

# Punctuality Statistics

Economic Regulation Group



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

**Full and Summary Analysis**

**January 2008**

**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.

## Contents

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

## FOREWORD

### 1 CONTENT

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

### 2 ENQUIRIES

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

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

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

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

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

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

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

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

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

#### 2.4 Coverage

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

## INTRODUCTORY NOTES

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

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

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

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

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



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

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LTD	C	8	0	0	63	13	13	13	0	0	19	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	13	13	0	67	71	15	7
<b>TOTAL INNSBRUCK</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>6</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>43</b>	<b>60</b>	<b>23</b>	<b>15</b>
<b>SALZBURG</b>															
	FLYBE LTD	C	8	0	0	75	25	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	100	2	8
	THOMSONFLY LTD	C	8	0	0	88	0	13	0	0	0	7	88	25	8
<b>TOTAL SALZBURG</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>27</b>	<b>32</b>
<b>TOTAL AUSTRIA</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>10</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>68</b>	<b>25</b>	<b>47</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	14	0	0	43	14	7	36	0	0	48	60	30	15
<b>TOTAL BRIDGETOWN</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>7</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>60</b>	<b>30</b>	<b>15</b>
<b>TOTAL BARBADOS</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>14</b>	<b>7</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>60</b>	<b>30</b>	<b>15</b>
<b>BELGIUM</b>															
BRUSSELS	BRUSSELS AIRLINES	S	283	0	2	88	6	4	2	0	0	7	89	6	231
<b>TOTAL BRUSSELS</b>			<b>283</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>231</b>
<b>TOTAL BELGIUM</b>			<b>283</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>6</b>	<b>231</b>
<b>BULGARIA</b>															
SOFIA	FIRST CHOICE AIRWAYS LTD	C	6	0	0	33	17	17	0	33	0	127	56	66	9
	MYTRAVEL AIRWAYS	C	7	0	0	86	0	0	14	0	0	25	0	0	0
<b>TOTAL SOFIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>72</b>	<b>56</b>	<b>66</b>	<b>9</b>
<b>TOTAL BULGARIA</b>			<b>13</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>15</b>	<b>0</b>	<b>72</b>	<b>29</b>	<b>68</b>	<b>17</b>
<b>CANADA</b>															
TORONTO	AIR INDIA	S	43	0	19	28	14	23	33	2	0	56	2	226	41
<b>TOTAL TORONTO</b>			<b>43</b>	<b>2</b>	<b>19</b>	<b>28</b>	<b>14</b>	<b>23</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>2</b>	<b>226</b>	<b>41</b>
<b>TOTAL CANADA</b>			<b>43</b>	<b>2</b>	<b>19</b>	<b>28</b>	<b>14</b>	<b>23</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>2</b>	<b>226</b>	<b>41</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	8	0	0	25	38	25	13	0	0	26	0	59	8
<b>TOTAL LARNACA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>52</b>	<b>10</b>
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	17	100	0	2
	THOMSONFLY LTD	C	2	0	0	50	50	0	0	0	0	9	25	160	8
<b>TOTAL PAPHOS</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>40</b>	<b>128</b>	<b>10</b>
<b>TOTAL CYPRUS</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>42</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>20</b>	<b>90</b>	<b>20</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	54	0	0	91	4	2	4	0	0	10	68	24	56
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	4	0	0	0
<b>TOTAL PRAGUE</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>24</b>	<b>56</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>24</b>	<b>56</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>DENMARK</b>																
COPENHAGEN	SAS	S	100	0	0	61	28	11	0	0	0	14	33	32	100	
<b>TOTAL COPENHAGEN</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>32</b>	<b>100</b>	
<b>TOTAL DENMARK</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>28</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>33</b>	<b>37</b>	<b>116</b>	
<b>EGYPT</b>																
LUXOR	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	0	80	8	10	
<b>TOTAL LUXOR</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>8</b>	<b>10</b>	
SHARM EL SHEIKH (OPHIRA)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	50	10	30	10	0	27	75	10	8		
	THOMSONFLY LTD	C	10	0	0	40	30	10	20	0	32	50	15	8		
	XL AIRWAYS UK LTD	C	18	0	0	56	33	6	6	0	17	11	114	9		
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>26</b>	<b>13</b>	<b>11</b>	<b>0</b>	<b>24</b>	<b>44</b>	<b>49</b>	<b>25</b>		
<b>TOTAL EGYPT</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>21</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>19</b>	<b>53</b>	<b>33</b>	<b>43</b>		
<b>FINLAND</b>																
KITTILA	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	2	88	6	8		
<b>TOTAL KITTILA</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>6</b>	<b>8</b>		
<b>TOTAL FINLAND</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>9</b>	<b>10</b>		
<b>FRANCE</b>																
BREST	FLYBE LTD	S	2	0	0	100	0	0	0	0	4	80	6	20		
<b>TOTAL BREST</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>4</b>	<b>80</b>	<b>6</b>	<b>20</b>		
CHAMBERY	FLYBE LTD	C	8	0	0	0	25	63	13	0	40	0	0	0		
	FLYBE LTD	S	18	0	0	28	28	11	33	0	45	50	72	30		
	TITAN AIRWAYS LTD	C	8	0	0	75	13	0	13	0	14	0	0	0		
<b>TOTAL CHAMBERY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>24</b>	<b>21</b>	<b>24</b>	<b>0</b>	<b>37</b>	<b>41</b>	<b>65</b>	<b>46</b>		
GRENOBLE	BA CITYFLYER LTD	C	8	0	0	63	0	0	38	0	43	0	0	0		
	EASYJET AIRLINE COMPANY LTD	S	16	0	0	94	6	0	0	0	3	0	0	0		
<b>TOTAL GRENOBLE</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>16</b>	<b>56</b>	<b>18</b>	<b>9</b>		
LYON	BA CITYFLYER LTD	C	16	0	0	75	13	6	6	0	16	0	0	0		
	BRIT AIR	S	101	0	0	86	10	3	1	0	6	0	0	0		
	HAMBURG INTERNATIONAL	C	2	0	0	100	0	0	0	0	0	0	0	0		
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	0	20	20	0	39	13	145	8		
<b>TOTAL LYON</b>			<b>129</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>21</b>	<b>126</b>		
NICE	BMIBABY LTD	S	20	0	0	90	10	0	0	0	4	73	13	22		
<b>TOTAL NICE</b>			<b>20</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>71</b>	<b>13</b>	<b>24</b>		
PARIS (CHARLES DE GAULLE)	CITY JET	S	352	0	0	91	3	4	2	0	6	94	3	345		
	FLYBE LTD	S	203	2	3	88	6	2	3	1	9	0	0	0		
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>555</b>	<b>3</b>	<b>3</b>	<b>90</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>590</b>		
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	0	38	0	38	56	14	9		
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>38</b>	<b>76</b>	<b>12</b>	<b>45</b>		
<b>TOTAL FRANCE</b>			<b>772</b>	<b>4</b>	<b>3</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>11</b>	<b>882</b>		

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>GERMANY</b>															
COLOGNE (BONN)	TUIFLY (GERMANY)	S	18	0	0	72	17	11	0	0	0	11	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>14</b>	<b>38</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	176	0	0	85	9	2	4	0	0	9	75	10	136
	FLYBE LTD	S	182	0	1	92	7	2	0	0	0	4	0	0	0
<b>TOTAL DUSSELDORF</b>			<b>358</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>85</b>	<b>7</b>	<b>329</b>
FRANKFURT MAIN	FLYBE LTD	S	148	0	0	84	9	5	2	1	0	10	0	0	0
	LUFTHANSA	S	185	0	0	71	17	10	2	0	0	13	74	13	183
<b>TOTAL FRANKFURT MAIN</b>			<b>333</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>15</b>	<b>449</b>
HAMBURG	FLYBE LTD	S	46	0	0	98	2	0	0	0	0	2	0	0	0
<b>TOTAL HAMBURG</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>6</b>	<b>87</b>
HANOVER	FLYBE LTD	S	50	0	0	78	12	6	4	0	0	10	72	20	60
<b>TOTAL HANOVER</b>			<b>50</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>13</b>	<b>120</b>
MUNICH	LUFTHANSA	S	97	0	0	92	4	2	2	0	0	5	80	12	59
	LUFTHANSA CITY LINE	S	68	0	0	81	9	10	0	0	0	9	81	17	109
<b>TOTAL MUNICH</b>			<b>165</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>80</b>	<b>15</b>	<b>168</b>
MUNSTER-OSNABRUCK	AIR BERLIN	C	8	0	0	100	0	0	0	0	0	3	75	11	8
<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>3</b>	<b>75</b>	<b>11</b>	<b>8</b>
PADERBORN	AIR BERLIN	C	8	0	0	100	0	0	0	0	0	1	63	13	8
<b>TOTAL PADERBORN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>13</b>	<b>8</b>
STUTTGART	FLYBE LTD	S	144	0	0	83	6	3	7	1	0	13	0	0	0
<b>TOTAL STUTTGART</b>			<b>144</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>3</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>7</b>	<b>126</b>
<b>TOTAL GERMANY</b>			<b>1130</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>1390</b>
<b>GREECE</b>															
SALONIKA	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	0	0	50	0	0	61	0	0	0
<b>TOTAL SALONIKA</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</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>42</b>	<b>50</b>	<b>13</b>	<b>2</b>
<b>INDIA</b>															
DELHI	AIR INDIA	S	43	0	0	21	19	19	40	2	0	55	13	175	39
<b>TOTAL DELHI</b>			<b>43</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>19</b>	<b>19</b>	<b>40</b>	<b>2</b>	<b>0</b>	<b>55</b>	<b>13</b>	<b>175</b>	<b>39</b>
GOA	THOMSONFLY LTD	C	8	0	0	63	0	0	38	0	0	37	25	37	8
<b>TOTAL GOA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>25</b>	<b>37</b>	<b>8</b>
<b>TOTAL INDIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>16</b>	<b>16</b>	<b>39</b>	<b>2</b>	<b>0</b>	<b>52</b>	<b>15</b>	<b>151</b>	<b>47</b>
<b>IRISH REPUBLIC</b>															
CORK	AER LINGUS	S	60	0	2	88	5	3	3	0	0	6	94	8	36
	BMIBABY LTD	S	44	3	4	77	0	9	9	5	0	23	87	11	52
<b>TOTAL CORK</b>			<b>104</b>	<b>3</b>	<b>6</b>	<b>84</b>	<b>3</b>	<b>6</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>90</b>	<b>10</b>	<b>88</b>
DUBLIN	AER LINGUS	S	224	0	0	81	12	7	0	0	0	9	84	8	237

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	RYANAIR	S	206	0	4	82	8	7	2	0	0	9	82	8	146
<b>TOTAL DUBLIN</b>			<b>430</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>8</b>	<b>383</b>
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	52	0	2	79	4	6	10	2	0	20	89	10	61
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>4</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>89</b>	<b>10</b>	<b>61</b>
SHANNON	RYANAIR	S	54	0	0	91	6	0	4	0	0	5	0	0	0
<b>TOTAL SHANNON</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	AER ARRAN	S	52	0	2	92	4	4	0	0	0	2	0	0	0
<b>TOTAL WATERFORD</b>			<b>52</b>	<b>0</b>	<b>2</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>692</b>	<b>3</b>	<b>14</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>532</b>
<b>ITALY</b>															
BOLZANO	AUSTRIAN ARROWS	C	7	0	0	57	0	0	29	0	14	159	63	8	8
<b>TOTAL BOLZANO</b>			<b>7</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>0</b>	<b>14</b>	<b>159</b>	<b>63</b>	<b>8</b>	<b>8</b>
MILAN (MALPENSA)	FLYBE LTD	S	101	0	3	73	11	8	8	0	0	15	0	0	0
<b>TOTAL MILAN (MALPENSA)</b>			<b>101</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>11</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>83</b>	<b>13</b>	<b>90</b>
ROME (FIUMICINO)	BMIBABY LTD	S	28	0	6	54	25	4	18	0	0	25	0	0	0
<b>TOTAL ROME (FIUMICINO)</b>			<b>28</b>	<b>0</b>	<b>6</b>	<b>54</b>	<b>25</b>	<b>4</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
TURIN	BA CITYFLYER LTD	C	8	0	0	50	13	13	25	0	0	28	0	0	0
	THOMSONFLY LTD	C	8	0	0	38	25	13	25	0	0	37	63	31	8
<b>TOTAL TURIN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>19</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>65</b>	<b>22</b>	<b>17</b>
<b>TOTAL ITALY</b>			<b>153</b>	<b>1</b>	<b>9</b>	<b>65</b>	<b>14</b>	<b>7</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>76</b>	<b>15</b>	<b>123</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	25	1	0	56	20	24	0	0	0	18	56	25	36
	HELLO	C	2	0	0	50	50	0	0	0	0	17	50	13	2
<b>TOTAL MALTA</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>24</b>	<b>38</b>
<b>TOTAL MALTA</b>			<b>27</b>	<b>1</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>24</b>	<b>38</b>
<b>MEXICO</b>															
CANCUN	THOMSONFLY LTD	C	9	0	0	44	11	11	33	0	0	32	80	25	10
<b>TOTAL CANCUN</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>80</b>	<b>25</b>	<b>10</b>
<b>TOTAL MEXICO</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>11</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>80</b>	<b>25</b>	<b>10</b>
<b>NETHERLANDS</b>															
AMSTERDAM	BMIBABY LTD	S	106	0	0	85	7	3	6	0	0	9	66	19	114
	KLM	S	222	0	7	87	5	6	2	0	0	8	84	13	182
	KLM CITYHOPPER	S	112	1	0	80	6	10	4	0	0	11	84	11	156
<b>TOTAL AMSTERDAM</b>			<b>440</b>	<b>1</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>14</b>	<b>452</b>
<b>TOTAL NETHERLANDS</b>			<b>440</b>	<b>1</b>	<b>7</b>	<b>85</b>	<b>6</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>14</b>	<b>452</b>
<b>PAKISTAN</b>															
ISLAMABAD	PAKISTAN INTL AIRLINES	S	36	0	0	53	25	14	8	0	0	23	38	52	34
<b>TOTAL ISLAMABAD</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>25</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>38</b>	<b>52</b>	<b>34</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 PAKISTAN			36	0	0	53	25	14	8	0	0	23	38	52	34
POLAND															
WARSAW	NORWEGIAN AIR SHUTTLE	S	34	0	0	35	38	26	0	0	0	24	0	0	0
TOTAL WARSAW			34	0	0	35	38	26	0	0	0	24	0	0	0
TOTAL POLAND			34	0	0	35	38	26	0	0	0	24	50	21	16
PORTUGAL(EXCLUDING MADEIRA)															
FARO	BMIBABY LTD	S	28	0	0	61	21	7	11	0	0	21	0	0	0
	EUROPEAN AIR CHARTER	C	2	0	0	50	0	50	0	0	0	17	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	100	0	2
	MONARCH AIRLINES	S	30	0	0	90	7	3	0	0	0	5	100	0	22
TOTAL FARO			62	0	0	74	15	6	5	0	0	13	100	0	24
LISBON	BMIBABY LTD	S	28	0	0	71	18	7	4	0	0	11	0	0	0
TOTAL LISBON			28	0	0	71	18	7	4	0	0	11	0	0	0
TOTAL PORTUGAL(EXCLUDING MADEIRA)			90	0	0	73	16	7	4	0	0	12	100	0	24
PORTUGAL(MADEIRA)															
FUNCHAL	AIR MALTA	C	2	0	0	100	0	0	0	0	0	10	50	19	2
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	9	73	12	11
TOTAL FUNCHAL			10	0	0	80	20	0	0	0	0	9	69	13	13
TOTAL PORTUGAL(MADEIRA)			10	0	0	80	20	0	0	0	0	9	69	13	13
SLOVAK REPUBLIC															
BRATISLAVA	AIR SLOVAKIA BWJ	C	16	1	0	19	13	31	19	19	0	83	0	0	0
	SKY EUROPE	S	32	0	0	84	9	0	6	0	0	10	0	0	0
TOTAL BRATISLAVA			48	1	0	63	10	10	10	6	0	34	0	41	6
TOTAL SLOVAK REPUBLIC			48	1	0	63	10	10	10	6	0	34	0	41	6
SPAIN															
ALICANTE	BMIBABY LTD	S	36	0	0	86	6	8	0	0	0	6	75	11	56
	MONARCH AIRLINES	S	38	0	0	100	0	0	0	0	0	0	83	19	24
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	100	4	2
	THOMSONFLY LTD	C	18	0	0	89	0	0	6	6	0	23	89	6	18
TOTAL ALICANTE			94	0	0	93	2	3	1	1	0	7	79	13	108
ALMERIA	MONARCH AIRLINES	S	26	0	0	100	0	0	0	0	0	1	96	7	24
TOTAL ALMERIA			26	0	0	100	0	0	0	0	0	1	96	7	24
BARCELONA	BMIBABY LTD	S	41	1	3	76	7	0	15	0	2	54	0	0	0
TOTAL BARCELONA			41	1	3	76	7	0	15	0	2	54	100	1	32
GERONA	FLYBE LTD	C	8	0	0	88	13	0	0	0	0	6	0	0	0
TOTAL GERONA			8	0	0	88	13	0	0	0	0	6	100	4	8
MADRID	BMIBABY LTD	S	29	0	3	86	3	3	7	0	0	14	0	0	0
TOTAL MADRID			29	0	3	86	3	3	7	0	0	14	78	11	67
MALAGA	BMIBABY LTD	S	38	0	6	92	3	3	3	0	0	5	54	15	46

