	0	77	20	3	0	0	0	7	71	18	34	
	GATWICK	LITHUANIAN AIRLINES		S D	30	0	0	73	23	3	0	0	0	11	68	16	34	
<b>TOTAL VILNIUS</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>16</b>	<b>16</b>	
VITORIA																		
	STANSTED	RYANAIR		S A	9	0	0	89	11	0	0	0	0	3	83	6	30	
	STANSTED	RYANAIR		S D	9	0	0	78	11	11	0	0	0	15	53	17	30	
<b>TOTAL VITORIA</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>66</b>	<b>12</b>	<b>12</b>	
VOLOS																		
<b>TOTAL VOLOS</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>70</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	90	0	0	52	28	12	7	1	0	22	51	24	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	0	0	54	28	13	4	0	0	18	34	29	90
	EDINBURGH	CENTRALWINGS	S	A	20	0	0	55	10	5	25	0	5	46	0	0	0
	EDINBURGH	CENTRALWINGS	S	D	19	0	0	26	16	37	16	5	0	45	0	0	0
	GATWICK	CENTRALWINGS	S	A	30	0	0	33	13	17	20	17	0	74	0	0	0
	GATWICK	CENTRALWINGS	S	D	30	0	0	10	10	30	33	17	0	96	0	0	0
	MANCHESTER	CENTRALWINGS	S	A	25	0	0	60	16	4	20	0	0	23	0	0	0
	MANCHESTER	CENTRALWINGS	S	D	25	0	0	84	0	4	8	4	0	20	0	0	0
	STANSTED	CENTRALWINGS	S	A	18	1	0	17	28	28	17	11	0	69	0	0	0
	STANSTED	CENTRALWINGS	S	D	17	2	0	0	24	47	18	0	12	92	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	50	0	0	70	10	16	4	0	0	13	42	39	50
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	50	0	0	64	16	16	4	0	0	17	34	41	50
	HEATHROW	LOT-POLISH AIRLINES	S	A	90	0	0	63	16	18	3	0	0	17	38	27	90
	HEATHROW	LOT-POLISH AIRLINES	S	D	90	0	0	63	27	8	1	0	1	22	49	22	90
	BIRMINGHAM	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	71	12	18	0	0	0	18	0	0	0
	BIRMINGHAM	NORWEGIAN AIR SHUTTLE	S	D	17	0	0	24	35	41	0	0	0	30	0	0	0
	LUTON	WIZZ AIR	S	A	69	0	0	70	14	10	6	0	0	14	31	38	55
	LUTON	WIZZ AIR	S	D	69	0	0	59	17	12	9	1	1	32	18	49	56
<b>TOTAL WARSAW</b>					<b>816</b>	<b>3</b>	<b>0</b>	<b>55</b>	<b>19</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>28</b>	<b>36</b>	<b>40</b>	<b>40</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	90	0	0	80	13	6	0	1	0	9	74	15	89
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	1	1	41	38	19	2	0	0	22	31	30	90
	STANSTED	MAXJET AIRWAYS	S	A	13	0	4	15	0	46	38	0	0	57	89	21	18
	STANSTED	MAXJET AIRWAYS	S	D	14	0	3	50	29	21	0	0	0	20	40	30	15
	HEATHROW	UNITED AIRLINES	S	A	120	0	0	81	9	6	3	1	0	11	79	10	119
	HEATHROW	UNITED AIRLINES	S	D	117	0	0	87	7	5	1	0	0	7	66	15	119
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	60	0	0	85	7	3	5	0	0	9	87	7	30
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	60	0	0	82	10	0	8	0	0	15	20	29	30
<b>TOTAL WASHINGTON (DULLES)</b>					<b>562</b>	<b>1</b>	<b>8</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>18</b>	<b>18</b>
WATERFORD	BIRMINGHAM	AER ARRAN	S	A	25	0	0	96	0	0	0	4	0	9	0	0	0
	BIRMINGHAM	AER ARRAN	S	D	25	0	0	88	8	0	0	4	0	11	0	0	0
	LUTON	AER ARRAN	S	A	60	0	1	98	2	0	0	0	0	2	86	9	59