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MALAGA	MONARCH AIRLINES	S	48	0	0	94	4	2	0	0	0	3	84	8	38
	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	2	89	5	9
<b>TOTAL MALAGA</b>			<b>88</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>70</b>	<b>11</b>	<b>97</b>	
MURCIA SAN JAVIER	BMIBABY LTD	S	34	0	0	88	0	9	3	0	0	10	0	0	0
	MONARCH AIRLINES	S	30	0	0	97	3	0	0	0	0	2	94	2	16
<b>TOTAL MURCIA SAN JAVIER</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>94</b>	<b>2</b>	<b>16</b>	
PALMA DE MALLORCA	BMIBABY LTD	S	18	0	0	100	0	0	0	0	0	1	65	14	20
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	0	100	0	2
<b>TOTAL PALMA DE MALLORCA</b>			<b>21</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>68</b>	<b>13</b>	<b>22</b>	
<b>TOTAL SPAIN</b>			<b>371</b>	<b>1</b>	<b>12</b>	<b>91</b>	<b>3</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>10</b>	<b>374</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	AIR MALTA	C	10	0	0	90	0	10	0	0	0	8	75	14	8
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	0	38	0	0	0	17	100	3	8
	MONARCH AIRLINES	C	2	0	0	100	0	0	0	0	0	8	0	0	0
	MONARCH AIRLINES	S	19	0	0	84	11	5	0	0	0	5	100	0	8
	MYTRAVEL AIRWAYS	C	12	0	0	83	8	8	0	0	0	6	86	164	7
	THOMAS COOK AIRLINES LTD	C	13	0	0	69	0	15	15	0	0	23	67	16	9
	THOMSONFLY LTD	C	2	0	0	0	0	50	50	0	0	55	90	2	10
	<b>TOTAL ARRECIFE</b>			<b>67</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>6</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>86</b>	<b>29</b>	<b>50</b>
FUERTEVENTURA	MYTRAVEL AIRWAYS	C	10	0	0	100	0	0	0	0	0	4	100	0	10
	THOMAS COOK AIRLINES LTD	C	20	0	0	95	5	0	0	0	0	3	78	5	18
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	60	42	10
<b>TOTAL FUERTEVENTURA</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>13</b>	<b>40</b>	
LAS PALMAS	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	10	75	6	4
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	6	88	19	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	1	90	20	10
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	19	93	3	15
<b>TOTAL LAS PALMAS</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>10</b>	<b>89</b>	<b>11</b>	<b>37</b>	
TENERIFE (SURREINA SOFIA)	AIR MALTA	C	10	0	0	70	0	30	0	0	0	15	50	17	2
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	83	8	8	0	0	0	6	89	14	18
	IBERWORLD	C	2	0	0	0	50	50	0	0	0	34	0	0	0
	MONARCH AIRLINES	S	41	0	0	93	2	0	5	0	0	8	94	5	51
	MONARCH AIRLINES	C	12	0	0	83	17	0	0	0	0	7	91	3	11
	MYTRAVEL AIRWAYS	C	19	0	0	74	11	11	5	0	0	12	100	1	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	72	11	0	17	0	0	19	84	6	19
	THOMSONFLY LTD	C	21	0	0	86	5	0	0	0	10	53	100	1	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>135</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>92</b>	<b>5</b>	<b>131</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>89</b>	<b>12</b>	<b>258</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	90	0	2	42	38	13	4	2	0	26	63	15	88
<b>TOTAL GOTEBORG</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>38</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>15</b>	<b>88</b>
<b>TOTAL SWEDEN</b>			<b>90</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>38</b>	<b>13</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>63</b>	<b>15</b>	<b>88</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
BERNE	FLYBE LTD	C	7	0	0	29	29	29	14	0	0	30	100	5	7
<b>TOTAL BERNE</b>			<b>7</b>	<b>0</b>	<b>1</b>	<b>29</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>87</b>	<b>14</b>	<b>15</b>
<b>GENEVA</b>															
	BMIBABY LTD	S	68	0	0	91	3	0	6	0	0	9	69	11	51
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	10	16	5	0	0	16	0	0	0
	EASYJET SWITZERLAND	S	12	2	0	75	17	8	0	0	0	8	0	0	0
	FLYBE LTD	C	8	0	0	50	0	50	0	0	0	25	100	6	8
	MONARCH AIRLINES	C	16	0	0	81	13	0	6	0	0	9	94	3	16
	THOMSONFLY LTD	C	8	0	0	75	0	25	0	0	0	16	38	18	8
<b>TOTAL GENEVA</b>			<b>174</b>	<b>2</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>13</b>	<b>151</b>
ZURICH	SWISS AIRLINES	S	184	0	0	77	10	11	2	0	0	12	68	17	178
<b>TOTAL ZURICH</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>17</b>	<b>178</b>
<b>TOTAL SWITZERLAND</b>			<b>365</b>	<b>2</b>	<b>1</b>	<b>77</b>	<b>9</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>344</b>
<b>TUNISIA</b>															
MONASTIR	MYTRAVEL AIRWAYS	C	2	0	0	50	50	0	0	0	0	12	75	33	4
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	5	100	0	2
<b>TOTAL MONASTIR</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>79</b>	<b>17</b>	<b>14</b>
<b>TOTAL TUNISIA</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>81</b>	<b>79</b>	<b>17</b>	<b>14</b>
<b>TURKEY</b>															
DALAMAN	ONUR AIR	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DALAMAN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL TURKEY</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TURKMENISTAN</b>															
ASHKhabAD	TURKMENISTAN AIRLINES	S	34	0	0	68	6	9	12	6	0	34	59	42	32
<b>TOTAL ASHKhabAD</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>6</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>42</b>	<b>32</b>
<b>TOTAL TURKMENISTAN</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>6</b>	<b>9</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>34</b>	<b>59</b>	<b>42</b>	<b>32</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	124	0	0	8	24	42	24	2	0	49	11	46	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>24</b>	<b>42</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>46</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>24</b>	<b>42</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>49</b>	<b>11</b>	<b>46</b>	<b>124</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMIBABY LTD	S	88	0	0	84	5	5	5	2	0	14	79	9	107
	FLYBE LTD	S	105	0	8	75	7	8	9	2	0	20	0	0	0
<b>TOTAL ABERDEEN</b>			<b>193</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>6</b>	<b>6</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>79</b>	<b>10</b>	<b>268</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	281	0	5	88	3	3	6	0	0	11	84	7	317
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>281</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>317</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	149	1	1	91	6	2	1	0	0	4	82	9	154
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>149</b>	<b>1</b>	<b>1</b>	<b>91</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>9</b>	<b>154</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
EDINBURGH	BMIBABY LTD	S	143	1	0	92	5	2	1	0	0	5	88	7	141
	FLYBE LTD	S	328	0	3	84	7	4	4	0	0	12	86	8	263
<b>TOTAL EDINBURGH</b>			<b>471</b>	<b>2</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	<b>721</b>
GLASGOW	BMIBABY LTD	S	159	0	1	87	7	3	1	3	0	11	0	0	0
	FLYBE LTD	S	305	0	8	78	7	9	7	0	0	13	86	8	277
<b>TOTAL GLASGOW</b>			<b>464</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>7</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>87</b>	<b>9</b>	<b>579</b>
GUERNSEY	FLYBE LTD	S	46	0	0	63	11	9	15	2	0	29	84	9	51
<b>TOTAL GUERNSEY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>11</b>	<b>9</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>84</b>	<b>9</b>	<b>51</b>
INVERNESS	EASTERN AIRWAYS	S	88	0	8	92	6	2	0	0	0	3	85	10	95
<b>TOTAL INVERNESS</b>			<b>88</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>95</b>
ISLE OF MAN	EASTERN AIRWAYS	S	136	0	0	96	2	1	1	0	0	2	91	6	124
	FLYBE LTD	S	38	0	0	89	3	8	0	0	0	6	92	3	52
<b>TOTAL ISLE OF MAN</b>			<b>174</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>5</b>	<b>176</b>
JERSEY	BMIBABY LTD	S	6	0	0	100	0	0	0	0	0	0	0	0	0
	FLYBE LTD	S	54	0	0	83	4	9	2	2	0	14	65	20	52
<b>TOTAL JERSEY</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>65</b>	<b>20</b>	<b>52</b>
MANCHESTER	THOMSONFLY LTD	C	4	4	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL MANCHESTER</b>			<b>4</b>	<b>7</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>12</b>	<b>2</b>
NEWCASTLE	EASTERN AIRWAYS	S	146	0	2	90	5	5	0	0	0	5	94	4	141
<b>TOTAL NEWCASTLE</b>			<b>146</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>4</b>	<b>141</b>
WICK	EASTERN AIRWAYS	C	2	0	0	100	0	0	0	0	0	3	0	0	0
<b>TOTAL WICK</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>2078</b>	<b>15</b>	<b>36</b>	<b>86</b>	<b>6</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>9</b>	<b>2556</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	81	10	3	6	0	0	11	84	7	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>62</b>
<b>TOTAL USA</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>7</b>	<b>62</b>
<b>TOTAL BIRMINGHAM</b>			<b>7511</b>	<b>32</b>	<b>106</b>	<b>80</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>78</b>	<b>15</b>	<b>8068</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	13	13	50	13	0	75	63	18	8
<b>TOTAL INNSBRUCK</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>75</b>	<b>63</b>	<b>18</b>	<b>8</b>
<b>TOTAL AUSTRIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>13</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>75</b>	<b>63</b>	<b>18</b>	<b>8</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	2	0	82	2
<b>TOTAL BRIDGETOWN</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>82</b>	<b>2</b>
<b>TOTAL BARBADOS</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>82</b>	<b>2</b>
<b>BELGIUM</b>															
BRUSSELS	BMI REGIONAL	S	134	0	0	85	7	6	1	0	0	7	90	5	124
<b>TOTAL BRUSSELS</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>124</b>
<b>TOTAL BELGIUM</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>5</b>	<b>124</b>
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	8	0	0	13	25	13	13	38	0	122	29	153	7
<b>TOTAL PLOVDIV</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>122</b>	<b>29</b>	<b>153</b>	<b>7</b>
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>122</b>	<b>29</b>	<b>153</b>	<b>7</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	CSA CZECH AIRLINES	C	2	0	0	0	50	50	0	0	0	37	0	0	0
	JET2.COM LTD	S	46	0	0	87	7	2	4	0	0	9	0	0	0
<b>TOTAL PRAGUE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>3</b>	<b>13</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>92</b>	<b>3</b>	<b>13</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	96	0	0	27	41	21	10	1	0	32	83	8	94
	FLYGLOBESPAN	C	2	0	0	0	0	100	0	0	0	39	0	0	0
<b>TOTAL COPENHAGEN</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>83</b>	<b>8</b>	<b>94</b>
<b>TOTAL DENMARK</b>			<b>98</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>40</b>	<b>22</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>83</b>	<b>8</b>	<b>94</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	FLYGLOBESPAN	S	10	0	0	90	10	0	0	0	0	4	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>FRANCE</b>															
CHAMBERY	BA CITYFLYER LTD	C	8	0	0	13	38	25	13	13	0	67	0	0	0
	JET2.COM LTD	S	26	0	0	42	8	4	35	12	0	85	0	0	0
<b>TOTAL CHAMBERY</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>9</b>	<b>29</b>	<b>12</b>	<b>0</b>	<b>81</b>	<b>46</b>	<b>33</b>	<b>76</b>
GRENOBLE	FLYGLOBESPAN	S	5	0	0	40	0	20	0	40	0	116	0	0	0
<b>TOTAL GRENOBLE</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>116</b>	<b>0</b>	<b>0</b>	<b>0</b>
NICE	FLYGLOBESPAN	S	2	0	0	50	50	0	0	0	0	8	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 NICE</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>8</b>	<b>2</b>	
<b>PARIS (CHARLES DE GAULLE)</b>	AIR MEDITERRANEE	C	2	0	0	50	50	0	0	0	12	0	0	0	
	CITY JET	S	186	0	0	79	13	3	5	0	12	66	16	186	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	81	8	2	10	0	11	0	0	0	
	FLYBE LTD	S	22	0	6	82	18	0	0	0	7	0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>272</b>	<b>1</b>	<b>6</b>	<b>79</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>75</b>	<b>12</b>	<b>337</b>	
<b>TOTAL FRANCE</b>			<b>313</b>	<b>3</b>	<b>6</b>	<b>74</b>	<b>13</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>21</b>	<b>70</b>	<b>16</b>	<b>415</b>	
<b>GERMANY</b>															
<b>COLOGNE (BONN)</b>	GERMANWINGS	S	26	0	0	81	15	4	0	0	8	58	13	26	
<b>TOTAL COLOGNE (BONN)</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>13</b>	<b>26</b>	
<b>DORTMUND</b>	EASYJET AIRLINE COMPANY LTD	S	34	0	0	82	12	6	0	0	7	0	0	0	
<b>TOTAL DORTMUND</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>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>FRANKFURT MAIN</b>	LUFTHANSA	S	184	0	0	64	23	10	3	0	14	69	17	182	
<b>TOTAL FRANKFURT MAIN</b>			<b>184</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>23</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>17</b>	<b>182</b>	
<b>MUNICH</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	5	5	2	0	6	0	0	0	
<b>TOTAL MUNICH</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>306</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>18</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>67</b>	<b>17</b>	<b>232</b>	
<b>IRISH REPUBLIC</b>															
<b>CORK</b>	AER ARRAN	S	71	0	0	86	7	4	1	1	10	77	24	88	
<b>TOTAL CORK</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>10</b>	<b>77</b>	<b>24</b>	<b>88</b>	
<b>DUBLIN</b>	AER LINGUS	S	106	0	0	70	15	7	8	0	16	72	17	116	
	RYANAIR	S	207	1	2	78	13	5	3	1	13	86	7	186	
<b>TOTAL DUBLIN</b>			<b>313</b>	<b>1</b>	<b>2</b>	<b>75</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>14</b>	<b>80</b>	<b>11</b>	<b>302</b>	
<b>GALWAY</b>	AER ARRAN	S	46	0	0	76	7	11	7	0	15	80	15	41	
<b>TOTAL GALWAY</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>7</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>15</b>	<b>41</b>	
<b>SHANNON</b>	RYANAIR	S	34	1	0	100	0	0	0	0	0	92	5	26	
<b>TOTAL SHANNON</b>			<b>34</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>26</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>464</b>	<b>2</b>	<b>2</b>	<b>79</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>12</b>	<b>81</b>	<b>13</b>	<b>457</b>	
<b>ITALY</b>															
<b>MILAN (MALPENSA)</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	13	15	10	2	24	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>15</b>	<b>10</b>	<b>2</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TURIN</b>	JET2.COM LTD	C	8	0	0	63	13	13	13	0	28	0	0	0	
<b>TOTAL TURIN</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>28</b>	<b>38</b>	<b>46</b>	<b>8</b>	
<b>TOTAL ITALY</b>			<b>70</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>13</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>25</b>	<b>38</b>	<b>46</b>	<b>8</b>	
<b>NETHERLANDS</b>															
<b>AMSTERDAM</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	5	5	2	0	7	69	23	62	
	KLM	S	33	0	0	79	9	9	3	0	10	80	12	193	
	KLM CITYHOPPER	S	217	0	0	80	9	8	3	0	13	77	10	60	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL AMSTERDAM			312	1	0	81	8	8	3	0	0	11	77	14	315
TOTAL NETHERLANDS			312	1	0	81	8	8	3	0	0	11	77	14	315
NORWAY															
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	28	0	0	57	21	21	0	0	0	18	0	0	0
TOTAL OSLO (GARDERMOEN)			28	0	0	57	21	21	0	0	0	18	0	0	0
STAVANGER	SAS	C	2	1	0	100	0	0	0	0	0	0	0	0	0
TOTAL STAVANGER			3	1	0	67	33	0	0	0	0	7	0	0	0
TOTAL NORWAY			31	1	0	58	23	19	0	0	0	17	57	13	28
POLAND															
GDANSK	CENTRALWINGS	S	25	0	0	76	8	8	8	0	0	15	77	21	22
	EASYJET AIRLINE COMPANY LTD	S	27	0	2	59	19	15	7	0	0	21	0	0	0
TOTAL GDANSK			52	0	2	67	13	12	8	0	0	18	77	21	22
KATOWICE	CENTRALWINGS	S	26	0	0	27	35	35	4	0	0	28	86	6	22
TOTAL KATOWICE			26	0	0	27	35	35	4	0	0	28	86	6	22
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	34	0	0	62	29	3	3	0	3	27	0	0	0
TOTAL KRAKOW			34	0	0	62	29	3	3	0	3	27	0	0	0
POZNAN	CENTRALWINGS	S	25	0	0	52	16	12	16	4	0	33	0	0	0
TOTAL POZNAN			25	0	0	52	16	12	16	4	0	33	0	0	0
SZCZECIN (GOLENOW)	CENTRALWINGS	S	15	0	0	33	47	13	7	0	0	21	0	0	0
TOTAL SZCZECIN (GOLENOW)			15	0	0	33	47	13	7	0	0	21	0	0	0
WARSAW	CENTRALWINGS	S	34	0	0	44	26	15	15	0	0	26	65	36	26
TOTAL WARSAW			34	0	0	44	26	15	15	0	0	26	65	36	26
TOTAL POLAND			186	0	2	52	25	14	9	1	1	25	76	22	70
PORTUGAL(EXCLUDING MADEIRA)															
FARO	FLYGLOBESPAN	S	16	2	2	69	13	6	6	0	6	100	78	17	18
TOTAL FARO			16	2	2	69	13	6	6	0	6	100	78	17	18
TOTAL PORTUGAL(EXCLUDING MADEIRA)			16	2	2	69	13	6	6	0	6	100	78	17	18
PORTUGAL(MADEIRA)															
FUNCHAL	FLYGLOBESPAN	S	8	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL FUNCHAL			8	0	0	75	25	0	0	0	0	10	0	0	0
TOTAL PORTUGAL(MADEIRA)			8	0	0	75	25	0	0	0	0	10	0	0	0
SPAIN															
ALICANTE	FLYGLOBESPAN	S	52	0	0	69	15	12	4	0	0	13	85	10	60
TOTAL ALICANTE			52	0	0	69	15	12	4	0	0	13	85	10	60
BARCELONA	CLICKAIR	S	28	0	0	93	7	0	0	0	0	4	0	0	0
	FLYGLOBESPAN	S	26	0	0	88	12	0	0	0	0	5	44	47	16
TOTAL BARCELONA			54	0	0	91	9	0	0	0	0	4	44	47	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	62	0	0	82	10	5	3	0	0	9	0	0	0
<b>TOTAL MADRID</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>18</b>	<b>43</b>
MALAGA	FLYGLOBESPAN	S	54	0	0	85	11	4	0	0	6	88	7	59	
<b>TOTAL MALAGA</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>59</b>	
PALMA DE MALLORCA	FLYGLOBESPAN	S	16	0	0	69	13	19	0	0	13	89	7	18	
<b>TOTAL PALMA DE MALLORCA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>89</b>	<b>7</b>	<b>18</b>	
<b>TOTAL SPAIN</b>			<b>238</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>202</b>	
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FLYGLOBESPAN	S	18	0	0	67	17	17	0	0	16	50	44	8	
<b>TOTAL ARRECIFE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>44</b>	<b>8</b>	
LAS PALMAS	FLYGLOBESPAN	S	8	0	0	88	13	0	0	0	5	0	0	0	
<b>TOTAL LAS PALMAS</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>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TENERIFE (SURREINA SOFIA)	FLYGLOBESPAN	S	18	0	1	50	11	17	22	0	36	63	13	8	
	IBERWORLD	C	8	0	0	63	25	13	0	0	11	75	8	8	
	MYTRAVEL AIRWAYS	C	2	0	0	0	50	50	0	0	33	63	10	8	
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>0</b>	<b>1</b>	<b>50</b>	<b>18</b>	<b>18</b>	<b>14</b>	<b>0</b>	<b>28</b>	<b>67</b>	<b>11</b>	<b>24</b>	
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>54</b>	<b>0</b>	<b>1</b>	<b>61</b>	<b>17</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>19</b>	<b>32</b>	
<b>SWITZERLAND</b>															
BERNE	DARWIN AIRLINE	C	11	0	0	9	18	18	45	9	0	84	0	0	0
<b>TOTAL BERNE</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>18</b>	<b>18</b>	<b>45</b>	<b>9</b>	<b>0</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>
GENEVA	BA CITYFLYER LTD	C	8	0	0	13	63	25	0	0	26	0	0	0	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	65	23	8	5	0	16	0	0	0	
	EASYJET SWITZERLAND	S	8	0	0	25	0	75	0	0	38	65	14	62	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	13	13	63	0	64	43	19	7	
	FLYGLOBESPAN	S	21	0	0	24	29	24	24	0	40	38	57	8	
<b>TOTAL GENEVA</b>			<b>107</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>24</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>18</b>	<b>92</b>	
SION	DARWIN AIRLINE	C	4	0	0	25	25	25	25	0	55	0	0	0	
<b>TOTAL SION</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>55</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ZURICH	BMI REGIONAL	S	54	0	0	81	4	6	9	0	12	0	0	0	
<b>TOTAL ZURICH</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL SWITZERLAND</b>			<b>176</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>18</b>	<b>14</b>	<b>14</b>	<b>1</b>	<b>27</b>	<b>60</b>	<b>18</b>	<b>92</b>	
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	166	2	6	75	8	11	5	0	13	83	12	173	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>166</b>	<b>3</b>	<b>6</b>	<b>75</b>	<b>8</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>12</b>	<b>173</b>	
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	172	0	2	87	8	3	2	0	7	79	16	220	
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>16</b>	<b>220</b>	
BIRMINGHAM	BMIBABY LTD	S	144	0	0	88	8	3	1	0	6	84	8	142	
	EASTERN AIRWAYS	C	2	0	0	50	50	0	0	0	10	0	0	0	
	FLYBE LTD	S	330	2	4	80	8	6	5	0	14	71	13	267	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL BIRMINGHAM			<b>476</b>	<b>2</b>	<b>4</b>	<b>82</b>	<b>8</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>79</b>	<b>11</b>	684
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	168	0	0	91	2	4	1	1	0	8	82	12	148
TOTAL BRISTOL			<b>168</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	353
CARDIFF WALES	BMIBABY LTD	S	120	0	2	91	2	4	3	0	0	7	91	5	112
TOTAL CARDIFF WALES			<b>120</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>2</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>5</b>	112
EXETER	FLYBE LTD	S	112	0	0	74	15	6	3	2	0	15	72	18	113
TOTAL EXETER			<b>112</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>18</b>	113
GATWICK	BRITISH AIRWAYS PLC	S	316	0	0	79	11	7	2	0	0	9	67	17	318
	EASYJET AIRLINE COMPANY LTD	S	238	0	0	82	11	6	2	0	0	7	70	15	232
TOTAL GATWICK			<b>554</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>16</b>	550
HEATHROW	BMI BRITISH MIDLAND	S	450	2	11	57	19	14	9	0	0	22	81	12	441
	BRITISH AIRWAYS PLC	S	568	2	9	45	19	18	17	0	0	33	66	20	661
TOTAL HEATHROW			<b>1018</b>	<b>4</b>	<b>20</b>	<b>51</b>	<b>19</b>	<b>17</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>72</b>	<b>17</b>	1102
INVERNESS	LOGANAIR	S	48	0	0	83	8	4	4	0	0	11	71	12	17
TOTAL INVERNESS			<b>48</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>12</b>	17
ISLE OF MAN	LOGANAIR	S	52	1	0	81	8	10	0	2	0	15	84	9	50
TOTAL ISLE OF MAN			<b>52</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>84</b>	<b>9</b>	50
JERSEY	FLYBE LTD	S	26	0	0	100	0	0	0	0	0	3	64	18	28
TOTAL JERSEY			<b>26</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>64</b>	<b>18</b>	28
KIRKWALL	LOGANAIR	S	104	0	0	85	9	4	3	0	0	8	92	5	102
TOTAL KIRKWALL			<b>104</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	102
LEEDS BRADFORD	BMI REGIONAL	S	157	0	0	94	2	1	3	0	0	6	85	15	151
TOTAL LEEDS BRADFORD			<b>157</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>15</b>	151
LONDON CITY	BA CITYFLYER LTD	S	362	0	0	65	15	13	8	0	0	19	0	0	0
	CITY JET	S	310	0	0	61	22	12	5	0	0	18	0	0	0
TOTAL LONDON CITY			<b>672</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	605
LUTON	EASYJET AIRLINE COMPANY LTD	S	224	0	0	79	7	8	5	0	0	13	81	13	344
TOTAL LUTON			<b>224</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>13</b>	344
MANCHESTER	BMI REGIONAL	S	342	0	0	90	6	2	2	0	0	6	89	9	246
	FLYBE LTD	S	280	0	0	86	4	4	6	0	0	9	0	0	0
TOTAL MANCHESTER			<b>622</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>13</b>	537
NEWQUAY	FLYBE LTD	S	6	0	0	67	33	0	0	0	0	9	0	0	0
TOTAL NEWQUAY			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	0
NORWICH	FLYBE LTD	S	98	0	0	87	8	4	1	0	0	5	86	10	104
TOTAL NORWICH			<b>98</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>10</b>	104
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	138	0	16	83	6	6	5	0	0	10	79	10	152
TOTAL NOTTINGHAM EAST MIDLANDS INT'L			<b>138</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>79</b>	<b>10</b>	152
SOUTHAMPTON	FLYBE LTD	S	249	1	3	80	10	7	2	0	0	10	72	15	245
TOTAL SOUTHAMPTON			<b>249</b>	<b>1</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>80</b>	<b>12</b>	439

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: EDINBURGH (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	280	0	0	77	11	8	4	0	0	12	80	14	328
<b>TOTAL STANSTED</b>			<b>280</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>11</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>14</b>	<b>328</b>
STORNOWAY	LOGANAIR	S	148	0	0	84	7	5	4	0	0	9	73	12	143
<b>TOTAL STORNOWAY</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>73</b>	<b>12</b>	<b>143</b>
SUMBURGH	LOGANAIR	S	106	0	0	86	5	3	6	1	0	14	68	17	95
<b>TOTAL SUMBURGH</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>17</b>	<b>95</b>
WICK	LOGANAIR	S	42	0	0	86	7	2	5	0	0	8	0	0	0
<b>TOTAL WICK</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED KINGDOM</b>			<b>5758</b>	<b>80</b>	<b>53</b>	<b>75</b>	<b>11</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>14</b>	<b>6402</b>
<b>USA</b>															
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	69	11	10	10	0	0	16	82	8	62
<b>TOTAL NEW YORK (NEWARK)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>82</b>	<b>8</b>	<b>62</b>
<b>TOTAL USA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>11</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>84</b>	<b>11</b>	<b>100</b>
<b>TOTAL EDINBURGH</b>			<b>8302</b>	<b>89</b>	<b>66</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>14</b>	<b>8619</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	44	0	0	80	18	0	2	0	0	8	62	43	34
<b>TOTAL TIRANA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>43</b>	<b>34</b>
<b>TOTAL ALBANIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>62</b>	<b>43</b>	<b>34</b>
<b>ALGERIA</b>															
ALGIERS	BRITISH AIRWAYS PLC	S	62	0	0	79	15	5	2	0	0	10	69	26	54
<b>TOTAL ALGIERS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>26</b>	<b>54</b>
HASSI MESSAOUD	AIR ALGERIE	C	16	0	0	63	6	25	6	0	0	20	61	14	18
	ASTRAEUS LTD	S	18	0	0	83	17	0	0	0	0	8	50	19	26
	MONARCH AIRLINES	C	10	0	0	30	10	20	40	0	0	48	0	0	0
<b>TOTAL HASSI MESSAOUD</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>14</b>	<b>58</b>
<b>TOTAL ALGERIA</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>20</b>	<b>112</b>
<b>ANTIGUA AND BARBUDA</b>															
ANTIGUA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	63	13	0	0	13	73	25	22	8
	VIRGIN ATLANTIC AIRWAYS LTD	S	22	0	5	73	9	0	14	5	0	28	68	49	25
	XL AIRWAYS UK LTD	C	9	0	0	33	0	11	56	0	0	77	80	14	5
<b>TOTAL ANTIGUA</b>			<b>39</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>18</b>	<b>5</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>49</b>	<b>61</b>	<b>39</b>	<b>38</b>
<b>TOTAL ANTIGUA AND BARBUDA</b>			<b>39</b>	<b>0</b>	<b>5</b>	<b>51</b>	<b>18</b>	<b>5</b>	<b>21</b>	<b>3</b>	<b>3</b>	<b>49</b>	<b>61</b>	<b>39</b>	<b>38</b>
<b>AUSTRIA</b>															
INNSBRUCK	EASYJET AIRLINE COMPANY LTD	S	53	0	1	89	8	4	0	0	0	4	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	44	6	19	13	19	0	78	50	31	16
	GB AIRWAYS LTD	S	78	0	0	71	17	8	5	0	0	14	62	25	68
	GB AIRWAYS LTD	C	8	0	0	63	0	13	25	0	0	29	0	0	0
	MONARCH AIRLINES	C	40	0	0	63	5	13	18	0	3	33	28	45	40
	THOMAS COOK AIRLINES LTD	C	16	0	0	69	6	0	6	13	6	80	75	23	16
<b>TOTAL INNSBRUCK</b>			<b>211</b>	<b>2</b>	<b>1</b>	<b>71</b>	<b>10</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>25</b>	<b>52</b>	<b>31</b>	<b>140</b>
<b>SALZBURG</b>															
	BRITISH AIRWAYS PLC	S	69	0	1	84	9	4	3	0	0	9	67	22	52
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	25	0	0	0	18	25	44	8
	MONARCH AIRLINES	C	8	0	0	38	25	13	0	25	0	67	20	75	10
	MYTRAVEL AIRWAYS	C	8	0	0	75	13	13	0	0	0	8	88	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	13	0	13	0	32	25	32	8
	THOMSONFLY LTD	S	8	0	0	75	0	13	13	0	0	19	83	31	54
	THOMSONFLY LTD	C	14	0	0	86	0	7	7	0	0	11	56	18	16
<b>TOTAL SALZBURG</b>			<b>123</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>66</b>	<b>28</b>	<b>164</b>
<b>TOTAL AUSTRIA</b>			<b>334</b>	<b>3</b>	<b>2</b>	<b>74</b>	<b>9</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>22</b>	<b>60</b>	<b>29</b>	<b>304</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	10	0	0	50	30	20	0	0	0	17	56	22	18
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</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>56</b>	<b>22</b>	<b>18</b>
<b>TOTAL AZERBAIJAN</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>56</b>	<b>22</b>	<b>18</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>BARBADOS</b>																
<b>BRIDGETOWN</b>	BRITISH AIRWAYS PLC	S	62	0	0	73	16	5	6	0	0	14	64	20	78	
	FIRST CHOICE AIRWAYS LTD	C	17	0	0	59	24	12	6	0	0	14	0	0	0	
	MONARCH AIRLINES	C	5	0	0	20	40	20	20	0	0	38	25	176	12	
	THOMAS COOK AIRLINES LTD	C	20	0	0	65	10	0	20	0	5	49	44	23	18	
	XL AIRWAYS UK LTD	C	13	0	0	62	23	0	15	0	0	23	63	193	8	
<b>TOTAL BRIDGETOWN</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>57</b>	<b>43</b>	<b>180</b>	
<b>TOTAL BARBADOS</b>			<b>117</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>18</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>22</b>	<b>57</b>	<b>43</b>	<b>180</b>	
<b>BELARUS</b>																
<b>MINSK INT'L</b>	BELAVIA (BELARUSSIAN AIRLINES)	S	20	0	0	55	40	5	0	0	0	13	28	24	18	
<b>TOTAL MINSK INT'L</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>28</b>	<b>24</b>	<b>18</b>	
<b>TOTAL BELARUS</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>28</b>	<b>24</b>	<b>18</b>	
<b>BELGIUM</b>																
<b>BRUSSELS</b>	BRUSSELS AIRLINES	S	106	0	0	75	14	9	2	0	0	12	93	6	102	
<b>TOTAL BRUSSELS</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>6</b>	<b>102</b>	
<b>TOTAL BELGIUM</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>93</b>	<b>6</b>	<b>102</b>	
<b>BERMUDA</b>																
<b>BERMUDA</b>	BRITISH AIRWAYS PLC	S	41	0	0	90	2	2	2	2	0	13	77	57	44	
<b>TOTAL BERMUDA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>57</b>	<b>44</b>	
<b>TOTAL BERMUDA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>57</b>	<b>44</b>	
<b>BOSNIA-HERZEGOVINA</b>																
<b>SARAJEVO</b>	BRITISH AIRWAYS PLC	S	26	0	0	54	31	8	4	4	0	22	0	0	0	
<b>TOTAL SARAJEVO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</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>54</b>	<b>31</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>BRAZIL</b>																
<b>NATAL</b>	THOMSONFLY LTD	C	9	0	0	33	0	33	33	0	0	48	60	32	10	
<b>TOTAL NATAL</b>			<b>9</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>48</b>	<b>60</b>	<b>32</b>	<b>10</b>	
<b>RECIFE</b>	XL AIRWAYS UK LTD	C	2	0	0	50	0	0	50	0	0	47	0	0	0	
<b>TOTAL RECIFE</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>47</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL BRAZIL</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>27</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>56</b>	<b>41</b>	<b>18</b>	
<b>BULGARIA</b>																
<b>PLOVDIV</b>	THOMSONFLY LTD	C	8	0	0	13	25	25	38	0	0	60	38	34	8	
<b>TOTAL PLOVDIV</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>22</b>	<b>22</b>	<b>44</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>29</b>	<b>60</b>	<b>24</b>	
<b>SOFIA</b>	BULGARIA AIR	S	58	0	2	43	21	10	7	10	9	91	56	14	62	
	EASYJET AIRLINE COMPANY LTD	S	52	0	2	60	23	8	6	4	0	24	0	0	0	
	MONARCH AIRLINES	C	16	0	0	44	19	13	25	0	0	42	25	52	8	
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	38	13	0	92	50	36	8	
	THOMSONFLY LTD	C	8	0	0	25	25	38	13	0	0	43	63	16	8	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SOFIA</b>			<b>144</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>21</b>	<b>11</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>59</b>	<b>51</b>	<b>22</b>	<b>94</b>
<b>VARNA</b>	BRITISH AIRWAYS PLC	S	26	0	0	62	8	15	4	4	8	60	31	33	16
	BULGARIA AIR	S	16	0	3	63	6	19	13	0	0	27	65	16	26
<b>TOTAL VARNA</b>			<b>42</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>7</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>47</b>	<b>52</b>	<b>23</b>	<b>42</b>
<b>TOTAL BULGARIA</b>			<b>195</b>	<b>0</b>	<b>7</b>	<b>48</b>	<b>18</b>	<b>13</b>	<b>12</b>	<b>5</b>	<b>4</b>	<b>56</b>	<b>48</b>	<b>28</b>	<b>160</b>
<b>CANADA</b>															
<b>CALGARY</b>	MONARCH AIRLINES	C	18	0	0	33	22	39	6	0	0	29	59	91	17
	ZOOM AIRLINES (CANADA)	S	18	0	0	39	22	22	17	0	0	29	41	92	17
<b>TOTAL CALGARY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>22</b>	<b>31</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>50</b>	<b>92</b>	<b>34</b>
<b>DEER LAKE (NEWFOUNDLAND)</b>	ASTRAEUS LTD	S	8	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>2</b>
<b>TORONTO</b>	AIR TRANSAT	S	36	0	0	78	14	8	0	0	0	8	65	12	26
	ZOOM AIRLINES (CANADA)	S	26	0	0	88	8	0	4	0	0	7	59	38	22
<b>TOTAL TORONTO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>63</b>	<b>24</b>	<b>48</b>
<b>VANCOUVER</b>	THOMAS COOK AIRLINES LTD	C	2	0	0	0	50	50	0	0	0	28	0	0	0
	ZOOM AIRLINES (CANADA)	S	32	0	0	72	6	13	9	0	0	19	18	35	17
<b>TOTAL VANCOUVER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>9</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>18</b>	<b>35</b>	<b>17</b>
<b>TOTAL CANADA</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>13</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>50</b>	<b>48</b>	<b>109</b>
<b>CAPE VERDE ISLANDS</b>															
<b>ILHA DO SAL C.VERDE</b>	ASTRAEUS LTD	S	10	0	0	20	20	10	50	0	0	50	0	63	8
	THOMSONFLY LTD	C	16	0	0	44	13	31	13	0	0	31	0	0	0
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>63</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>15</b>	<b>23</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>63</b>	<b>8</b>
<b>CROATIA</b>															
<b>DUBROVNIK</b>	BRITISH AIRWAYS PLC	S	28	0	0	71	14	11	0	4	0	19	52	17	25
<b>TOTAL DUBROVNIK</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>17</b>	<b>25</b>
<b>ZAGREB</b>	CROATIA AIRLINES	S	24	0	0	21	29	42	8	0	0	33	0	0	0
<b>TOTAL ZAGREB</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>29</b>	<b>42</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL CROATIA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>21</b>	<b>25</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>65</b>	<b>16</b>	<b>51</b>
<b>CUBA</b>															
<b>CUNAGUA (CAYO COCO)</b>	FIRST CHOICE AIRWAYS LTD	C	5	0	0	60	20	20	0	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	50	20	30	0	0	0	20	33	64	9
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>15</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>20</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>64</b>	<b>9</b>
<b>HAVANA</b>	AIR EUROPA	C	8	0	0	13	25	38	0	25	0	87	0	0	0
	CUBANA	S	10	0	0	20	10	30	40	0	0	57	44	57	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	17	0	0	12	12	24	35	18	0	88	53	89	17
<b>TOTAL HAVANA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>79</b>	<b>49</b>	<b>72</b>	<b>35</b>
<b>HOLGUIN (FRANK PAIS)</b>	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	9	50	15	4
	THOMAS COOK AIRLINES LTD	C	9	0	0	78	11	0	11	0	0	12	25	72	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 HOLGUIN (FRANK PAIS)</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>38</b>	<b>44</b>	<b>8</b>
VARADERO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	20	0	27	4
<b>TOTAL VARADERO</b>			<b>4</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>13</b>	<b>54</b>	<b>8</b>
<b>TOTAL CUBA</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>18</b>	<b>21</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>46</b>	<b>40</b>	<b>65</b>	<b>60</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	2	0	0	0	0	0	100	0	0	124	0	0	0
<b>TOTAL LARNACA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>23</b>	<b>1</b>
PAPHOS	EUROCYPRIA AIRLINES LTD	C	4	0	0	0	0	0	50	50	0	151	0	31	2
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	0	0	0	50	0	170	100	5	2
	GB AIRWAYS LTD	S	64	0	0	81	14	3	2	0	0	9	58	32	52
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	13	0	0	15	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	60	30	0	10	0	0	22	70	11	10
	THOMSONFLY LTD	C	12	0	0	92	8	0	0	0	0	8	67	38	12
<b>TOTAL PAPHOS</b>			<b>103</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>62</b>	<b>30</b>	<b>89</b>
<b>TOTAL CYPRUS</b>			<b>105</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>2</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>61</b>	<b>30</b>	<b>90</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	32	0	0	69	19	6	0	6	0	22	72	23	60
	CSA CZECH AIRLINES	C	3	0	0	0	0	100	0	0	0	45	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	77	13	6	3	0	0	10	62	19	118
<b>TOTAL PRAGUE</b>			<b>159</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>21</b>	<b>178</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>159</b>	<b>1</b>	<b>0</b>	<b>74</b>	<b>14</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>65</b>	<b>21</b>	<b>178</b>
<b>DENMARK</b>															
AALBORG	STERLING AIRLINES	S	40	0	0	63	18	0	20	0	0	27	89	4	54
<b>TOTAL AALBORG</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>89</b>	<b>4</b>	<b>54</b>
BILLUND	STERLING AIRLINES	S	80	0	0	64	18	13	6	0	0	16	78	9	98
<b>TOTAL BILLUND</b>			<b>80</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>18</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>9</b>	<b>98</b>
COPENHAGEN	STERLING AIRLINES	S	159	0	1	52	24	16	8	1	0	25	67	13	176
<b>TOTAL COPENHAGEN</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>52</b>	<b>24</b>	<b>16</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>67</b>	<b>13</b>	<b>176</b>
<b>TOTAL DENMARK</b>			<b>279</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>21</b>	<b>13</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>74</b>	<b>11</b>	<b>328</b>
<b>DJIBOUTI REPUBLIC</b>															
DJIBOUTI	DAALLO AIRLINES	S	9	0	0	44	11	33	11	0	0	30	11	65	9
<b>TOTAL DJIBOUTI</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>11</b>	<b>65</b>	<b>9</b>
<b>TOTAL DJIBOUTI REPUBLIC</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>11</b>	<b>65</b>	<b>9</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	4	92	8	13
	THOMAS COOK AIRLINES LTD	C	9	0	0	67	11	22	0	0	0	14	50	19	10
	THOMSONFLY LTD	C	9	0	0	56	0	0	33	11	0	65	70	43	10
<b>TOTAL PUERTO PLATA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>8</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>23</b>	<b>34</b>
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	10	10	0	0	15	0	36	4