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
WATERFORD																		
	LUTON	AER ARRAN	S	D	60	0	1	92	8	0	0	0	0	4	82	11	60	
	MANCHESTER	AER ARRAN	S	A	25	0	0	84	12	4	0	0	0	4	85	8	13	
	MANCHESTER	AER ARRAN	S	D	25	0	0	96	4	0	0	0	0	1	85	8	13	
<b>TOTAL WATERFORD</b>					<b>220</b>	<b>2</b>	<b>3</b>	<b>93</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>84</b>	<b>10</b>	<b>10</b>	
WHITE PLAINS																		
WICK																		
	EDINBURGH	LOGANAIR	S	A	20	0	0	95	0	0	0	5	0	11	0	0	0	
	EDINBURGH	LOGANAIR	S	D	20	0	0	80	15	0	0	5	0	16	0	0	0	
<b>TOTAL WICK</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	
WINDHOEK																		
	GATWICK	AIR NAMIBIA	S	A	13	0	0	69	8	8	15	0	0	30	92	4	13	
	GATWICK	AIR NAMIBIA	S	D	13	0	0	85	8	0	0	0	8	64	62	24	13	
<b>TOTAL WINDHOEK</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>77</b>	<b>14</b>	<b>14</b>	
WROCLAW																		
	GATWICK	CENTRALWINGS	S	A	17	0	0	53	6	6	18	18	0	65	0	0	0	
	GATWICK	CENTRALWINGS	S	D	17	0	0	53	6	12	12	18	0	67	0	0	0	
	STANSTED	RYANAIR	S	A	43	0	0	81	9	7	0	0	2	19	58	34	43	
	STANSTED	RYANAIR	S	D	43	0	0	63	19	16	0	0	2	27	23	35	43	
<b>TOTAL WROCLAW</b>					<b>120</b>	<b>1</b>	<b>0</b>	<b>67</b>	<b>12</b>	<b>11</b>	<b>4</b>	<b>5</b>	<b>2</b>	<b>35</b>	<b>41</b>	<b>34</b>	<b>34</b>	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: Y