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PUNTA CANA	THOMSONFLY LTD	C	9	0	0	56	22	11	11	0	0	26	63	15	8
<b>TOTAL PUNTA CANA</b>			<b>19</b>	<b>9</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>59</b>	<b>15</b>	<b>22</b>
SANTO DOMINGO	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	11	0	0	0	
<b>TOTAL SANTO DOMINGO</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>53</b>	<b>9</b>	<b>0</b>	<b>66</b>	<b>13</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>23</b>	<b>66</b>	<b>20</b>	<b>56</b>	
<b>EGYPT</b>															
ASWAN	GB AIRWAYS LTD	C	8	0	0	38	38	25	0	0	20	0	0	0	
<b>TOTAL ASWAN</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>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HURGHADA	ASTRAEUS LTD	C	8	0	0	50	38	13	0	0	17	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	13	13	0	19	0	0	0	
	GB AIRWAYS LTD	S	8	0	0	63	38	0	0	0	8	56	14	16	
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	88	9	8	
	THOMAS COOK AIRLINES LTD	C	18	0	0	50	33	11	6	0	19	63	12	8	
	XL AIRWAYS UK LTD	C	8	0	0	38	50	0	0	0	13	237	44	29	
<b>TOTAL HURGHADA</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>33</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>50</b>	<b>63</b>	<b>17</b>	<b>51</b>	
LUXOR	FIRST CHOICE AIRWAYS LTD	C	8	1	0	50	0	50	0	0	29	50	16	10	
	GB AIRWAYS LTD	C	8	0	0	63	13	25	0	0	14	0	0	0	
	MONARCH AIRLINES	C	16	0	0	56	13	25	6	0	22	44	22	18	
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	6	80	10	10	
<b>TOTAL LUXOR</b>			<b>42</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>10</b>	<b>24</b>	<b>2</b>	<b>0</b>	<b>18</b>	<b>60</b>	<b>21</b>	<b>68</b>	
MARSA ALAM	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	3	80	19	10	
<b>TOTAL MARSA ALAM</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>3</b>	<b>80</b>	<b>19</b>	<b>10</b>	
SHARM EL SHEIKH (OPHIRA)	FIRST CHOICE AIRWAYS LTD	C	18	0	0	33	17	17	33	0	46	44	21	16	
	GB AIRWAYS LTD	S	36	0	0	64	22	11	3	0	14	57	16	44	
	MONARCH AIRLINES	C	22	0	0	55	18	9	9	9	43	47	25	19	
	THOMAS COOK AIRLINES LTD	C	27	0	0	63	33	0	4	0	13	56	17	9	
	THOMSONFLY LTD	C	36	1	0	69	25	0	6	0	15	77	13	26	
	XL AIRWAYS UK LTD	C	28	0	0	71	14	7	4	4	27	48	44	31	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>167</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>22</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>24</b>	<b>56</b>	<b>23</b>	<b>145</b>	
TABA	ASTRAEUS LTD	C	9	0	0	44	11	11	33	0	47	64	20	11	
	FIRST CHOICE AIRWAYS LTD	C	10	1	0	70	20	10	0	0	10	60	11	10	
	MONARCH AIRLINES	C	8	0	0	63	25	13	0	0	14	82	12	11	
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	3	88	7	8	
<b>TOTAL TABA</b>			<b>35</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>14</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>15</b>	<b>41</b>	
<b>TOTAL EGYPT</b>			<b>314</b>	<b>3</b>	<b>0</b>	<b>62</b>	<b>21</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>26</b>	<b>61</b>	<b>21</b>	<b>315</b>	
<b>EQUATORIAL GUINEA</b>															
MALABO	ASTRAEUS LTD	S	10	0	0	90	10	0	0	0	8	56	16	9	
<b>TOTAL MALABO</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>8</b>	<b>56</b>	<b>16</b>	<b>9</b>	
<b>TOTAL EQUATORIAL GUINEA</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>8</b>	<b>56</b>	<b>16</b>	<b>9</b>	
<b>ESTONIA</b>															
TALLIN	ESTONIAN AIR	S	52	0	0	60	17	21	2	0	18	42	26	66	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 TALLIN			52	0	0	60	17	21	2	0	0	18	42	26	66
TOTAL ESTONIA			52	0	0	60	17	21	2	0	0	18	42	26	66
FINLAND															
ENONTEKIO	EUROPEAN AIR CHARTER	C	3	0	0	33	67	0	0	0	0	11	0	0	0
TOTAL ENONTEKIO			3	0	0	33	67	0	0	0	0	11	0	0	0
KITTILA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	11	33	0	0	0	20	0	0	0
	MONARCH AIRLINES	C	9	0	0	33	0	11	33	22	0	79	78	5	9
TOTAL KITTILA			19	0	0	47	5	21	16	11	0	47	67	8	15
KUUSAMO	ASTRAEUS LTD	C	8	0	0	25	13	50	13	0	0	33	13	45	8
	GB AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	0	0	0
TOTAL KUUSAMO			16	0	0	50	19	25	6	0	0	20	19	34	16
TOTAL FINLAND			38	1	0	47	16	21	11	5	0	33	42	21	31
FRANCE															
BORDEAUX	BRITISH AIRWAYS PLC	S	124	0	0	92	4	3	1	0	0	4	81	12	102
TOTAL BORDEAUX			124	0	0	92	4	3	1	0	0	4	81	12	102
CHAMBERY	ASTRAEUS LTD	S	85	1	0	48	11	12	12	15	2	72	0	0	0
	XL AIRWAYS UK LTD	C	29	0	0	66	14	17	3	0	0	17	13	51	16
TOTAL CHAMBERY			114	1	0	53	11	13	10	11	2	58	50	43	90
GRENOBLE															
	BMI BRITISH MIDLAND	C	8	0	0	25	25	0	50	0	0	47	0	0	0
	BRITISH AIRWAYS PLC	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	BRITISH AIRWAYS PLC	S	34	0	0	71	15	3	12	0	0	17	67	17	30
	EASYJET AIRLINE COMPANY LTD	S	78	0	0	79	13	5	3	0	0	9	57	21	61
	FIRST CHOICE AIRWAYS LTD	C	31	0	0	42	10	19	26	3	0	43	53	32	32
	MONARCH AIRLINES	C	38	0	0	61	11	18	5	3	3	37	75	11	8
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	13	0	0	11	63	18	8
	THOMSONFLY LTD	C	17	0	0	41	18	18	12	12	0	58	38	37	16
TOTAL GRENOBLE			222	0	0	66	12	9	10	2	0	24	58	27	163
LYON															
	BRITISH AIRWAYS PLC	S	16	0	0	94	6	0	0	0	0	5	0	0	0
	THOMAS COOK AIRLINES LTD	C	16	0	0	25	25	13	19	0	19	111	53	34	32
	THOMSONFLY LTD	C	8	0	0	63	25	0	13	0	0	21	50	21	8
	XL AIRWAYS UK LTD	C	10	0	0	40	20	20	20	0	0	42	0	0	0
TOTAL LYON			50	0	0	56	18	8	12	0	6	49	43	31	76
MARSEILLE															
	BRITISH AIRWAYS PLC	S	130	0	0	82	15	1	2	0	0	7	79	12	140
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	11	8	3	0	0	14	47	20	62
TOTAL MARSEILLE			192	0	0	80	14	3	3	0	0	9	69	14	202
NICE															
	BRITISH AIRWAYS PLC	S	40	0	0	85	5	0	10	0	0	12	82	10	62
	EASYJET AIRLINE COMPANY LTD	S	122	0	2	84	8	4	3	0	0	7	64	20	124
TOTAL NICE			162	0	2	85	7	3	5	0	0	8	70	16	188
TOULOUSE (BLAGNAC)															
	BRITISH AIRWAYS PLC	S	170	0	0	86	9	4	2	0	0	7	73	12	169
	EASYJET AIRLINE COMPANY LTD	S	126	0	0	80	13	6	2	0	0	9	53	20	124
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	25	0	0	0	9	0	0	0
	MONARCH AIRLINES	C	8	0	0	75	0	25	0	0	0	12	50	29	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOULOUSE (BLAGNAC)	THOMAS COOK AIRLINES LTD	C	8	0	0	50	25	25	0	0	0	18	88	9	8
	THOMSONFLY LTD	C	6	0	0	100	0	0	0	0	0	2	38	25	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>322</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>64</b>	<b>16</b>	317
<b>TOTAL FRANCE</b>			<b>1186</b>	<b>1</b>	<b>2</b>	<b>76</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>66</b>	<b>19</b>	1241
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	S	10	0	0	70	20	0	10	0	0	19	50	28	4
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	22	56	22	0	0	0	25	0	39	2
	MONARCH AIRLINES	C	9	0	0	11	44	22	22	0	0	44	33	54	18
	THOMAS COOK AIRLINES LTD	C	18	0	0	67	17	6	11	0	0	22	32	47	19
<b>TOTAL BANJUL</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>29</b>	<b>92</b>	51
<b>TOTAL GAMBIA</b>			<b>46</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>30</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>29</b>	<b>92</b>	51
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	100	0	2	82	10	6	2	0	0	9	56	18	106
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>100</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>56</b>	<b>18</b>	106
COLOGNE (BONN)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	10	6	6	0	0	15	57	20	114
<b>TOTAL COLOGNE (BONN)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>10</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>57</b>	<b>20</b>	114
DRESDEN	BRITISH AIRWAYS PLC	S	56	0	0	95	4	2	0	0	0	3	0	0	0
<b>TOTAL DRESDEN</b>			<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	0
FRIEDRICHSHAFEN	ASTRAEUS LTD	C	8	0	0	50	0	13	25	13	0	72	100	3	8
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>72</b>	<b>100</b>	<b>3</b>	8
HAMBURG	GERMANWINGS	S	18	0	0	94	6	0	0	0	0	4	83	9	90
<b>TOTAL HAMBURG</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>9</b>	90
<b>TOTAL GERMANY</b>			<b>245</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>16</b>	318
<b>GHANA</b>															
ACCRA	AIR NAMIBIA	C	4	0	0	25	0	25	50	0	0	72	0	0	0
	GHANA INTERNATIONAL AIRLINES	S	54	0	0	63	17	13	6	2	0	21	28	83	53
<b>TOTAL ACCRA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>27</b>	<b>76</b>	67
<b>TOTAL GHANA</b>			<b>58</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>16</b>	<b>14</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>27</b>	<b>76</b>	67
<b>GIBRALTAR</b>															
GIBRALTAR	GB AIRWAYS LTD	S	108	0	0	68	14	8	9	1	0	21	74	19	96
<b>TOTAL GIBRALTAR</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>19</b>	96
<b>TOTAL GIBRALTAR</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>19</b>	96
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	96	0	0	88	11	1	0	0	0	5	77	12	98
	OLYMPIC AIRLINES	S	38	0	0	68	21	8	3	0	0	16	42	17	36
<b>TOTAL ATHENS</b>			<b>134</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>14</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>14</b>	135
CORFU	XL AIRWAYS UK LTD	C	2	0	0	0	0	100	0	0	0	38	0	365	2
<b>TOTAL CORFU</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>38</b>	<b>0</b>	<b>365</b>	2

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	BRITISH AIRWAYS PLC	S	43	0	0	72	14	14	0	0	0	12	45	22	44
	EASYJET AIRLINE COMPANY LTD	S	2	0	0	100	0	0	0	0	5	0	0	0	
	OLYMPIC AIRLINES	S	36	0	0	64	8	6	22	0	36	70	16	44	
	XL AIRWAYS UK LTD	C	4	0	0	50	0	0	50	0	56	100	2	4	
<b>TOTAL SALONIKA</b>			<b>85</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>9</b>	<b>12</b>	<b>0</b>	<b>24</b>	<b>60</b>	<b>18</b>	<b>92</b>	
<b>TOTAL GREECE</b>			<b>221</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>64</b>	<b>18</b>	<b>229</b>	
<b>GRENADA</b>															
GRENADA	BRITISH AIRWAYS PLC	S	18	0	0	94	0	6	0	0	6	56	29	18	
	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	11	44	44	0	0	30	30	26	10	
	XL AIRWAYS UK LTD	C	8	0	0	88	13	0	0	0	6	85	195	13	
<b>TOTAL GRENADA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>81</b>	<b>41</b>	
<b>TOTAL GRENADA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>81</b>	<b>41</b>	
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	OASIS HONG KONG AIRLINES LTD	S	76	0	2	84	12	3	1	0	7	68	12	60	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>12</b>	<b>60</b>	
<b>TOTAL HONG KONG</b>			<b>76</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>68</b>	<b>12</b>	<b>60</b>	
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	78	0	0	81	10	5	4	0	12	55	19	62	
	MALEV (HUNGARIAN AIRLINES)	S	122	0	0	52	32	11	5	0	18	39	24	114	
<b>TOTAL BUDAPEST</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>22</b>	<b>176</b>	
<b>TOTAL HUNGARY</b>			<b>200</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>24</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>16</b>	<b>45</b>	<b>22</b>	<b>176</b>	
<b>ICELAND</b>															
KEFLAVIK	BRITISH AIRWAYS PLC	S	18	0	0	78	0	22	0	0	14	47	35	34	
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>35</b>	<b>34</b>	
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>47</b>	<b>35</b>	<b>34</b>	
<b>INDIA</b>															
GOA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	0	25	50	0	66	25	29	12	
	MONARCH AIRLINES	C	33	0	0	30	12	27	30	0	41	6	88	33	
	MYTRAVEL AIRWAYS	C	8	0	0	63	25	13	0	0	15	13	449	8	
	THOMSONFLY LTD	C	10	0	0	30	40	30	0	0	24	60	19	10	
<b>TOTAL GOA</b>			<b>59</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>17</b>	<b>25</b>	<b>24</b>	<b>0</b>	<b>38</b>	<b>19</b>	<b>112</b>	<b>63</b>	
TRIVANDRUM	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	0	25	0	0	16	25	43	4	
	MYTRAVEL AIRWAYS	C	7	0	0	43	14	29	14	0	28	25	261	8	
<b>TOTAL TRIVANDRUM</b>			<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>189</b>	<b>12</b>	
<b>TOTAL INDIA</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>16</b>	<b>26</b>	<b>21</b>	<b>0</b>	<b>36</b>	<b>20</b>	<b>124</b>	<b>75</b>	
<b>IRISH REPUBLIC</b>															
CORK	RYANAIR	S	62	0	0	94	5	2	0	0	3	85	10	60	
<b>TOTAL CORK</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>10</b>	<b>60</b>	
DUBLIN	AER LINGUS	S	228	0	2	73	10	14	2	0	13	0	0	0	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
DUBLIN	BRITISH AIRWAYS PLC	S	236	0	0	76	15	4	5	0	0	13	70	15	222
	RYANAIR	S	356	0	16	77	12	9	2	0	0	10	80	8	358
<b>TOTAL DUBLIN</b>			<b>820</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>76</b>	<b>11</b>	<b>580</b>
IRELAND WEST AIRPORT KNOCK	XL AIRWAYS UK LTD	S	54	0	0	83	2	7	4	2	2	22	0	0	0
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	RYANAIR	S	62	0	0	92	6	2	0	0	0	3	74	11	62
<b>TOTAL SHANNON</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>11</b>	<b>62</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>998</b>	<b>1</b>	<b>18</b>	<b>78</b>	<b>11</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>11</b>	<b>702</b>
ITALY															
BERGAMO	BMI BRITISH MIDLAND	C	8	0	0	38	13	38	13	0	0	33	0	0	0
<b>TOTAL BERGAMO</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>38</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>88</b>	<b>7</b>	<b>8</b>
BOLOGNA	BRITISH AIRWAYS PLC	S	138	0	0	79	9	7	4	1	0	14	72	12	172
<b>TOTAL BOLOGNA</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>172</b>
BOLZANO	AUSTRIAN ARROWS	C	6	0	0	67	0	0	17	17	0	70	63	19	8
<b>TOTAL BOLZANO</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>17</b>	<b>0</b>	<b>70</b>	<b>63</b>	<b>19</b>	<b>8</b>
CATANIA (FONTANAROSSA)	AIR MALTA	S	4	0	0	100	0	0	0	0	0	7	0	0	0
	BRITISH AIRWAYS PLC	S	24	0	0	75	8	17	0	0	0	12	54	21	26
<b>TOTAL CATANIA (FONTANAROSSA)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>22</b>	<b>28</b>
FLORENCE	MERIDIANA AIR	S	130	0	6	78	10	8	4	0	0	13	56	17	136
<b>TOTAL FLORENCE</b>			<b>130</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>17</b>	<b>136</b>
MILAN (LINATE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	61	24	10	5	0	0	15	52	26	60
<b>TOTAL MILAN (LINATE)</b>			<b>62</b>	<b>1</b>	<b>0</b>	<b>61</b>	<b>24</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>52</b>	<b>26</b>	<b>60</b>
MILAN (MALPENSA)	EASYJET AIRLINE COMPANY LTD	S	210	0	1	66	10	14	9	1	0	20	57	22	213
<b>TOTAL MILAN (MALPENSA)</b>			<b>210</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>10</b>	<b>14</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>22</b>	<b>213</b>
NAPLES	BRITISH AIRWAYS PLC	S	84	0	0	79	14	2	4	1	0	15	69	14	121
<b>TOTAL NAPLES</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>2</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>69</b>	<b>14</b>	<b>121</b>
PISA	BRITISH AIRWAYS PLC	S	82	0	0	73	15	10	2	0	0	11	65	18	120
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	77	15	6	2	0	0	10	0	0	0
<b>TOTAL PISA</b>			<b>144</b>	<b>1</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>65</b>	<b>18</b>	<b>120</b>
ROME (CIAMPINO)	EASYJET AIRLINE COMPANY LTD	S	122	0	0	69	19	11	2	0	0	13	71	18	124
<b>TOTAL ROME (CIAMPINO)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>19</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>18</b>	<b>124</b>
ROME (FIUMICINO)	BRITISH AIRWAYS PLC	S	84	0	0	79	12	6	4	0	0	10	52	22	60
<b>TOTAL ROME (FIUMICINO)</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>52</b>	<b>22</b>	<b>60</b>
TURIN	BMI BRITISH MIDLAND	C	8	0	0	50	13	25	13	0	0	23	50	13	8
	BRITISH AIRWAYS PLC	S	62	0	0	79	13	6	2	0	0	10	52	24	62
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	13	25	0	0	33	44	26	16
	MONARCH AIRLINES	C	8	0	0	25	0	0	75	0	0	70	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	50	0	25	25	0	0	35	25	126	8
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	24	50	20	8
<b>TOTAL TURIN</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>48</b>	<b>31</b>	<b>102</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
VENICE	BRITISH AIRWAYS PLC	S	142	0	0	80	15	4	1	0	0	8	70	15	120
	EASYJET AIRLINE COMPANY LTD	S	124	0	0	89	7	4	0	0	6	74	14	124	
<b>TOTAL VENICE</b>			<b>266</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>72</b>	<b>14</b>	<b>244</b>	
VERONA VILAFRANCA	BRITISH AIRWAYS PLC	S	63	0	1	70	24	6	0	0	11	66	26	58	
	MONARCH AIRLINES	C	8	0	0	25	13	25	25	13	71	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	0	50	25	0	46	50	120	8	
<b>TOTAL VERONA VILAFRANCA</b>			<b>80</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>20</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>23</b>	<b>62</b>	<b>38</b>	<b>74</b>	
<b>TOTAL ITALY</b>			<b>1464</b>	<b>3</b>	<b>8</b>	<b>74</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>19</b>	<b>1470</b>	
<b>JAMAICA</b>															
KINGSTON	BRITISH AIRWAYS PLC	S	23	0	0	65	26	4	4	0	15	56	17	27	
	VIRGIN ATLANTIC AIRWAYS LTD	S	18	0	0	0	22	22	56	0	76	0	0	0	
<b>TOTAL KINGSTON</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>24</b>	<b>12</b>	<b>27</b>	<b>0</b>	<b>42</b>	<b>56</b>	<b>17</b>	<b>27</b>	
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	10	0	0	30	30	20	20	0	28	75	16	4	
	THOMAS COOK AIRLINES LTD	C	4	0	0	0	0	0	100	0	110	0	0	0	
	THOMSONFLY LTD	C	20	0	0	50	15	5	25	5	45	90	11	10	
	VIRGIN ATLANTIC AIRWAYS LTD	S	23	0	0	17	4	17	39	22	98	26	66	19	
<b>TOTAL MONTEGO BAY</b>			<b>57</b>	<b>9</b>	<b>0</b>	<b>30</b>	<b>12</b>	<b>12</b>	<b>35</b>	<b>11</b>	<b>68</b>	<b>51</b>	<b>41</b>	<b>39</b>	
<b>TOTAL JAMAICA</b>			<b>98</b>	<b>9</b>	<b>0</b>	<b>33</b>	<b>17</b>	<b>12</b>	<b>32</b>	<b>6</b>	<b>57</b>	<b>53</b>	<b>31</b>	<b>66</b>	
<b>JORDAN</b>															
AQABA	BRITISH AIRWAYS PLC	C	10	0	0	70	30	0	0	0	10	50	23	10	
<b>TOTAL AQABA</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>10</b>	<b>50</b>	<b>23</b>	<b>10</b>	
<b>TOTAL JORDAN</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>10</b>	<b>50</b>	<b>23</b>	<b>10</b>	
<b>KAZAKHSTAN</b>															
AKTAU	ASTRAEUS LTD	S	10	0	0	80	0	0	20	0	19	0	0	0	
<b>TOTAL AKTAU</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>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL KAZAKHSTAN</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>19</b>	<b>56</b>	<b>33</b>	<b>9</b>	
<b>KENYA</b>															
MOMBASA	AFRICAN SAFARI AIRWAYS-ASA	C	2	0	0	50	0	50	0	0	27	30	20	10	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	0	0	100	0	144	63	19	8	
	MONARCH AIRLINES	C	8	1	0	25	0	25	38	13	75	50	20	10	
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	3	89	4	9	
<b>TOTAL MOMBASA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>7</b>	<b>63</b>	<b>66</b>	<b>12</b>	<b>47</b>	
<b>TOTAL KENYA</b>			<b>15</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>20</b>	<b>33</b>	<b>7</b>	<b>63</b>	<b>66</b>	<b>12</b>	<b>47</b>	
<b>LATVIA</b>															
RIGA	AIR BALTIC	S	61	0	2	48	38	11	3	0	18	65	22	62	
<b>TOTAL RIGA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>38</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>16</b>	<b>124</b>	
<b>TOTAL LATVIA</b>			<b>61</b>	<b>0</b>	<b>2</b>	<b>48</b>	<b>38</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>16</b>	<b>124</b>	
<b>LIBERIA</b>															
MONROVIA (ROBERTS)	ASTRAEUS LTD	S	31	1	0	55	16	6	13	10	54	88	24	8	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 MONROVIA (ROBERTS)			31	1	0	55	16	6	13	10	0	54	88	24	8
TOTAL LIBERIA			31	1	0	55	16	6	13	10	0	54	88	24	8
<b>LIBYA</b>															
TRIPOLI	AFRIQIYAH AIRWAYS	S	62	0	0	23	29	29	13	6	0	43	13	40	52
TOTAL TRIPOLI			62	0	0	23	29	29	13	6	0	43	13	40	52
TOTAL LIBYA			62	0	0	23	29	29	13	6	0	43	13	40	52
<b>LITHUANIA</b>															
VILNIUS	AIR BALTIC	S	62	0	0	40	35	18	3	3	0	28	68	20	62
	LITHUANIAN AIRLINES	S	62	0	0	63	23	11	3	0	0	15	66	19	64
TOTAL VILNIUS			124	0	0	52	29	15	3	2	0	22	67	19	126
TOTAL LITHUANIA			124	0	0	52	29	15	3	2	0	22	67	19	126
<b>LUXEMBOURG</b>															
LUXEMBOURG	BRITISH AIRWAYS PLC	S	98	0	0	87	6	7	0	0	0	8	84	11	97
TOTAL LUXEMBOURG			98	0	0	87	6	7	0	0	0	8	84	11	97
TOTAL LUXEMBOURG			98	0	0	87	6	7	0	0	0	8	84	11	97
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	38	0	13	0	0	21	56	15	9
	MONARCH AIRLINES	C	17	0	0	47	12	24	18	0	0	30	0	80	9
	THOMSONFLY LTD	C	7	1	0	14	14	29	43	0	0	55	0	0	0
TOTAL MALE INTERNATIONAL			32	1	0	41	19	19	22	0	0	33	43	47	28
TOTAL MALDIVE ISLANDS			32	1	0	41	19	19	22	0	0	33	43	47	28
<b>MALTA</b>															
MALTA	AIR MALTA	S	75	0	1	57	24	12	7	0	0	20	70	13	80
	GB AIRWAYS LTD	S	62	0	0	69	15	10	6	0	0	14	69	15	62
	HELLO	C	10	0	0	20	40	40	0	0	0	25	50	18	18
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	90	2	10
TOTAL MALTA			157	0	1	62	20	12	6	0	0	16	69	13	172
TOTAL MALTA			157	0	1	62	20	12	6	0	0	16	69	13	172
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	18	0	0	44	17	33	6	0	0	27	55	42	20
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	26	89	15	9
	THOMSONFLY LTD	C	18	0	0	22	22	6	44	0	6	125	67	24	9
TOTAL CANCUN			45	0	0	40	18	16	24	0	2	65	66	31	38
TOTAL MEXICO			46	0	0	41	17	15	24	0	2	64	66	31	38
<b>MOROCCO</b>															
AGADIR	MYTRAVEL AIRWAYS	C	6	0	0	100	0	0	0	0	0	6	100	4	4
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	0	50	0	0	50	63	15	8
	THOMSONFLY LTD	S	8	0	0	75	0	13	13	0	0	12	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 AGADIR</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>0</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>8</b>	40
FEZ	GB AIRWAYS LTD	S	17	1	1	82	18	0	0	0	0	5	0	0	0
<b>TOTAL FEZ</b>			<b>17</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
MARRAKESH	ATLAS BLUE	S	36	0	0	92	0	3	6	0	0	9	76	14	45
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	73	11	13	3	0	0	13	74	16	88
	GB AIRWAYS LTD	S	62	0	0	65	16	15	5	0	0	17	63	17	64
<b>TOTAL MARRAKESH</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>11</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>16</b>	197
<b>TOTAL MOROCCO</b>			<b>193</b>	<b>1</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>15</b>	237
<b>NAMIBIA</b>															
WINDHOEK	AIR NAMIBIA	S	22	0	0	68	14	0	14	5	0	30	88	17	25
<b>TOTAL WINDHOEK</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>17</b>	25
<b>TOTAL NAMIBIA</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>17</b>	25
<b>NETHERLANDS</b>															
AMSTERDAM	BRITISH AIRWAYS PLC	S	298	0	0	75	16	7	2	0	0	11	72	15	326
	EASYJET AIRLINE COMPANY LTD	S	278	0	0	81	10	6	2	0	0	9	61	23	273
<b>TOTAL AMSTERDAM</b>			<b>576</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	600
<b>TOTAL NETHERLANDS</b>			<b>576</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>19</b>	600
<b>NIGERIA</b>															
LAGOS	VIRGIN NIGERIA AIRWAYS	S	61	1	6	48	10	11	23	7	2	69	49	35	68
<b>TOTAL LAGOS</b>			<b>61</b>	<b>1</b>	<b>6</b>	<b>48</b>	<b>10</b>	<b>11</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>69</b>	<b>49</b>	<b>35</b>	68
<b>TOTAL NIGERIA</b>			<b>61</b>	<b>1</b>	<b>6</b>	<b>48</b>	<b>10</b>	<b>11</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>69</b>	<b>49</b>	<b>35</b>	68
<b>NORWAY</b>															
ALESUND	SAS	S	16	0	0	69	6	0	25	0	0	26	0	0	0
<b>TOTAL ALESUND</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	0
BERGEN	SAS BRAATHENS	S	44	0	0	55	23	20	2	0	0	18	76	11	46
<b>TOTAL BERGEN</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>76</b>	<b>11</b>	46
FAGERNES/LEIRIN	SAS	C	3	0	0	67	33	0	0	0	0	14	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>5</b>	8
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	54	0	0	35	44	15	2	4	0	28	0	0	0
	SAS BRAATHENS	C	5	0	0	20	40	0	0	40	0	105	0	0	0
	STERLING AIRLINES	S	28	0	0	54	21	14	11	0	0	26	0	0	0
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>87</b>	<b>3</b>	<b>0</b>	<b>40</b>	<b>37</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>32</b>	<b>0</b>	<b>0</b>	0
STAVANGER	NORWEGIAN AIR SHUTTLE	S	34	0	0	76	9	9	6	0	0	11	0	0	0
<b>TOTAL STAVANGER</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>9</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	0
<b>TOTAL NORWAY</b>			<b>185</b>	<b>3</b>	<b>0</b>	<b>54</b>	<b>25</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>10</b>	54
<b>OMAN</b>															
MUSCAT	OMAN AIR	S	54	0	0	94	6	0	0	0	0	2	0	0	0
<b>TOTAL MUSCAT</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	0

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 OMAN			54	0	0	94	6	0	0	0	0	2	0	0	0
PERU															
LIMA	THOMSONFLY LTD	C	2	0	0	0	50	0	0	50	0	107	0	0	0
TOTAL LIMA			2	0	0	0	50	0	0	50	0	107	50	20	2
TOTAL PERU			2	0	0	0	50	0	0	50	0	107	50	20	2
POLAND															
GDANSK	EASYJET AIRLINE COMPANY LTD	S	61	0	1	90	7	3	0	0	6	0	0	0	
TOTAL GDANSK			61	0	1	90	7	3	0	0	6	0	0	0	
KATOWICE	WIZZ AIR	S	2	0	0	100	0	0	0	0	8	0	0	0	
TOTAL KATOWICE			2	0	0	100	0	0	0	0	8	0	0	0	
KRAKOW	BRITISH AIRWAYS PLC	S	62	0	0	77	15	3	3	2	15	76	17	54	
	CENTRALWINGS	S	44	0	0	32	25	18	11	9	66	55	29	44	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	56	15	18	6	5	31	0	0	0	
TOTAL KRAKOW			168	0	0	58	17	13	7	5	34	66	22	98	
WARSAW	CENTRALWINGS	S	44	0	0	66	11	9	5	5	45	68	18	50	
TOTAL WARSAW			44	0	0	66	11	9	5	5	45	68	18	50	
WROCLAW	CENTRALWINGS	S	26	0	0	62	15	15	8	0	17	73	26	44	
TOTAL WROCLAW			26	0	0	62	15	15	8	0	17	73	26	44	
TOTAL POLAND			301	0	1	66	14	10	5	3	28	68	22	192	
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	11	0	0	0	4	81	16	62	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	0	100	0	0	59	50	10	2	
	GB AIRWAYS LTD	S	62	0	0	90	3	6	0	0	7	64	22	66	
	MONARCH AIRLINES	S	34	0	0	85	9	3	3	0	8	79	11	28	
TOTAL FARO			161	0	0	88	7	4	1	0	7	74	15	201	
LISBON	AIR PORTUGAL	S	61	4	0	62	16	5	16	0	23	54	19	114	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	6	10	5	0	11	0	0	0	
TOTAL LISBON			123	4	0	71	11	7	11	0	17	56	18	160	
OPORTO (PORTUGAL)	AIR PORTUGAL	S	120	0	1	80	12	5	3	0	10	56	23	50	
TOTAL OPORTO (PORTUGAL)			120	0	1	80	12	5	3	0	10	56	23	50	
TOTAL PORTUGAL(EXCLUDING MADEIRA)			404	4	1	80	10	5	4	0	11	65	17	411	
PORTUGAL(MADEIRA)															
FUNCHAL	AIR PORTUGAL	S	43	0	0	84	7	5	2	2	13	67	13	45	
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	13	0	25	0	22	100	5	10	
	GB AIRWAYS LTD	S	62	0	0	69	13	5	6	6	27	78	17	64	
	THOMSONFLY LTD	C	9	0	0	78	11	0	11	0	16	60	12	10	
	XL AIRWAYS UK LTD	C	8	0	0	63	25	13	0	0	13	80	9	10	
TOTAL FUNCHAL			130	0	0	74	12	5	6	4	21	75	13	141	
TOTAL PORTUGAL(MADEIRA)			130	0	0	74	12	5	6	4	21	75	13	141	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>QATAR</b>															
DOHA	QATAR AIRWAYS	S	63	2	0	81	11	2	6	0	0	13	63	27	62
TOTAL DOHA			<b>63</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>27</b>	<b>62</b>
TOTAL QATAR			<b>63</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>63</b>	<b>27</b>	<b>62</b>
<b>REPUBLIC OF SERBIA</b>															
PRISTINA	BRITISH AIRWAYS PLC	S	36	0	0	78	6	8	8	0	0	13	56	22	36
TOTAL PRISTINA			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>22</b>	<b>36</b>
TOTAL REPUBLIC OF SERBIA			<b>36</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>59</b>	<b>23</b>	<b>44</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
JOHANNESBURG	NATIONWIDE AIR	S	28	0	8	57	11	14	18	0	0	26	67	11	30
TOTAL JOHANNESBURG			<b>28</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>11</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>67</b>	<b>11</b>	<b>30</b>
TOTAL REPUBLIC OF SOUTH AFRICA			<b>28</b>	<b>0</b>	<b>8</b>	<b>57</b>	<b>11</b>	<b>14</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>68</b>	<b>11</b>	<b>31</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	EASYJET AIRLINE COMPANY LTD	S	42	0	2	67	21	12	0	0	0	13	0	0	0
TOTAL BUCHAREST (OTOPENI)			<b>42</b>	<b>1</b>	<b>2</b>	<b>67</b>	<b>21</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
CLUJ NAPOCA	TAROM	C	4	0	0	100	0	0	0	0	0	1	0	0	0
TOTAL CLUJ NAPOCA			<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL ROMANIA			<b>46</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>RUSSIA</b>															
KALININGRAD	KD AVIA	S	26	0	0	77	15	8	0	0	0	11	0	0	0
TOTAL KALININGRAD			<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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
ST PETERSBURG	GTK RUSSIA	S	16	0	0	56	31	13	0	0	0	15	67	11	24
TOTAL ST PETERSBURG			<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>15</b>	<b>67</b>	<b>11</b>	<b>24</b>
TOTAL RUSSIA			<b>42</b>	<b>1</b>	<b>0</b>	<b>69</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>11</b>	<b>24</b>
<b>SLOVENIA</b>															
LJUBLJANA	ADRIA AIRWAYS	S	53	0	0	58	21	21	0	0	0	16	44	17	50
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	25	0	0	0	0	8	38	17	8
TOTAL LJUBLJANA			<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>17</b>	<b>58</b>
TOTAL SLOVENIA			<b>61</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>21</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>43</b>	<b>17</b>	<b>58</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	120	0	0	86	9	3	2	0	0	6	68	14	124
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	3	11
	GB AIRWAYS LTD	S	62	0	0	82	11	3	3	0	0	11	47	21	58
	MONARCH AIRLINES	S	68	0	0	82	6	6	3	3	0	15	89	5	70
	THOMSONFLY LTD	C	18	0	0	83	6	11	0	0	0	7	100	1	26
TOTAL ALICANTE			<b>270</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>9</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>11</b>	<b>289</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	6	0	0	83	17	0	0	0	0	4	87	14	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 ALMERIA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>14</b>	62	
<b>BARCELONA</b>	BRITISH AIRWAYS PLC	S	82	0	0	80	18	1	0	0	7	68	17	124	
	EASYJET AIRLINE COMPANY LTD	S	178	0	0	88	7	4	1	0	7	65	19	184	
<b>TOTAL BARCELONA</b>			<b>260</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>19</b>	324	
<b>BILBAO</b>	XL AIRWAYS UK LTD	C	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL BILBAO</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>	0	
<b>GERONA</b>	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL GERONA</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>75</b>	<b>27</b>	8	
<b>MADRID</b>	AIR COMET	S	122	0	0	81	11	7	1	0	8	0	0	0	
	BRITISH AIRWAYS PLC	S	144	0	0	63	20	11	6	0	15	64	19	184	
	EASYJET AIRLINE COMPANY LTD	S	228	0	0	83	9	5	3	1	10	66	21	229	
<b>TOTAL MADRID</b>			<b>494</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>65</b>	<b>20</b>	475	
<b>MALAGA</b>	EASYJET AIRLINE COMPANY LTD	S	124	1	0	93	2	2	3	0	6	66	16	124	
	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	1	100	0	2	
	GB AIRWAYS LTD	S	67	0	0	75	19	6	0	0	10	65	27	62	
	MONARCH AIRLINES	S	74	0	0	65	15	16	4	0	17	74	10	58	
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	8	88	6	8	
	THOMSONFLY LTD	C	28	1	0	93	0	7	0	0	3	79	8	34	
<b>TOTAL MALAGA</b>			<b>303</b>	<b>2</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>70</b>	<b>16</b>	288	
<b>MURCIA SAN JAVIER</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	3	6	0	0	5	76	12	62	
	MONARCH AIRLINES	S	28	0	0	79	7	7	7	0	18	0	0	0	
<b>TOTAL MURCIA SAN JAVIER</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>4</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	62	
<b>PALMA DE MALLORCA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	13	2	0	0	6	53	20	62	
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	1	88	2	8	
<b>TOTAL PALMA DE MALLORCA</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>57</b>	<b>18</b>	70	
<b>SANTIAGO DE COMPOSTELA (SPAIN)</b>	XL AIRWAYS UK LTD	C	2	0	0	50	0	0	50	0	40	0	0	0	
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>0</b>	0	
<b>SEVILLE</b>	CLICKAIR	S	62	0	0	100	0	0	0	0	1	0	0	0	
<b>TOTAL SEVILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	0	
<b>VALENCIA</b>	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	5	5	0	0	4	87	8	62	
<b>TOTAL VALENCIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>8</b>	64	
<b>TOTAL SPAIN</b>			<b>1625</b>	<b>2</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>17</b>	1668	
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR EUROPA	C	3	0	0	67	0	33	0	0	12	25	70	4	
	BMI BRITISH MIDLAND	C	4	0	0	0	0	75	25	0	54	0	0	0	
	FIRST CHOICE AIRWAYS LTD	C	22	0	0	73	9	18	0	0	14	90	6	20	
	GB AIRWAYS LTD	S	59	0	0	78	12	8	2	0	10	67	22	64	
	MONARCH AIRLINES	S	24	0	1	58	13	25	4	0	17	78	9	18	
	MYTRAVEL AIRWAYS	C	2	0	0	0	50	0	50	0	45	38	17	8	
	THOMAS COOK AIRLINES LTD	C	21	0	0	62	14	10	5	10	44	65	20	17	
	THOMSONFLY LTD	C	22	0	0	68	14	5	14	0	19	80	6	20	
	XL AIRWAYS UK LTD	C	14	0	0	64	7	14	7	7	32	89	3	9	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>172</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>12</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>18</b>	<b>165</b>
<b>FUERTEVENTURA</b>	AIR EUROPA	C	2	0	0	50	0	50	0	0	0	19	0	16	1
	BMI BRITISH MIDLAND	C	3	0	0	33	33	33	0	0	0	24	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	80	13	7	0	0	0	8	90	11	20
	THOMAS COOK AIRLINES LTD	C	20	0	0	60	5	10	20	5	0	46	57	73	21
	THOMSONFLY LTD	C	18	0	0	78	0	11	11	0	0	15	83	8	18
	XL AIRWAYS UK LTD	C	3	1	0	100	0	0	0	0	0	9	67	24	3
<b>TOTAL FUERTEVENTURA</b>			<b>61</b>	<b>1</b>	<b>0</b>	<b>70</b>	<b>7</b>	<b>11</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>75</b>	<b>31</b>	<b>64</b>
<b>LAS PALMAS</b>	AIR EUROPA	C	2	0	0	0	50	50	0	0	0	40	67	13	3
	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	3	50	15	6
	GB AIRWAYS LTD	S	55	0	1	80	5	7	7	0	0	13	75	16	56
	MONARCH AIRLINES	C	8	0	0	75	13	13	0	0	0	9	60	24	10
	MYTRAVEL AIRWAYS	C	3	0	0	67	33	0	0	0	0	6	75	18	8
	THOMAS COOK AIRLINES LTD	C	17	0	0	29	29	12	18	12	0	52	62	31	21
	THOMSONFLY LTD	C	28	0	0	75	11	14	0	0	0	11	88	5	26
	XL AIRWAYS UK LTD	C	3	0	0	33	0	0	0	0	67	313	100	0	2
<b>TOTAL LAS PALMAS</b>			<b>120</b>	<b>0</b>	<b>1</b>	<b>69</b>	<b>12</b>	<b>10</b>	<b>6</b>	<b>2</b>	<b>2</b>	<b>25</b>	<b>72</b>	<b>17</b>	<b>134</b>
<b>SANTA CRUZ DE LA PALMA</b>	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	8	0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	2	0	0	50	0	50	0	0	0	29	0	54	2
	BRITISH AIRWAYS PLC	C	2	0	0	0	0	0	100	0	0	70	100	7	4
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	47	27	13	7	0	7	45	72	14	18
	GB AIRWAYS LTD	S	132	0	0	74	9	10	4	3	0	18	60	20	139
	MONARCH AIRLINES	S	38	1	3	50	21	16	8	0	5	46	65	11	17
	MONARCH AIRLINES	C	15	0	0	60	13	7	20	0	0	34	50	28	8
	THOMAS COOK AIRLINES LTD	C	32	0	0	50	16	25	9	0	0	23	60	17	25
	THOMSONFLY LTD	C	53	0	0	68	17	11	2	2	0	18	69	22	45
	XL AIRWAYS UK LTD	C	14	0	0	86	0	7	7	0	0	11	85	9	13
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>304</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>13</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>24</b>	<b>65</b>	<b>18</b>	<b>283</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>665</b>	<b>2</b>	<b>5</b>	<b>67</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>23</b>	<b>70</b>	<b>19</b>	<b>672</b>
<b>SRI LANKA</b>															
<b>COLOMBO</b>	FIRST CHOICE AIRWAYS LTD	C	5	0	0	20	0	20	60	0	0	90	0	0	0
<b>TOTAL COLOMBO</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>TOTAL SRI LANKA</b>			<b>5</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>100</b>	<b>0</b>	<b>2</b>
<b>ST LUCIA</b>															
<b>ST LUCIA (HEWANORRA)</b>	BRITISH AIRWAYS PLC	S	18	0	0	67	22	6	6	0	0	15	61	18	18
	VIRGIN ATLANTIC AIRWAYS LTD	S	26	0	0	65	4	4	23	4	0	40	70	14	27
	XL AIRWAYS UK LTD	C	5	0	0	20	20	20	40	0	0	36	0	0	0
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>16</b>	<b>45</b>
<b>TOTAL ST LUCIA</b>			<b>49</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>12</b>	<b>6</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>30</b>	<b>67</b>	<b>16</b>	<b>45</b>
<b>SWEDEN</b>															
<b>STOCKHOLM (ARLANDA)</b>	STERLING AIRLINES	S	56	0	0	73	11	11	5	0	0	14	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL STOCKHOLM (ARLANDA)			56	0	0	73	11	11	5	0	0	14	0	0	0
TOTAL SWEDEN			56	0	0	73	11	11	5	0	0	14	0	0	0
SWITZERLAND															
BERNE	FLYBE LTD	C	8	0	0	63	13	25	0	0	0	16	75	12	8
TOTAL BERNE			8	0	0	63	13	25	0	0	0	16	75	12	8
GENEVA	BRITISH AIRWAYS PLC	S	202	1	0	70	13	12	5	0	0	14	65	17	201
	BRITISH AIRWAYS PLC	C	31	0	0	32	35	19	6	0	6	49	50	42	36
	EASYJET AIRLINE COMPANY LTD	S	156	2	0	74	16	4	5	0	0	13	43	26	108
	EASYJET SWITZERLAND	S	261	0	1	69	11	11	7	1	0	19	51	24	248
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	19	38	25	19	0	0	33	50	46	18
	MONARCH AIRLINES	C	24	0	0	50	17	13	21	0	0	30	38	23	16
	THOMAS COOK AIRLINES LTD	C	8	0	0	13	50	13	13	13	0	66	25	44	8
	THOMSONFLY LTD	C	24	0	0	42	21	29	8	0	0	24	22	23	18
	XL AIRWAYS UK LTD	C	19	0	0	37	37	16	0	11	0	45	58	22	26
TOTAL GENEVA			741	4	1	65	16	11	7	1	0	20	53	24	681
SION	FLYBE LTD	C	8	0	0	50	13	25	0	13	0	43	100	5	8
TOTAL SION			8	0	0	50	13	25	0	13	0	43	100	5	8
ZURICH	BRITISH AIRWAYS PLC	S	124	0	0	69	22	4	3	2	0	16	59	24	124
TOTAL ZURICH			124	0	0	69	22	4	3	2	0	16	59	24	124
TOTAL SWITZERLAND			881	4	1	65	17	11	6	1	0	19	54	23	821
TRINIDAD AND TOBAGO															
PORT OF SPAIN	BRITISH AIRWAYS PLC	S	27	0	0	67	15	7	11	0	0	21	0	0	0
TOTAL PORT OF SPAIN			27	0	0	67	15	7	11	0	0	21	0	0	0
TOBAGO	BRITISH AIRWAYS PLC	S	26	0	0	73	15	12	0	0	0	11	65	28	26
	XL AIRWAYS UK LTD	C	17	0	0	59	18	6	0	0	18	184	58	232	12
TOTAL TOBAGO			43	0	0	67	16	9	0	0	7	80	59	84	46
TOTAL TRINIDAD AND TOBAGO			70	0	0	67	16	9	4	0	4	57	59	84	46
TUNISIA															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	38	38	13	0	0	35	0	32	2
	MYTRAVEL AIRWAYS	C	2	0	0	50	0	50	0	0	0	17	70	10	10
	THOMAS COOK AIRLINES LTD	C	10	0	0	90	0	10	0	0	0	7	73	9	11
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	1	67	19	18
TOTAL MONASTIR			24	0	0	58	17	21	4	0	0	17	66	14	44
TUNIS	GB AIRWAYS LTD	S	44	0	0	70	25	2	2	0	0	11	53	17	45
TOTAL TUNIS			44	0	0	70	25	2	2	0	0	11	53	17	45
TOTAL TUNISIA			68	0	0	66	22	9	3	0	0	13	60	16	89
TURKEY															
ANTALYA	FIRST CHOICE AIRWAYS LTD	C	4	0	0	100	0	0	0	0	0	1	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	30	20	40	0	10	0	58	30	29	10
TOTAL ANTALYA			15	0	0	53	13	27	0	7	0	39	30	29	10