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006				
					UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
YEREVAN	HEATHROW	BMED	S	A	16	0	0	100	0	0	0	0	0	2	0	0	0
	HEATHROW	BMED	S	D	17	0	0	12	29	47	12	0	0	35	0	0	0
<b>TOTAL YEREVAN</b>					<b>33</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>15</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
					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)											
ZADAR	STANSTED	RYANAIR		S A	13	0	0	100	0	0	0	0	0	1	0	0	0
	STANSTED	RYANAIR		S D	13	0	0	69	31	0	0	0	0	11	0	0	0
<b>TOTAL ZADAR</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>0</b>
ZAGREB	GATWICK	CROATIA AIRLINES		S A	13	0	0	62	23	15	0	0	0	16	0	0	0
	GATWICK	CROATIA AIRLINES		S D	13	0	0	38	23	31	8	0	0	25	0	0	0
	HEATHROW	CROATIA AIRLINES		S A	34	0	0	65	15	18	3	0	0	17	82	9	34
	HEATHROW	CROATIA AIRLINES		S D	34	0	0	56	26	12	6	0	0	20	68	15	34
	LUTON	WIZZ AIR		S A	21	0	0	52	29	10	5	5	0	23	64	23	25
	LUTON	WIZZ AIR		S D	21	0	0	43	33	10	10	5	0	29	48	21	25
<b>TOTAL ZAGREB</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>24</b>	<b>15</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>67</b>	<b>16</b>	<b>16</b>
ZAKINTHOS	BIRMINGHAM	AIR MALTA		C A	5	0	0	60	40	0	0	0	0	15	50	59	4
	BIRMINGHAM	AIR MALTA		C D	5	0	0	100	0	0	0	0	0	3	50	58	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	4	50	16	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	100	0	0	0	0	0	4	50	21	4
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	13	0	0	62	8	15	15	0	0	19	56	19	16
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	11	0	0	27	36	18	18	0	0	29	47	29	15
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	80	20	0	0	0	0	6	75	5	4
	GLASGOW	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	80	20	0	0	0	0	11	75	10	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	11	0	0	73	0	9	18	0	0	29	38	31	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	10	0	0	50	30	0	20	0	0	32	50	26	8
	STANSTED	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	50	25	0	0	0	23	25	20	4
	STANSTED	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	50	0	0	0	24	25	38	4
	BIRMINGHAM	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	5	60	9	5
	BIRMINGHAM	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	7	100	4	4
	EDINBURGH	MONARCH AIRLINES		C A	4	0	0	100	0	0	0	0	0	4	50	20	4
	EDINBURGH	MONARCH AIRLINES		C D	4	0	0	75	0	25	0	0	0	12	75	29	4
	GATWICK	MONARCH AIRLINES		C A	13	1	0	92	0	0	8	0	0	12	83	9	12
	GATWICK	MONARCH AIRLINES		C D	15	0	0	87	7	0	7	0	0	16	75	68	12
	LUTON	MONARCH AIRLINES		C A	4	0	0	25	50	25	0	0	0	24	0	313	4
	LUTON	MONARCH AIRLINES		C D	4	0	0	75	25	0	0	0	0	6	0	61	4
	MANCHESTER	MONARCH AIRLINES		C A	9	0	0	78	11	11	0	0	0	9	50	14	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ZAKINTHOS																		
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	89	0	11	0	0	0	11	50	15	4	
	STANSTED	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	75	22	4	
	STANSTED	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	75	14	4	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	8	0	0	88	0	13	0	0	0	8	100	0	8	
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	8	0	0	63	25	13	0	0	0	10	100	3	8	
	GATWICK	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	100	2	4	
	GATWICK	MYTRAVEL AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	0	75	14	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	17	0	0	94	0	0	6	0	0	6	88	6	16	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	17	0	0	82	12	0	6	0	0	14	75	14	16	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	4	100	1	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	20	0	0	60	15	10	15	0	0	26	72	29	18	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	18	0	0	50	22	6	22	0	0	32	71	35	17	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	15	50	54	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	25	60	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	56	39	6	0	0	0	11	75	18	20	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	17	0	0	76	24	0	0	0	0	6	67	9	18	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	25	0	0	43	100	0	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	60	0	20	0	0	47	100	9	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	11	75	10	4	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	17	50	18	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	11	100	0	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	3	0	0	33	33	33	0	0	0	25	100	4	5	
	GATWICK	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	0	1	89	12	9	
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	4	44	17	9	
	LUTON	THOMSONFLY LTD	C	A	4	1	0	75	0	0	0	25	0	57	100	1	5	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	25	50	0	0	25	0	63	100	4	5	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	100	0	0	0	0	0	6	56	24	9	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	100	0	0	0	0	0	5	67	11	9	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	10	100	2	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	25	75	0	0	0	0	20	100	1	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	7	0	0	86	0	0	14	0	0	10	71	23	7	
	GATWICK	XL AIRWAYS UK LTD	C	D	7	0	0	57	14	14	14	0	0	18	25	26	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records			
																	MATCHED	UNMATCHED	
ZAKINTHOS																			
	GLASGOW	XL AIRWAYS UK LTD	C	A	5	0	0	80	0	20	0	0	0	11	25	66	4		
	GLASGOW	XL AIRWAYS UK LTD	C	D	5	0	0	80	0	20	0	0	0	10	25	34	4		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	6	0	0	83	17	0	0	0	0	4	75	16	8		
	MANCHESTER	XL AIRWAYS UK LTD	C	D	6	0	0	83	0	17	0	0	0	8	38	25	8		
	NEWCASTLE	XL AIRWAYS UK LTD	C	A	9	0	0	89	0	0	11	0	0	9	100	0	4		
	NEWCASTLE	XL AIRWAYS UK LTD	C	D	9	0	0	100	0	0	0	0	0	2	100	3	4		
	STANSTED	XL AIRWAYS UK LTD	C	A	5	0	0	40	20	40	0	0	0	26	0	0	0		
	STANSTED	XL AIRWAYS UK LTD	C	D	5	0	0	60	0	20	20	0	0	25	0	0	0		
<b>TOTAL ZAKINTHOS</b>					<b>445</b>	<b>3</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>26</b>	<b>26</b>		
ZARAGOZA																			
	STANSTED	RYANAIR	S	A	22	0	0	45	36	9	9	0	0	23	47	25	30		
	STANSTED	RYANAIR	S	D	22	0	0	41	27	27	5	0	0	22	37	27	30		
<b>TOTAL ZARAGOZA</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>32</b>	<b>18</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>26</b>	<b>26</b>		
ZHEZKAZGAN																			
ZURICH																			
	LONDON CITY	BA CITYFLYER	S	A	91	0	0	80	14	1	4	0	0	12	0	0	0		
	LONDON CITY	BA CITYFLYER	S	D	91	0	0	51	27	15	7	0	0	23	0	0	0		
	EDINBURGH	BMI REGIONAL	S	A	29	0	0	83	17	0	0	0	0	6	0	0	0		
	EDINBURGH	BMI REGIONAL	S	D	29	0	0	83	10	7	0	0	0	7	0	0	0		
	GATWICK	BRITISH AIRWAYS PLC	S	A	54	0	0	67	22	7	4	0	0	13	38	31	55		
	GATWICK	BRITISH AIRWAYS PLC	S	D	54	0	0	65	20	11	4	0	0	13	44	28	55		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	174	0	0	84	11	4	1	0	0	8	84	8	175		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	0	0	72	18	9	1	0	0	12	68	14	175		
	LONDON CITY	CITY JET	S	A	63	0	0	89	3	5	3	0	0	6	0	0	0		
	LONDON CITY	CITY JET	S	D	62	0	0	45	21	27	6	0	0	24	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	0	0	55	27	18	0	0	0	17	0	0	0		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	0	0	41	41	18	0	0	0	20	0	0	0		
	BIRMINGHAM	SWISS AIRLINES	S	A	90	0	0	71	22	6	1	0	0	11	83	8	82		
	BIRMINGHAM	SWISS AIRLINES	S	D	90	0	0	38	44	13	4	0	0	22	73	11	82		
	HEATHROW	SWISS AIRLINES	S	A	179	0	0	80	13	6	1	0	0	9	81	8	179		
	HEATHROW	SWISS AIRLINES	S	D	179	0	0	66	25	8	1	0	0	12	75	12	179		
	LONDON CITY	SWISS AIRLINES	S	A	186	1	5	76	14	7	3	0	0	11	84	9	160		
	LONDON CITY	SWISS AIRLINES	S	D	183	0	6	45	26	21	8	0	0	25	53	22	156		



ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR SEPTEMBER 2007

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							SEPT 2006				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)	Actual (7)	Plan (8)										
ZURICH																		
	MANCHESTER	SWISS AIRLINES	S	A	90	0	0	77	19	4	0	0	0	10	80	8	86	
	MANCHESTER	SWISS AIRLINES	S	D	90	0	0	80	18	2	0	0	0	8	78	10	85	
<b>TOTAL ZURICH</b>					<b>1952</b>	<b>8</b>	<b>12</b>	<b>69</b>	<b>20</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>13</b>	<b>13</b>	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1564	20	0	77	11	7	5	1	0	16	74	20	1736
SCHEDULED FLIGHTS(ALL ROUTES)	7945	27	110	74	13	7	5	1	0	16	77	15	8100
AIRPORT TOTAL	9509	47	110	75	12	7	5	1	0	16	76	16	9836

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	218	28	0	56	18	17	7	1	0	22	70	19	240
SCHEDULED FLIGHTS(ALL ROUTES)	9161	17	64	69	15	10	5	1	0	17	69	16	9313
AIRPORT TOTAL	9379	45	64	69	15	10	5	1	0	17	69	16	9553

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4809	50	0	66	14	9	8	2	1	28	62	30	5233
SCHEDULED FLIGHTS(ALL ROUTES)	19305	7	44	64	18	12	6	1	0	20	52	27	18331
AIRPORT TOTAL	24114	57	44	64	17	11	6	1	0	21	54	28	23564

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1135	16	0	67	15	9	8	1	1	21	63	27	1225
SCHEDULED FLIGHTS(ALL ROUTES)	7138	86	57	73	13	9	5	1	0	15	71	16	7471
AIRPORT TOTAL	8273	102	57	72	13	9	5	1	0	16	70	18	8696

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	34	11	0	68	29	3	0	0	0	13	31	42	49
SCHEDULED FLIGHTS(ALL ROUTES)	39796	19	66	68	17	11	4	0	0	16	62	19	39467
AIRPORT TOTAL	39830	30	66	68	17	11	4	0	0	16	62	19	39516

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
SCHEDULED FLIGHTS(ALL ROUTES)	6425	5	85	62	21	13	4	0	0	17	68	14	5644
AIRPORT TOTAL	6426	28	85	62	21	13	5	0	0	17	68	14	5645

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	540	144	0	76	11	7	4	2	0	17	64	26	599
SCHEDULED FLIGHTS(ALL ROUTES)	6521	10	41	70	16	10	3	1	0	16	46	30	6277
AIRPORT TOTAL	7061	154	41	71	15	10	3	1	0	16	47	30	6876



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	4428	44	0	66	12	11	9	2	1	27	68	27	5036
SCHEDULED FLIGHTS(ALL ROUTES)	14385	52	113	77	12	7	4	1	0	14	73	15	14666
AIRPORT TOTAL	18813	96	113	74	12	8	5	1	0	17	72	18	19702

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1191	8	0	75	10	6	6	2	1	28	78	18	1277
SCHEDULED FLIGHTS(ALL ROUTES)	4143	15	18	76	13	7	4	0	0	13	69	16	3984
AIRPORT TOTAL	5334	23	18	76	12	7	4	1	0	16	72	17	5261

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR SEPTEMBER 2007

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						SEPT 2006			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	693	27	0	67	13	11	7	1	1	24	67	19	673
SCHEDULED FLIGHTS(ALL ROUTES)	15454	17	84	73	16	8	3	0	0	13	58	20	15205
AIRPORT TOTAL	16147	44	84	72	16	8	3	0	0	14	58	20	15878