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BODRUM (MILAS)	ONUR AIR	C	5	0	0	40	20	40	0	0	0	18	83	7	6
<b>TOTAL BODRUM (MILAS)</b>			<b>5</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>83</b>	<b>7</b>	<b>6</b>
DALAMAN	ONUR AIR	C	6	0	0	50	17	33	0	0	0	23	0	57	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	40	40	20	0	0	0	21	50	21	4
<b>TOTAL DALAMAN</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>31</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>17</b>	<b>45</b>	<b>12</b>
IZMIR (ADNAM MENDERES)	BRITISH AIRWAYS PLC	S	34	0	0	68	21	3	9	0	0	19	11	64	36
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>11</b>	<b>64</b>	<b>36</b>
<b>TOTAL TURKEY</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>21</b>	<b>16</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>22</b>	<b>50</b>	<b>64</b>
UKRAINE															
KIEV (BORISPOL)	UKRAINE INTERNATIONAL AIRLIN	S	60	0	0	50	35	15	0	0	0	18	61	17	56
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>17</b>	<b>56</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>35</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>61</b>	<b>17</b>	<b>56</b>
UNITED ARAB EMIRATES															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	C	4	1	0	75	0	25	0	0	0	11	0	0	0
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>75</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>69</b>	<b>21</b>	<b>61</b>
DUBAI	EMIRATES	S	186	1	0	32	22	26	19	1	0	37	35	29	186
<b>TOTAL DUBAI</b>			<b>186</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>22</b>	<b>26</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>37</b>	<b>35</b>	<b>29</b>	<b>186</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>190</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>22</b>	<b>26</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>43</b>	<b>27</b>	<b>247</b>
UNITED KINGDOM															
ABERDEEN	BRITISH AIRWAYS PLC	S	123	0	0	72	17	7	3	1	0	13	54	23	201
<b>TOTAL ABERDEEN</b>			<b>123</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>54</b>	<b>23</b>	<b>201</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	222	0	0	87	5	3	4	1	0	11	80	12	220
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>222</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>12</b>	<b>220</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	266	0	2	82	12	4	2	0	0	9	62	18	276
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>266</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>12</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>62</b>	<b>18</b>	<b>276</b>
BIRMINGHAM	MONARCH AIRLINES	C	6	0	0	67	0	33	0	0	0	14	0	0	0
<b>TOTAL BIRMINGHAM</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
EDINBURGH	BRITISH AIRWAYS PLC	S	315	0	1	77	13	8	2	0	0	10	66	18	318
	EASYJET AIRLINE COMPANY LTD	S	237	0	1	84	9	6	1	0	0	8	70	15	232
<b>TOTAL EDINBURGH</b>			<b>552</b>	<b>0</b>	<b>2</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>67</b>	<b>17</b>	<b>550</b>
GLASGOW	BRITISH AIRWAYS PLC	S	275	1	0	83	12	3	1	0	0	9	67	21	309
	EASYJET AIRLINE COMPANY LTD	S	170	0	0	85	13	2	0	0	0	6	71	14	176
<b>TOTAL GLASGOW</b>			<b>445</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>68</b>	<b>18</b>	<b>485</b>
GUERNSEY	AURIGNY AIR SERVICES	S	242	0	0	87	5	4	3	0	0	8	85	11	236
	FLYBE LTD	S	218	0	0	93	3	2	0	1	0	5	92	4	222
<b>TOTAL GUERNSEY</b>			<b>460</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>8</b>	<b>458</b>
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	95	5	0	0	0	0	2	74	12	62
	FLYBE LTD	S	151	0	1	77	9	11	3	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 INVERNESS			213	0	1	82	8	8	2	0	0	8	83	7	230
ISLE OF MAN	FLYBE LTD	S	220	0	0	85	10	3	2	0	0	7	0	0	0
TOTAL ISLE OF MAN			220	0	0	85	10	3	2	0	0	7	90	5	220
JERSEY	BRITISH AIRWAYS PLC	S	365	0	0	87	8	4	2	0	0	7	64	18	303
	FLYBE LTD	S	310	0	8	90	5	5	1	0	0	6	84	9	230
TOTAL JERSEY			675	0	8	88	6	4	1	0	0	7	72	14	533
MANCHESTER	BRITISH AIRWAYS PLC	S	392	0	0	78	12	8	2	0	0	11	62	22	384
	THOMAS COOK AIRLINES LTD	C	6	0	0	17	67	17	0	0	0	24	0	28	3
	THOMSONFLY LTD	C	7	0	0	14	14	14	57	0	0	63	0	0	0
TOTAL MANCHESTER			406	21	0	76	13	8	3	0	0	12	65	19	492
NEWCASTLE	JET2.COM LTD	S	148	0	0	94	4	0	2	0	0	4	0	0	0
TOTAL NEWCASTLE			148	0	0	94	4	0	2	0	0	4	67	21	184
NEWQUAY	AIR SOUTHWEST	S	90	0	0	90	2	8	0	0	0	4	76	13	127
	BRITISH AIRWAYS PLC	S	44	0	0	66	16	14	5	0	0	16	0	0	0
TOTAL NEWQUAY			134	0	0	82	7	10	1	0	0	8	76	13	127
PLYMOUTH	AIR SOUTHWEST	S	150	0	0	86	6	7	1	0	0	7	74	12	144
TOTAL PLYMOUTH			150	0	0	86	6	7	1	0	0	7	74	12	144
TOTAL UNITED KINGDOM			4022	29	13	84	9	5	2	0	0	8	72	15	4120
USA															
ATLANTA	BRITISH AIRWAYS PLC	S	56	0	0	79	13	4	4	2	0	14	73	10	62
	DELTA AIRLINES	S	124	0	0	85	8	2	3	2	0	11	73	12	124
TOTAL ATLANTA			180	0	0	83	9	3	3	2	0	12	73	11	186
CHARLOTTE	US AIRWAYS	S	62	0	0	79	11	6	3	0	0	10	74	9	62
TOTAL CHARLOTTE			62	0	0	79	11	6	3	0	0	10	74	9	62
CINCINNATI	DELTA AIRLINES	S	60	0	0	92	2	0	5	2	0	9	85	9	52
TOTAL CINCINNATI			60	0	0	92	2	0	5	2	0	9	85	9	52
DALLAS/FORT WORTH	AMERICAN AIRLINES	S	110	0	1	72	16	6	5	0	0	15	68	21	120
	BRITISH AIRWAYS PLC	S	56	0	0	70	5	16	9	0	0	18	57	17	60
TOTAL DALLAS/FORT WORTH			166	0	1	71	13	10	7	0	0	16	64	20	180
DETROIT	NORTHWEST AIRLINES	S	62	0	0	89	8	3	0	0	0	3	77	13	62
TOTAL DETROIT			62	0	0	89	8	3	0	0	0	3	77	13	62
HOUSTON	BRITISH AIRWAYS PLC	S	106	0	0	71	18	9	2	0	0	13	64	28	106
	CONTINENTAL AIRLINES	S	124	0	0	81	13	6	1	0	0	9	74	12	124
TOTAL HOUSTON			230	0	0	76	15	7	1	0	0	11	70	19	230
LAS VEGAS	VIRGIN ATLANTIC AIRWAYS LTD	S	62	0	0	45	23	13	19	0	0	29	39	37	62
TOTAL LAS VEGAS			62	0	0	45	23	13	19	0	0	29	39	37	62
MINNEAPOLIS-ST PAUL	NORTHWEST AIRLINES	S	62	0	0	95	3	0	2	0	0	4	83	11	48
TOTAL MINNEAPOLIS-ST PAUL			62	0	0	95	3	0	2	0	0	4	83	11	48
NEW ORLEANS	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	0	50	50	0	0	53	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	23	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GATWICK (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL NEW ORLEANS			4	0	0	25	0	50	25	0	0	38	0	0	0
NEW YORK (JF KENNEDY)	DELTA AIRLINES	S	60	0	0	83	7	5	5	0	9	74	13	62	
	ZOOM AIRLINES LTD	S	12	0	0	42	0	8	17	8	25	175	0	0	
TOTAL NEW YORK (JF KENNEDY)			72	0	0	76	6	6	7	1	4	36	74	13	
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	132	1	0	80	11	7	3	0	10	66	17	128	
TOTAL NEW YORK (NEWARK)			132	2	0	80	11	7	3	0	10	66	17	128	
ORLANDO	BRITISH AIRWAYS PLC	S	51	0	0	78	8	10	4	0	11	81	11	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	87	0	0	40	14	25	21	0	36	36	54	91	
TOTAL ORLANDO			138	0	0	54	12	20	14	0	27	54	37	153	
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	79	13	8	0	0	8	68	12	62	
TOTAL PHILADELPHIA INTERNATIONAL			62	0	0	79	13	8	0	0	8	68	12	62	
RALEIGH	AMERICAN AIRLINES	S	62	0	0	85	10	2	3	0	8	79	14	62	
TOTAL RALEIGH			62	0	0	85	10	2	3	0	8	79	14	62	
SANFORD	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	44	0	0	0	12	50	66	8	
	MYTRAVEL AIRWAYS	C	9	0	0	89	11	0	0	0	4	0	0	0	
	XL AIRWAYS UK LTD	C	17	0	0	71	0	12	12	6	30	46	54	24	
TOTAL SANFORD			35	0	0	71	14	6	6	3	19	50	47	40	
TAMPA	BRITISH AIRWAYS PLC	S	35	0	0	80	14	3	0	3	11	72	16	43	
TOTAL TAMPA			35	0	0	80	14	3	0	3	11	72	16	43	
TOTAL USA			1424	3	1	76	11	7	5	0	14	68	19	1454	
VENEZUELA															
PORLAMAR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	38	25	13	25	0	32	100	5	5	
TOTAL PORLAMAR			8	0	0	38	25	13	25	0	32	100	5	5	
TOTAL VENEZUELA			8	0	0	38	25	13	25	0	32	100	5	5	
ZIMBABWE															
HARARE	AIR ZIMBABWE	S	32	0	0	22	6	22	44	6	70	46	54	24	
TOTAL HARARE			32	0	0	22	6	22	44	6	70	46	54	24	
TOTAL ZIMBABWE			32	0	0	22	6	22	44	6	70	46	54	24	
TOTAL GATWICK			19256	97	90	73	13	8	5	1	16	66	20	18994	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSONFLY LTD	C	8	0	0	50	25	25	0	0	0	17	63	27	8
<b>TOTAL SALZBURG</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>17</b>	<b>63</b>	<b>27</b>	<b>8</b>
<b>TOTAL AUSTRIA</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>17</b>	<b>81</b>	<b>16</b>	<b>16</b>
<b>BARBADOS</b>															
BRIDGETOWN	THOMSONFLY LTD	C	2	0	0	50	0	50	0	0	0	17	33	21	3
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>21</b>	<b>3</b>
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>33</b>	<b>21</b>	<b>3</b>
<b>CANADA</b>															
CALGARY	ZOOM AIRLINES (CANADA)	S	10	0	0	20	0	40	20	0	20	328	22	328	9
<b>TOTAL CALGARY</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>40</b>	<b>20</b>	<b>0</b>	<b>20</b>	<b>328</b>	<b>22</b>	<b>328</b>	<b>9</b>
TORONTO	AIR TRANSAT	S	10	0	0	90	0	0	0	10	0	27	90	7	10
	ZOOM AIRLINES (CANADA)	S	16	0	0	69	0	6	0	19	6	88	81	14	16
<b>TOTAL TORONTO</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>15</b>	<b>4</b>	<b>65</b>	<b>85</b>	<b>11</b>	<b>26</b>
VANCOUVER	ZOOM AIRLINES (CANADA)	S	8	0	0	50	0	25	0	0	25	120	64	16	11
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>120</b>	<b>64</b>	<b>16</b>	<b>11</b>
<b>TOTAL CANADA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>59</b>	<b>0</b>	<b>16</b>	<b>5</b>	<b>9</b>	<b>11</b>	<b>135</b>	<b>68</b>	<b>73</b>	<b>47</b>
<b>CYPRUS</b>															
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	16	75	8	8
	FLYGLOBESPAN	S	12	0	0	75	8	8	8	0	0	14	0	0	0
	THOMSONFLY LTD	C	4	0	0	75	25	0	0	0	0	7	90	5	10
<b>TOTAL PAPHOS</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>13</b>	<b>83</b>	<b>6</b>	<b>18</b>
<b>TOTAL CYPRUS</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>13</b>	<b>75</b>	<b>32</b>	<b>20</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	FLYGLOBESPAN	S	15	0	1	80	20	0	0	0	0	6	22	61	18
<b>TOTAL PRAGUE</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>22</b>	<b>61</b>	<b>18</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>15</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>22</b>	<b>61</b>	<b>18</b>
<b>DENMARK</b>															
COPENHAGEN	BMI REGIONAL	S	49	2	0	27	29	20	20	4	0	44	90	14	58
<b>TOTAL COPENHAGEN</b>			<b>49</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>29</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>90</b>	<b>14</b>	<b>58</b>
<b>TOTAL DENMARK</b>			<b>49</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>29</b>	<b>20</b>	<b>20</b>	<b>4</b>	<b>0</b>	<b>44</b>	<b>90</b>	<b>14</b>	<b>58</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	63	25	0	13	0	0	16	76	24	17
	THOMSONFLY LTD	C	10	0	0	40	20	40	0	0	0	26	38	185	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>76</b>	<b>25</b>
<b>TOTAL EGYPT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>76</b>	<b>25</b>
<b>FRANCE</b>															

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
LYON	THOMSONFLY LTD	C	8	0	0	50	13	25	13	0	0	36	63	26	8
<b>TOTAL LYON</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>22</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>65</b>	<b>53</b>	<b>29</b>	<b>17</b>
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	10	3	2	0	0	5	0	0	0
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>10</b>	<b>80</b>
<b>TOTAL FRANCE</b>			<b>71</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>12</b>	<b>105</b>
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	68	16	11	5	0	0	16	74	23	62
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>74</b>	<b>23</b>	<b>62</b>
<b>TOTAL GERMANY</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>15</b>	<b>152</b>
<b>ICELAND</b>															
KEFLAVIK	ICELANDAIR	S	18	0	0	67	11	22	0	0	0	18	82	15	28
<b>TOTAL KEFLAVIK</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>15</b>	<b>28</b>
<b>TOTAL ICELAND</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>82</b>	<b>15</b>	<b>28</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	AER LINGUS	S	166	0	2	76	13	5	5	0	0	11	76	14	160
<b>TOTAL DUBLIN</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>160</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>166</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>160</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	18	0	0	61	33	6	0	0	0	13	65	18	26
	HELLO	C	2	0	0	0	50	50	0	0	0	30	0	41	2
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>20</b>	<b>28</b>
<b>TOTAL MALTA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>35</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>61</b>	<b>20</b>	<b>28</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	118	0	5	76	14	8	1	0	0	10	84	13	119
	KLM CITYHOPPER	S	102	1	0	85	10	4	1	0	0	7	80	13	131
<b>TOTAL AMSTERDAM</b>			<b>220</b>	<b>1</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>13</b>	<b>250</b>
<b>TOTAL NETHERLANDS</b>			<b>220</b>	<b>1</b>	<b>5</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>13</b>	<b>250</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FLYGLOBESPAN	S	20	0	0	75	5	10	10	0	0	18	72	21	18
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	100	7	2
<b>TOTAL FARO</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>18</b>	<b>22</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>5</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>18</b>	<b>22</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	38	0	0	0	0	14	90	5	10
<b>TOTAL FUNCHAL</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>10</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>10</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007			
			MATCHED	UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
															Actual (7)
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	9	3	0	0	0	5	89	9	36
	FLYGLOBESPAN	S	51	1	1	94	4	2	0	0	0	4	76	15	59
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	100	0	2
	THOMAS COOK AIRLINES LTD	C	4	0	0	50	50	0	0	0	0	16	0	29	1
	THOMSONFLY LTD	C	10	0	0	90	10	0	0	0	0	6	80	9	10
<b>TOTAL ALICANTE</b>			<b>101</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>81</b>	<b>13</b>	<b>108</b>
BARCELONA	FLYGLOBESPAN	S	30	2	4	80	10	10	0	0	0	7	58	25	60
<b>TOTAL BARCELONA</b>			<b>30</b>	<b>2</b>	<b>4</b>	<b>80</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>25</b>	<b>60</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	36	0	0	78	14	6	3	0	0	10	85	27	34
	FLYGLOBESPAN	S	51	3	2	80	14	2	4	0	0	11	93	9	59
<b>TOTAL MALAGA</b>			<b>87</b>	<b>3</b>	<b>2</b>	<b>79</b>	<b>14</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>15</b>	<b>103</b>
PALMA DE MALLORCA	FLYGLOBESPAN	S	18	0	0	72	11	17	0	0	0	12	100	2	18
<b>TOTAL PALMA DE MALLORCA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>11</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>100</b>	<b>2</b>	<b>26</b>
<b>TOTAL SPAIN</b>			<b>236</b>	<b>6</b>	<b>7</b>	<b>83</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>15</b>	<b>297</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	0	10	20	0	0	25	50	27	8
	FLYGLOBESPAN	S	18	0	0	83	17	0	0	0	0	8	59	36	17
	MYTRAVEL AIRWAYS	C	10	0	0	70	20	10	0	0	0	10	75	44	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	56	17	11	6	11	0	40	44	40	16
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	88	4	8
<b>TOTAL ARRECIFE</b>			<b>65</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>6</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>19</b>	<b>60</b>	<b>32</b>	<b>58</b>
FUERTEVENTURA	MYTRAVEL AIRWAYS	C	11	0	0	64	9	27	0	0	0	14	90	6	10
	THOMAS COOK AIRLINES LTD	C	14	0	0	86	0	7	7	0	0	12	64	111	11
<b>TOTAL FUERTEVENTURA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>4</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>54</b>	<b>25</b>
LAS PALMAS	FLYGLOBESPAN	S	12	0	0	100	0	0	0	0	0	6	25	121	8
	MYTRAVEL AIRWAYS	C	8	0	0	100	0	0	0	0	0	4	80	15	10
	THOMAS COOK AIRLINES LTD	C	12	0	0	83	8	8	0	0	0	7	87	20	15
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	16	30	51	10
<b>TOTAL LAS PALMAS</b>			<b>41</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>8</b>	<b>61</b>	<b>44</b>	<b>44</b>
TENERIFE (SURREINA SOFIA)	AIR EUROPA	C	2	0	0	0	0	50	50	0	0	105	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	100	0	0	0	0	0	4	92	3	12
	FLYGLOBESPAN	S	48	1	0	77	15	4	4	0	0	11	63	28	60
	FUTURA AIRLINES	C	2	0	0	0	0	50	50	0	0	91	0	0	0
	MYTRAVEL AIRWAYS	C	20	0	0	85	10	5	0	0	0	7	78	10	18
	THOMAS COOK AIRLINES LTD	C	32	4	0	72	3	19	6	0	0	17	80	58	35
	THOMSONFLY LTD	C	4	0	0	100	0	0	0	0	0	4	89	11	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>126</b>	<b>5</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>29</b>	<b>144</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>258</b>	<b>5</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>34</b>	<b>271</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	16	0	0	75	6	6	13	0	0	20	58	18	26
	THOMSONFLY LTD	C	8	0	0	38	13	13	38	0	0	54	50	89	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GENEVA			24	0	0	63	8	8	21	0	0	31	56	35	34
TOTAL SWITZERLAND			24	0	0	63	8	8	21	0	0	31	56	35	34
TUNISIA															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	100	4	2
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
TOTAL MONASTIR			4	0	0	100	0	0	0	0	0	0	100	3	3
TOTAL TUNISIA			4	0	0	100	0	0	0	0	0	0	100	3	3
TURKEY															
ANTALYA	THOMAS COOK AIRLINES LTD	C	2	0	0	0	100	0	0	0	0	29	0	0	0
TOTAL ANTALYA			2	0	0	0	100	0	0	0	0	29	0	0	0
TOTAL TURKEY			2	0	0	0	100	0	0	0	0	29	0	0	0
UNITED ARAB EMIRATES															
DUBAI	EMIRATES	S	62	0	0	27	31	27	15	0	0	34	15	56	62
TOTAL DUBAI			62	0	0	27	31	27	15	0	0	34	15	56	62
TOTAL UNITED ARAB EMIRATES			62	0	0	27	31	27	15	0	0	34	15	56	62
UNITED KINGDOM															
BARRA	LOGANAIR	S	53	0	0	79	8	8	6	0	0	13	80	17	54
TOTAL BARRA			53	0	0	79	8	8	6	0	0	13	80	17	54
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	164	1	2	84	7	3	4	2	0	12	87	7	183
TOTAL BELFAST CITY (GEORGE BEST)			164	1	2	84	7	3	4	2	0	12	87	7	183
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	182	0	0	87	4	5	3	0	0	7	82	12	227
TOTAL BELFAST INTERNATIONAL			182	0	0	87	4	5	3	0	0	7	82	12	227
BENBECULA	LOGANAIR	S	110	0	0	88	6	3	3	0	0	7	65	27	84
TOTAL BENBECULA			110	0	0	88	6	3	3	0	0	7	65	27	84
BIRMINGHAM	BMIBABY LTD	S	160	0	0	91	4	5	0	0	0	5	0	0	0
	FLYBE LTD	S	303	0	9	77	7	8	8	0	0	14	84	9	277
TOTAL BIRMINGHAM			463	0	9	82	6	7	5	0	0	11	82	10	466
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	164	0	2	90	4	4	1	1	0	7	83	12	145
TOTAL BRISTOL			164	0	2	90	4	4	1	1	0	7	80	14	312
CAMPBELTOWN	LOGANAIR	S	77	0	0	79	13	5	3	0	0	10	95	7	57
TOTAL CAMPBELTOWN			77	0	0	79	13	5	3	0	0	10	95	7	57
CARDIFF WALES	BMIBABY LTD	S	54	1	2	85	6	4	6	0	0	8	90	7	89
TOTAL CARDIFF WALES			54	1	2	85	6	4	6	0	0	8	90	7	89
CITY OF DERRY (EGLINTON)	LOGANAIR	S	61	0	0	85	5	5	5	0	0	10	81	18	58
TOTAL CITY OF DERRY (EGLINTON)			61	0	0	85	5	5	5	0	0	10	81	18	58
EXETER	FLYBE LTD	S	62	0	0	52	18	19	11	0	0	25	84	8	102
TOTAL EXETER			62	0	0	52	18	19	11	0	0	25	84	8	102

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GATWICK	BRITISH AIRWAYS PLC	S	274	0	0	87	9	2	1	0	0	8	70	20	309
	EASYJET AIRLINE COMPANY LTD	S	170	0	0	72	8	16	3	0	0	14	68	15	176
<b>TOTAL GATWICK</b>			<b>445</b>	<b>13</b>	<b>0</b>	<b>82</b>	<b>9</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>69</b>	<b>19</b>	<b>489</b>
HEATHROW	BMI BRITISH MIDLAND	S	413	0	16	59	16	15	10	0	0	22	81	10	421
	BRITISH AIRWAYS PLC	S	492	3	1	47	19	18	15	2	1	37	61	21	523
<b>TOTAL HEATHROW</b>			<b>905</b>	<b>3</b>	<b>17</b>	<b>52</b>	<b>18</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>16</b>	<b>944</b>
INVERNESS	EASTERN AIRWAYS	C	2	0	0	0	50	50	0	0	0	30	0	0	0
<b>TOTAL INVERNESS</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>30</b>	<b>0</b>	<b>0</b>	<b>0</b>
ISLAY	LOGANAIR	S	100	0	0	88	9	3	0	0	0	5	77	19	96
<b>TOTAL ISLAY</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>19</b>	<b>96</b>
ISLE OF MAN	LOGANAIR	S	64	0	0	91	3	3	3	0	0	6	83	9	66
<b>TOTAL ISLE OF MAN</b>			<b>64</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>9</b>	<b>66</b>
KIRKWALL	LOGANAIR	S	61	0	0	87	7	2	3	2	0	13	88	6	59
<b>TOTAL KIRKWALL</b>			<b>61</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>88</b>	<b>6</b>	<b>59</b>
LEEDS BRADFORD	BMI REGIONAL	S	124	0	0	88	2	6	4	0	0	10	83	16	116
<b>TOTAL LEEDS BRADFORD</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>2</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>16</b>	<b>116</b>
LONDON CITY	BA CITYFLYER LTD	S	182	0	0	71	10	11	7	1	0	18	0	0	0
<b>TOTAL LONDON CITY</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
LUTON	EASYJET AIRLINE COMPANY LTD	S	282	0	0	88	6	4	2	0	0	6	82	13	318
<b>TOTAL LUTON</b>			<b>282</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>13</b>	<b>318</b>
MANCHESTER	BMI REGIONAL	S	203	0	0	84	6	6	4	0	0	9	93	9	195
	FLYBE LTD	S	158	0	10	80	8	4	7	1	0	17	0	0	0
<b>TOTAL MANCHESTER</b>			<b>361</b>	<b>24</b>	<b>10</b>	<b>82</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>13</b>	<b>462</b>
NORWICH	FLYBE LTD	S	34	0	2	82	6	6	6	0	0	9	87	6	52
<b>TOTAL NORWICH</b>			<b>34</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>87</b>	<b>6</b>	<b>52</b>
NOTTINGHAM EAST MIDLANDS INT'L	BMIBABY LTD	S	128	4	10	95	3	2	0	0	0	3	83	10	192
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>			<b>128</b>	<b>4</b>	<b>10</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>83</b>	<b>10</b>	<b>192</b>
SOUTHAMPTON	FLYBE LTD	S	207	0	5	82	4	8	4	1	0	14	78	13	269
<b>TOTAL SOUTHAMPTON</b>			<b>207</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>4</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>13</b>	<b>269</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	270	0	2	81	10	7	2	0	0	9	84	13	278
<b>TOTAL STANSTED</b>			<b>270</b>	<b>1</b>	<b>2</b>	<b>81</b>	<b>10</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>382</b>
STORNOWAY	LOGANAIR	S	163	0	0	90	6	1	2	0	0	6	73	12	158
<b>TOTAL STORNOWAY</b>			<b>163</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>73</b>	<b>12</b>	<b>158</b>
SUMBURGH	LOGANAIR	S	63	0	0	89	6	0	5	0	0	7	73	15	56
<b>TOTAL SUMBURGH</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>15</b>	<b>56</b>
TIREE	LOGANAIR	S	48	0	0	60	8	19	13	0	0	24	71	20	48
<b>TOTAL TIREE</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>8</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>20</b>	<b>48</b>
<b>TOTAL UNITED KINGDOM</b>			<b>4829</b>	<b>113</b>	<b>61</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>78</b>	<b>14</b>	<b>5339</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: GLASGOW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007			
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
USA																
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	62	0	0	76	15	3	6	0	0	13	73	13	62	
TOTAL NEW YORK (NEWARK)			62	0	0	76	15	3	6	0	0	13	73	13	62	
SANFORD	FLYGLOBESPAN	S	16	0	1	25	13	13	50	0	0	66	35	37	17	
TOTAL SANFORD			16	0	1	25	13	13	50	0	0	66	35	37	17	
TOTAL USA			79	1	1	65	14	6	15	0	0	24	64	18	80	
TOTAL GLASGOW			6238	131	77	76	10	8	5	0	0	15	77	16	7046	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>ALGERIA</b>															
ALGIERS	AIR ALGERIE	S	34	0	0	26	6	38	26	3	0	49	41	20	34
<b>TOTAL ALGIERS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>38</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>41</b>	<b>20</b>	<b>34</b>
<b>TOTAL ALGERIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>6</b>	<b>38</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>49</b>	<b>41</b>	<b>20</b>	<b>34</b>
<b>ANGOLA</b>															
LUANDA	BRITISH AIRWAYS PLC	S	8	0	0	38	25	25	13	0	0	30	50	19	8
<b>TOTAL LUANDA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>19</b>	<b>8</b>
<b>TOTAL ANGOLA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>19</b>	<b>8</b>
<b>ARGENTINA</b>															
BUENOS AIRES	BRITISH AIRWAYS PLC	S	33	1	2	36	21	33	6	0	3	48	47	22	36
<b>TOTAL BUENOS AIRES</b>			<b>33</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>21</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>47</b>	<b>22</b>	<b>36</b>
<b>TOTAL ARGENTINA</b>			<b>33</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>21</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>47</b>	<b>22</b>	<b>36</b>
<b>AUSTRALIA</b>															
MELBOURNE	QANTAS	S	121	3	3	33	21	26	17	2	1	48	33	32	124
<b>TOTAL MELBOURNE</b>			<b>121</b>	<b>3</b>	<b>3</b>	<b>33</b>	<b>21</b>	<b>26</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>48</b>	<b>33</b>	<b>32</b>	<b>124</b>
SYDNEY	BRITISH AIRWAYS PLC	S	122	2	2	29	25	34	10	1	1	42	42	27	124
	QANTAS	S	122	2	2	21	27	25	11	14	2	73	30	36	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	61	1	1	59	28	11	2	0	0	15	45	21	62
<b>TOTAL SYDNEY</b>			<b>305</b>	<b>5</b>	<b>5</b>	<b>32</b>	<b>27</b>	<b>26</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>49</b>	<b>38</b>	<b>30</b>	<b>309</b>
<b>TOTAL AUSTRALIA</b>			<b>426</b>	<b>8</b>	<b>8</b>	<b>32</b>	<b>25</b>	<b>26</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>49</b>	<b>36</b>	<b>30</b>	<b>433</b>
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	292	9	12	43	23	21	13	1	0	28	64	16	296
	BRITISH AIRWAYS PLC	S	222	5	5	58	20	10	12	0	0	30	66	23	240
<b>TOTAL VIENNA</b>			<b>514</b>	<b>14</b>	<b>17</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>19</b>	<b>536</b>
<b>TOTAL AUSTRIA</b>			<b>514</b>	<b>14</b>	<b>17</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>19</b>	<b>536</b>
<b>AZERBAIJAN</b>															
BAKU (HEYDER ALIYEV INT'L)	AZERBAIJAN AIRLINES (AZAL)	S	8	0	0	25	25	25	13	13	0	68	25	31	8
	BMI BRITISH MIDLAND	S	55	2	2	38	33	20	7	2	0	32	0	0	0
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>			<b>63</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>32</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>67</b>
<b>TOTAL AZERBAIJAN</b>			<b>63</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>32</b>	<b>21</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>36</b>	<b>36</b>	<b>36</b>	<b>67</b>
<b>BAHRAIN</b>															
BAHRAIN	GULF AIR	S	180	5	6	59	19	14	7	1	0	20	57	21	124
<b>TOTAL BAHRAIN</b>			<b>180</b>	<b>5</b>	<b>6</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>21</b>	<b>124</b>
<b>TOTAL BAHRAIN</b>			<b>180</b>	<b>5</b>	<b>6</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>21</b>	<b>124</b>
<b>BANGLADESH</b>															
DHAKHA	BIMAN BANGLADESH AIRLINES	S	38	0	0	11	5	16	29	16	24	185	11	115	38
	BRITISH AIRWAYS PLC	S	25	1	1	32	20	40	4	0	4	73	28	96	25

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 DHAKHA			63	1	1	19	11	25	19	10	16	140	17	107	63
TOTAL BANGLADESH			63	1	1	19	11	25	19	10	16	140	17	107	63
<b>BARBADOS</b>															
BRIDGETOWN	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	52	20	17	10	2	0	24	0	0	0
TOTAL BRIDGETOWN			60	2	2	52	20	17	10	2	0	24	50	88	2
TOTAL BARBADOS			60	2	2	52	20	17	10	2	0	24	50	88	2
<b>BELGIUM</b>															
BRUSSELS	BMI BRITISH MIDLAND	S	297	12	17	51	17	18	14	0	0	27	75	12	346
	BRITISH AIRWAYS PLC	S	416	10	12	55	18	13	12	2	0	28	68	17	457
	BRUSSELS AIRLINES	S	6	0	2	67	17	17	0	0	0	14	88	8	8
TOTAL BRUSSELS			719	22	31	54	17	15	13	1	0	27	71	15	811
TOTAL BELGIUM			719	22	31	54	17	15	13	1	0	27	71	15	811
<b>BRAZIL</b>															
RIO DE JANEIRO (GALEAO)	BRITISH AIRWAYS PLC	S	26	1	1	58	12	8	23	0	0	33	38	27	26
	VARIG	S	45	1	2	67	16	9	7	2	0	20	0	0	0
TOTAL RIO DE JANEIRO (GALEAO)			71	2	3	63	14	8	13	1	0	25	38	27	26
SAO PAULO (GUARULHOS)	BRITISH AIRWAYS PLC	S	26	2	1	15	23	15	46	0	0	56	26	93	27
	TAM LINHAS AEREAS	S	60	2	2	47	22	30	2	0	0	21	73	25	62
TOTAL SAO PAULO (GUARULHOS)			86	4	3	37	22	26	15	0	0	32	58	46	89
TOTAL BRAZIL			157	6	6	49	18	18	14	1	0	29	54	42	115
<b>BRUNEI</b>															
BANDAR SERI BEGAWAN	ROYAL BRUNEI AIRLINES	S	61	1	1	41	26	18	15	0	0	29	58	28	62
TOTAL BANDAR SERI BEGAWAN			61	1	1	41	26	18	15	0	0	29	58	28	62
TOTAL BRUNEI			61	1	1	41	26	18	15	0	0	29	58	28	62
<b>BULGARIA</b>															
SOFIA	BRITISH AIRWAYS PLC	S	59	2	2	32	24	25	17	2	0	41	71	20	62
	BULGARIA AIR	S	30	0	4	13	10	40	27	10	0	71	0	0	0
TOTAL SOFIA			89	2	6	26	19	30	20	4	0	51	58	22	103
TOTAL BULGARIA			89	2	6	26	19	30	20	4	0	51	58	22	103
<b>CANADA</b>															
CALGARY	AIR CANADA	S	60	2	2	60	18	15	7	0	0	19	68	20	62
	BRITISH AIRWAYS PLC	S	44	1	1	64	23	9	5	0	0	15	62	17	45
TOTAL CALGARY			104	3	3	62	20	13	6	0	0	17	65	18	107
EDMONTON	AIR CANADA	S	60	2	2	37	25	22	15	2	0	35	62	23	26
TOTAL EDMONTON			60	2	2	37	25	22	15	2	0	35	62	23	26
HALIFAX INT	AIR CANADA	S	45	1	1	64	22	11	2	0	0	15	55	43	49
TOTAL HALIFAX INT			45	1	1	64	22	11	2	0	0	15	55	43	49
MONTREAL (DORVAL)	AIR CANADA	S	60	2	2	70	12	7	12	0	0	20	58	20	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MONTREAL (DORVAL)	BRITISH AIRWAYS PLC	S	60	2	2	50	13	23	10	3	0	31	34	31	62
<b>TOTAL MONTREAL (DORVAL)</b>			<b>120</b>	<b>4</b>	<b>4</b>	<b>60</b>	<b>13</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>26</b>	<b>124</b>
OTTAWA INTERNATIONAL	AIR CANADA	S	60	2	2	55	18	15	12	0	0	24	77	13	61
<b>TOTAL OTTAWA INTERNATIONAL</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>18</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>13</b>	<b>61</b>
TORONTO	AIR CANADA	S	241	7	7	66	17	10	4	2	1	27	61	26	241
	BRITISH AIRWAYS PLC	S	121	3	3	58	20	14	8	0	0	23	48	28	124
<b>TOTAL TORONTO</b>			<b>362</b>	<b>10</b>	<b>10</b>	<b>63</b>	<b>18</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>25</b>	<b>56</b>	<b>27</b>	<b>365</b>
VANCOUVER	AIR CANADA	S	71	3	4	62	23	11	4	0	0	19	64	29	85
	BRITISH AIRWAYS PLC	S	60	2	2	45	27	17	12	0	0	27	32	33	62
<b>TOTAL VANCOUVER</b>			<b>131</b>	<b>5</b>	<b>6</b>	<b>54</b>	<b>24</b>	<b>14</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>50</b>	<b>31</b>	<b>147</b>
<b>TOTAL CANADA</b>			<b>882</b>	<b>27</b>	<b>28</b>	<b>59</b>	<b>19</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>57</b>	<b>26</b>	<b>879</b>
<b>CAYMAN ISLANDS</b>															
GRAND CAYMAN	BRITISH AIRWAYS PLC	S	34	2	2	71	12	12	6	0	0	16	69	35	35
<b>TOTAL GRAND CAYMAN</b>			<b>34</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>35</b>	<b>35</b>
<b>TOTAL CAYMAN ISLANDS</b>			<b>34</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>35</b>	<b>35</b>
<b>CHINA</b>															
BEIJING	AIR CHINA	S	60	2	2	53	20	13	7	5	2	38	64	22	47
	BRITISH AIRWAYS PLC	S	52	2	2	31	19	25	23	2	0	47	46	52	54
<b>TOTAL BEIJING</b>			<b>112</b>	<b>4</b>	<b>4</b>	<b>43</b>	<b>20</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>54</b>	<b>38</b>	<b>101</b>
SHANGHAI (PU DONG)	BRITISH AIRWAYS PLC	S	42	1	1	19	24	19	36	2	0	55	45	22	44
	CHINA EASTERN AIRLINES	S	18	2	2	6	6	33	39	6	11	153	29	57	34
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	57	15	15	13	0	0	28	61	27	62
<b>TOTAL SHANGHAI (PU DONG)</b>			<b>120</b>	<b>5</b>	<b>5</b>	<b>36</b>	<b>17</b>	<b>19</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>49</b>	<b>33</b>	<b>140</b>
<b>TOTAL CHINA</b>			<b>232</b>	<b>9</b>	<b>9</b>	<b>39</b>	<b>18</b>	<b>19</b>	<b>20</b>	<b>3</b>	<b>1</b>	<b>49</b>	<b>51</b>	<b>35</b>	<b>241</b>
<b>CROATIA</b>															
ZAGREB	CROATIA AIRLINES	S	76	2	2	26	24	33	17	0	0	37	43	27	68
<b>TOTAL ZAGREB</b>			<b>76</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>24</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>27</b>	<b>68</b>
<b>TOTAL CROATIA</b>			<b>76</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>24</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>43</b>	<b>27</b>	<b>68</b>
<b>CYPRUS</b>															
LARNACA	BRITISH AIRWAYS PLC	S	60	2	2	30	28	22	18	2	0	38	56	20	62
	CYPRUS AIRWAYS	S	116	2	6	34	28	21	16	2	0	38	43	29	120
<b>TOTAL LARNACA</b>			<b>176</b>	<b>4</b>	<b>8</b>	<b>32</b>	<b>28</b>	<b>21</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>47</b>	<b>26</b>	<b>182</b>
<b>TOTAL CYPRUS</b>			<b>176</b>	<b>4</b>	<b>8</b>	<b>32</b>	<b>28</b>	<b>21</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>38</b>	<b>47</b>	<b>26</b>	<b>182</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	BRITISH AIRWAYS PLC	S	174	6	6	43	12	19	25	1	1	46	61	31	175
	CSA CZECH AIRLINES	S	144	6	10	58	10	17	14	0	0	24	64	19	149
<b>TOTAL PRAGUE</b>			<b>318</b>	<b>12</b>	<b>16</b>	<b>50</b>	<b>11</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>62</b>	<b>26</b>	<b>324</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>318</b>	<b>12</b>	<b>16</b>	<b>50</b>	<b>11</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>62</b>	<b>26</b>	<b>324</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>DENMARK</b>															
COPENHAGEN	BRITISH AIRWAYS PLC	S	326	12	12	40	18	24	16	2	0	33	68	18	342
	SAS	S	307	11	13	31	23	27	19	1	0	37	44	28	286
<b>TOTAL COPENHAGEN</b>			<b>633</b>	<b>23</b>	<b>25</b>	<b>36</b>	<b>21</b>	<b>26</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>57</b>	<b>22</b>	<b>628</b>
<b>TOTAL DENMARK</b>			<b>633</b>	<b>23</b>	<b>25</b>	<b>36</b>	<b>21</b>	<b>26</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>35</b>	<b>57</b>	<b>22</b>	<b>628</b>
<b>EGYPT</b>															
CAIRO	BMI BRITISH MIDLAND	S	59	2	3	39	19	22	20	0	0	32	0	0	0
	BRITISH AIRWAYS PLC	S	60	2	2	65	15	13	5	2	0	21	53	26	62
	EGYPT AIR	S	60	2	2	25	18	33	20	3	0	47	21	40	68
<b>TOTAL CAIRO</b>			<b>179</b>	<b>6</b>	<b>7</b>	<b>43</b>	<b>17</b>	<b>23</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>36</b>	<b>33</b>	<b>130</b>
LUXOR	EGYPT AIR	S	8	0	0	38	25	13	25	0	0	32	50	20	10
<b>TOTAL LUXOR</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>32</b>	<b>50</b>	<b>20</b>	<b>10</b>
<b>TOTAL EGYPT</b>			<b>187</b>	<b>6</b>	<b>7</b>	<b>43</b>	<b>18</b>	<b>22</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>37</b>	<b>33</b>	<b>140</b>
<b>ETHIOPIA</b>															
ADDIS ABABA	BMI BRITISH MIDLAND	S	42	2	2	45	24	17	14	0	0	31	0	0	0
	ETHIOPIAN AIRLINES	S	50	2	2	28	18	22	30	2	0	49	32	29	44
<b>TOTAL ADDIS ABABA</b>			<b>92</b>	<b>4</b>	<b>4</b>	<b>36</b>	<b>21</b>	<b>20</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>45</b>	<b>86</b>
<b>TOTAL ETHIOPIA</b>			<b>92</b>	<b>4</b>	<b>4</b>	<b>36</b>	<b>21</b>	<b>20</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>45</b>	<b>86</b>
<b>FINLAND</b>															
HELSINKI	BRITISH AIRWAYS PLC	S	118	4	4	38	18	19	19	6	1	48	58	26	120
	FINNAIR	S	233	8	12	34	20	25	21	0	0	38	58	20	240
<b>TOTAL HELSINKI</b>			<b>351</b>	<b>12</b>	<b>16</b>	<b>35</b>	<b>19</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>58</b>	<b>22</b>	<b>360</b>
KITTILA	BMI BRITISH MIDLAND	C	8	0	0	38	25	25	13	0	0	33	0	0	0
<b>TOTAL KITTILA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL FINLAND</b>			<b>359</b>	<b>12</b>	<b>16</b>	<b>35</b>	<b>19</b>	<b>23</b>	<b>20</b>	<b>2</b>	<b>0</b>	<b>41</b>	<b>58</b>	<b>22</b>	<b>360</b>
<b>FRANCE</b>															
LYON	BMI BRITISH MIDLAND	S	20	0	0	60	10	15	15	0	0	23	55	17	22
	BRITISH AIRWAYS PLC	S	173	4	4	57	18	12	12	1	0	25	64	20	182
<b>TOTAL LYON</b>			<b>193</b>	<b>4</b>	<b>4</b>	<b>58</b>	<b>17</b>	<b>12</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>63</b>	<b>20</b>	<b>204</b>
NICE	BRITISH AIRWAYS PLC	S	340	11	13	54	16	13	16	1	0	29	73	14	300
<b>TOTAL NICE</b>			<b>340</b>	<b>12</b>	<b>13</b>	<b>54</b>	<b>16</b>	<b>13</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>73</b>	<b>14</b>	<b>300</b>
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	616	17	26	51	20	19	10	0	0	24	63	18	679
	BRITISH AIRWAYS PLC	S	545	15	17	59	15	15	10	1	0	23	71	16	575
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>1161</b>	<b>32</b>	<b>43</b>	<b>55</b>	<b>18</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>17</b>	<b>1524</b>
<b>TOTAL FRANCE</b>			<b>1694</b>	<b>50</b>	<b>60</b>	<b>55</b>	<b>17</b>	<b>15</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>69</b>	<b>17</b>	<b>2028</b>
<b>GEORGIA</b>															
TBILISI	BMI BRITISH MIDLAND	S	23	1	1	52	26	22	0	0	0	18	0	0	0
<b>TOTAL TBILISI</b>			<b>23</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>26</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>32</b>	<b>27</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL GEORGIA			23	2	1	52	26	22	0	0	0	18	33	32	27
<b>GERMANY</b>															
BERLIN (TEGEL)	BRITISH AIRWAYS PLC	S	339	10	10	55	17	14	13	1	0	27	68	16	301
TOTAL BERLIN (TEGEL)			339	11	10	55	17	14	13	1	0	27	68	16	301
COLOGNE (BONN)	LUFTHANSA	S	150	6	6	54	17	11	14	3	0	30	76	13	165
TOTAL COLOGNE (BONN)			150	6	6	54	17	11	14	3	0	30	76	13	165
DUSSELDORF	BRITISH AIRWAYS PLC	S	307	8	8	53	18	16	12	1	0	26	72	16	386
	LUFTHANSA	S	226	9	8	68	15	11	6	0	0	16	76	12	278
TOTAL DUSSELDORF			533	17	16	59	17	14	10	1	0	22	74	15	664
FRANKFURT MAIN	BRITISH AIRWAYS PLC	S	395	9	14	40	24	22	12	2	0	33	62	18	435
	LUFTHANSA	S	561	17	17	43	23	21	13	1	0	30	63	18	600
TOTAL FRANKFURT MAIN			956	26	31	42	23	21	13	1	0	31	63	18	1035
HAMBURG	BRITISH AIRWAYS PLC	S	221	6	6	54	18	15	13	0	0	26	68	15	237
	LUFTHANSA	S	172	6	6	61	20	9	8	2	0	22	70	15	180
TOTAL HAMBURG			393	12	12	57	19	12	11	1	0	24	69	15	417
HANOVER	BMI BRITISH MIDLAND	S	130	6	6	70	10	10	8	2	0	23	76	11	144
TOTAL HANOVER			130	6	6	70	10	10	8	2	0	23	76	11	144
MUNICH	BRITISH AIRWAYS PLC	S	379	11	11	55	16	17	12	1	0	26	60	20	412
	LUFTHANSA	S	397	12	14	60	18	12	9	1	0	22	67	21	415
TOTAL MUNICH			776	23	25	57	17	15	11	1	0	24	63	21	827
STUTTGART	BRITISH AIRWAYS PLC	S	173	6	6	54	18	13	14	1	0	27	65	22	180
	LUFTHANSA	S	162	2	2	64	18	15	2	0	0	15	0	0	0
TOTAL STUTTGART			335	8	8	59	18	14	9	0	0	21	72	16	296
TOTAL GERMANY			3612	109	114	54	19	16	11	1	0	26	67	17	3849
<b>GHANA</b>															
ACCRA	BRITISH AIRWAYS PLC	S	61	1	1	44	28	15	11	2	0	30	47	25	62
TOTAL ACCRA			61	1	1	44	28	15	11	2	0	30	47	25	62
TOTAL GHANA			61	1	1	44	28	15	11	2	0	30	47	25	62
<b>GREECE</b>															
ATHENS	BRITISH AIRWAYS PLC	S	171	5	6	55	17	13	14	1	0	28	67	16	177
	OLYMPIC AIRLINES	S	135	2	10	45	19	18	18	0	0	31	47	22	138
TOTAL ATHENS			306	7	16	51	18	15	16	1	0	29	58	19	315
TOTAL GREECE			306	7	16	51	18	15	16	1	0	29	58	19	315
<b>HONG KONG</b>															
HONG KONG (CHEP LAP KOK)	BRITISH AIRWAYS PLC	S	183	3	3	63	15	13	5	2	3	45	62	16	186
	CATHAY PACIFIC AIRWAYS	S	240	8	8	63	18	14	5	0	0	17	70	15	248
TOTAL HONG KONG (CHEP LAP KOK)			423	11	11	63	17	13	5	1	1	29	67	15	434
TOTAL HONG KONG			423	11	11	63	17	13	5	1	1	29	67	15	434

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

		Reporting Airport: HEATHROW (Full Analysis)											JAN 2007			
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights	
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)				
Actual (7)	Plan (8)															
<b>HUNGARY</b>																
BUDAPEST	BRITISH AIRWAYS PLC	S	173	6	8	45	23	18	14	0	0	29	62	21	180	
TOTAL BUDAPEST			173	6	8	45	23	18	14	0	0	29	62	21	180	
TOTAL HUNGARY			173	6	8	45	23	18	14	0	0	29	62	21	180	
<b>ICELAND</b>																
KEFLAVIK	ICELANDAIR	S	114	4	4	46	23	13	17	0	2	43	63	14	115	
TOTAL KEFLAVIK			114	4	4	46	23	13	17	0	2	43	63	14	115	
TOTAL ICELAND			114	4	4	46	23	13	17	0	2	43	63	14	115	
<b>INDIA</b>																
AHMEDABAD	AIR INDIA	S	39	1	2	3	13	21	51	10	3	124	22	63	9	
	JET AIRWAYS	S	12	0	0	83	8	8	0	0	0	8	0	0	0	
TOTAL AHMEDABAD			51	1	2	22	12	18	39	8	2	96	22	63	9	
AMRITSAR	AIR INDIA	S	32	1	1	63	16	6	9	6	0	36	0	0	0	
	JET AIRWAYS	S	44	2	2	45	30	20	5	0	0	20	62	24	34	
TOTAL AMRITSAR			76	3	3	53	24	14	7	3	0	27	62	24	34	
BANGALORE	BRITISH AIRWAYS PLC	S	60	2	3	43	22	20	10	3	2	48	47	39	62	
TOTAL BANGALORE			60	2	3	43	22	20	10	3	2	48	47	39	62	
CALCUTTA	AIR INDIA	S	26	2	2	4	8	38	38	12	0	85	12	102	26	
	BRITISH AIRWAYS PLC	S	26	1	1	54	19	23	4	0	0	20	19	48	26	
TOTAL CALCUTTA			52	3	3	29	13	31	21	6	0	53	15	75	52	
CHENNAI	BRITISH AIRWAYS PLC	S	42	0	1	33	21	24	19	2	0	39	33	42	45	
TOTAL CHENNAI			42	0	1	33	21	24	19	2	0	39	31	48	48	
DELHI	AIR INDIA	S	26	1	1	73	12	4	12	0	0	16	0	0	0	
	BRITISH AIRWAYS PLC	S	117	6	5	32	22	31	15	0	0	35	30	54	124	
	JET AIRWAYS	S	60	2	2	27	20	28	25	0	0	41	24	43	62	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	32	32	23	7	5	2	50	10	54	62	
TOTAL DELHI			263	11	10	35	23	26	15	1	0	38	23	51	248	
HYDERABAD	AIR INDIA	S	4	0	0	0	0	0	100	0	0	103	0	0	0	
TOTAL HYDERABAD			4	0	0	0	0	0	100	0	0	103	0	0	0	
MUMBAI	AIR INDIA	S	91	2	7	15	8	30	37	8	2	93	11	118	145	
	BRITISH AIRWAYS PLC	S	120	4	4	43	23	23	9	1	0	27	48	24	124	
	JET AIRWAYS	S	120	4	4	36	25	29	10	0	0	30	60	22	124	
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	40	10	42	8	0	0	32	27	30	62	
TOTAL MUMBAI			391	12	17	34	18	29	16	2	1	44	36	54	455	
TOTAL INDIA			939	32	39	35	20	26	17	2	1	44	33	52	908	
<b>IRAN</b>																
IMAM KHOMIENI	BMI BRITISH MIDLAND	S	55	2	3	38	22	20	11	9	0	52	0	0	0	
	IRAN AIR	S	24	2	6	17	4	8	38	17	17	169	0	0	0	
TOTAL IMAM KHOMIENI			79	4	9	32	16	16	19	11	5	88	0	0	0	

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

		Reporting Airport: HEATHROW (Full Analysis)											JAN 2007		
		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 IRAN			79	4	9	32	16	16	19	11	5	88	28	39	72
IRISH REPUBLIC															
CORK	AER LINGUS	S	227	8	14	42	20	22	15	1	0	32	72	18	248
TOTAL CORK			227	8	14	42	20	22	15	1	0	32	72	18	248
DUBLIN	AER LINGUS	S	720	24	35	54	15	14	15	1	0	28	76	14	764
	BMI BRITISH MIDLAND	S	429	16	21	44	19	24	14	0	0	31	65	18	377
TOTAL DUBLIN			1149	42	56	50	17	18	15	1	0	29	72	15	1141
SHANNON	AER LINGUS	S	78	0	0	87	8	4	1	0	0	7	85	12	186
TOTAL SHANNON			78	0	0	87	8	4	1	0	0	7	85	12	186
TOTAL IRISH REPUBLIC			1454	50	70	51	17	18	14	1	0	28	74	15	1575
ISRAEL															
TEL AVIV	BRITISH AIRWAYS PLC	S	118	5	4	65	15	10	9	0	0	19	65	27	124
	EL AL	S	102	4	4	41	26	22	10	0	1	37	65	14	110
TOTAL TEL AVIV			220	9	8	54	20	15	10	0	0	27	65	21	234
TOTAL ISRAEL			220	9	8	54	20	15	10	0	0	27	66	20	244
ITALY															
MILAN (LINATE)	ALITALIA	S	243	7	9	59	15	16	10	0	0	22	70	16	269
	BRITISH AIRWAYS PLC	S	229	6	7	38	22	24	14	2	0	36	60	20	233
TOTAL MILAN (LINATE)			472	13	16	49	18	20	12	1	0	28	65	18	502
MILAN (MALPENSA)	ALITALIA	S	170	5	7	52	20	15	13	0	0	25	46	27	174
	BRITISH AIRWAYS PLC	S	220	8	8	47	20	19	10	3	0	32	68	19	295
TOTAL MILAN (MALPENSA)			390	13	15	49	20	17	12	2	0	29	60	22	469
ROME (FIUMICINO)	ALITALIA	S	274	8	10	57	18	17	9	0	0	22	66	21	291
	BRITISH AIRWAYS PLC	S	286	8	8	44	18	23	14	1	0	31	63	18	300
TOTAL ROME (FIUMICINO)			560	16	18	50	18	20	11	1	0	27	64	19	591
VENICE	BMI BRITISH MIDLAND	S	42	2	2	52	29	10	10	0	0	22	73	17	44
TOTAL VENICE			42	2	2	52	29	10	10	0	0	22	73	17	44
TOTAL ITALY			1464	44	51	50	19	19	12	1	0	28	63	20	1606
JAPAN															
OSAKA (KANSAI)	JAPAN AIRLINES	S	60	2	2	50	22	22	7	0	0	22	42	21	62
TOTAL OSAKA (KANSAI)			60	2	2	50	22	22	7	0	0	22	42	21	62
TOKYO (NARITA)	ALL NIPPON AIRWAYS	S	60	2	2	42	27	28	3	0	0	23	58	16	62
	BRITISH AIRWAYS PLC	S	112	6	3	30	24	35	11	0	0	34	53	25	123
	JAPAN AIRLINES	S	59	3	4	49	22	22	3	3	0	30	69	11	62
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	48	25	17	8	2	0	25	71	13	62
TOTAL TOKYO (NARITA)			291	13	11	40	24	27	7	1	0	29	61	18	309
TOTAL JAPAN			351	15	13	42	24	26	7	1	0	28	58	18	371
JORDAN															
AMMAN	BMI BRITISH MIDLAND	S	18	0	0	50	22	6	11	11	0	49	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
AMMAN	ROYAL JORDANIAN	S	60	2	2	18	23	42	15	2	0	45	45	53	66
<b>TOTAL AMMAN</b>			<b>78</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>23</b>	<b>33</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>47</b>	<b>45</b>	<b>92</b>
<b>TOTAL JORDAN</b>			<b>78</b>	<b>2</b>	<b>2</b>	<b>26</b>	<b>23</b>	<b>33</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>46</b>	<b>47</b>	<b>45</b>	<b>92</b>
<b>KAZAKHSTAN</b>															
ALMATY	AIR ASTANA	S	18	0	0	50	6	22	22	0	0	35	50	29	18
	BMI BRITISH MIDLAND	S	25	1	1	44	28	8	12	8	0	47	0	0	0
<b>TOTAL ALMATY</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>19</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>36</b>	<b>30</b>	<b>44</b>
<b>TOTAL KAZAKHSTAN</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>19</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>36</b>	<b>30</b>	<b>44</b>
<b>KENYA</b>															
MOMBASA	KENYA AIRWAYS	S	4	0	0	0	50	50	0	0	0	35	0	0	0
<b>TOTAL MOMBASA</b>			<b>4</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>35</b>	<b>0</b>	<b>0</b>	<b>0</b>
NAIROBI	BRITISH AIRWAYS PLC	S	83	2	2	59	20	12	8	0	0	19	29	58	89
	KENYA AIRWAYS	S	65	1	1	77	2	17	3	0	2	22	68	18	69
	VIRGIN ATLANTIC AIRWAYS LTD	S	49	1	1	63	20	12	4	0	0	17	0	0	0
<b>TOTAL NAIROBI</b>			<b>197</b>	<b>4</b>	<b>4</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>46</b>	<b>40</b>	<b>158</b>
<b>TOTAL KENYA</b>			<b>201</b>	<b>4</b>	<b>4</b>	<b>65</b>	<b>15</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>46</b>	<b>40</b>	<b>158</b>
<b>KUWAIT</b>															
KUWAIT	BRITISH AIRWAYS PLC	S	58	2	2	69	14	9	9	0	0	22	60	23	62
	KUWAIT AIRWAYS	S	60	2	2	32	28	22	13	3	2	43	39	39	62
<b>TOTAL KUWAIT</b>			<b>118</b>	<b>5</b>	<b>5</b>	<b>50</b>	<b>21</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>49</b>	<b>31</b>	<b>124</b>
<b>TOTAL KUWAIT</b>			<b>118</b>	<b>5</b>	<b>5</b>	<b>50</b>	<b>21</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>49</b>	<b>31</b>	<b>124</b>
<b>KYRGYZSTAN</b>															
BISHKEK (FRUNZE)	BMI BRITISH MIDLAND	S	34	1	1	35	24	12	26	0	3	74	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>			<b>34</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>24</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>19</b>	<b>83</b>	<b>32</b>
<b>TOTAL KYRGYZSTAN</b>			<b>34</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>24</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>19</b>	<b>83</b>	<b>32</b>
<b>LEBANON</b>															
BEIRUT	BMI BRITISH MIDLAND	S	17	1	1	41	41	6	12	0	0	30	0	0	0
	MEA	S	46	2	2	28	13	30	28	0	0	44	16	48	45
<b>TOTAL BEIRUT</b>			<b>63</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>21</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>16</b>	<b>48</b>	<b>45</b>
<b>TOTAL LEBANON</b>			<b>63</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>21</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>16</b>	<b>48</b>	<b>45</b>
<b>LIBYA</b>															
TRIPOLI	BRITISH AIRWAYS PLC	S	58	2	2	45	22	17	16	0	0	28	88	6	60
	LIBYAN ARAB AIRLINES	S	18	0	0	39	11	6	28	17	0	70	39	23	18
<b>TOTAL TRIPOLI</b>			<b>76</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>20</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>77</b>	<b>10</b>	<b>78</b>
<b>TOTAL LIBYA</b>			<b>76</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>20</b>	<b>14</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>77</b>	<b>10</b>	<b>78</b>
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	114	4	6	59	14	12	15	0	0	24	69	15	121
<b>TOTAL LUXEMBOURG</b>			<b>114</b>	<b>4</b>	<b>6</b>	<b>59</b>	<b>14</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>69</b>	<b>15</b>	<b>121</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL LUXEMBOURG			114	4	6	59	14	12	15	0	0	24	69	15	121
<b>MALAYSIA</b>															
KUALA LUMPUR (SEPANG)	MALAYSIAN AIRLINES SYSTEM-MA	S	121	3	3	42	26	17	13	0	2	42	53	35	148
TOTAL KUALA LUMPUR (SEPANG)			121	3	3	42	26	17	13	0	2	42	53	35	148
TOTAL MALAYSIA			121	3	3	42	26	17	13	0	2	42	53	35	148
<b>MALTA</b>															
MALTA	AIR MALTA	S	120	4	4	43	14	22	20	2	0	40	71	18	122
TOTAL MALTA			120	4	4	43	14	22	20	2	0	40	71	18	122
TOTAL MALTA			120	4	4	43	14	22	20	2	0	40	71	18	122
<b>MAURITIUS</b>															
MAURITIUS	AIR MAURITIUS LTD	S	45	1	1	47	13	18	20	2	0	35	23	40	52
	BRITISH AIRWAYS PLC	S	25	0	1	24	28	12	24	8	4	113	42	41	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	16	0	0	31	31	19	19	0	0	32	0	0	0
TOTAL MAURITIUS			86	1	2	37	21	16	21	3	1	57	29	40	78
TOTAL MAURITIUS			86	1	2	37	21	16	21	3	1	57	29	40	78
<b>MEXICO</b>															
MEXICO CITY	BRITISH AIRWAYS PLC	S	26	1	1	42	27	19	12	0	0	25	41	23	27
TOTAL MEXICO CITY			26	1	1	42	27	19	12	0	0	25	41	23	27
TOTAL MEXICO			26	1	1	42	27	19	12	0	0	25	41	23	27
<b>MOROCCO</b>															
CASABLANCA MOHAMED V	ROYAL AIR MAROC	S	11	0	0	45	0	27	27	0	0	35	47	41	30
TOTAL CASABLANCA MOHAMED V			11	0	0	45	0	27	27	0	0	35	47	41	30
MARRAKESH	GB AIRWAYS LTD	S	118	4	0	46	19	20	13	3	0	35	65	17	124
	ROYAL AIR MAROC	S	49	2	2	14	27	39	20	0	0	44	64	16	28
TOTAL MARRAKESH			167	6	2	37	21	26	15	2	0	38	65	17	152
TANGIERS (IBN BATUTA)	ROYAL AIR MAROC	S	18	0	0	39	11	28	22	0	0	43	67	14	18
TOTAL TANGIERS (IBN BATUTA)			18	0	0	39	11	28	22	0	0	43	67	14	18
TOTAL MOROCCO			196	6	2	37	19	26	16	2	0	38	63	20	200
<b>NETHERLANDS</b>															
AMSTERDAM	BMI BRITISH MIDLAND	S	429	13	16	59	13	17	11	0	0	24	69	15	444
	BRITISH AIRWAYS PLC	S	379	10	11	54	16	20	10	1	0	25	67	17	400
	KLM	S	447	11	21	63	15	12	10	0	0	20	75	15	505
TOTAL AMSTERDAM			1255	35	48	59	15	16	10	0	0	23	71	16	1349
EINDHOVEN	KLM CITYHOPPER	S	84	6	0	60	17	19	5	0	0	17	52	25	65
TOTAL EINDHOVEN			84	6	0	60	17	19	5	0	0	17	52	25	65
ROTTERDAM	KLM CITYHOPPER	S	126	6	0	51	18	18	13	0	0	25	80	10	122
TOTAL ROTTERDAM			126	6	0	51	18	18	13	0	0	25	80	10	122
TOTAL NETHERLANDS			1465	47	48	58	15	16	10	0	0	23	71	16	1536

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>NEW ZEALAND</b>															
AUCKLAND INTERNATIONAL	AIR NEW ZEALAND LTD	S	115	10	9	61	23	9	6	1	0	19	62	19	124
TOTAL AUCKLAND INTERNATIONAL			115	10	9	61	23	9	6	1	0	19	62	19	124
TOTAL NEW ZEALAND			115	10	9	61	23	9	6	1	0	19	62	19	124
<b>NIGERIA</b>															
ABUJA	BRITISH AIRWAYS PLC	S	58	1	2	59	17	16	9	0	0	22	66	15	61
TOTAL ABUJA			58	1	2	59	17	16	9	0	0	22	66	15	61
LAGOS	BELLVIEW AIRLINES (SIERRA LEO)	S	50	2	4	42	12	30	16	0	0	29	75	16	16
	BRITISH AIRWAYS PLC	S	61	1	1	38	31	20	7	3	2	38	49	22	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	3	3	64	10	19	5	0	2	32	52	19	62
TOTAL LAGOS			170	6	8	48	18	22	9	1	1	33	53	20	139
TOTAL NIGERIA			228	7	10	51	18	21	9	1	1	30	57	18	200
<b>NORWAY</b>															
OSLO (GARDERMOEN)	BRITISH AIRWAYS PLC	S	232	6	10	45	17	22	16	0	0	31	58	23	240
	SAS	S	275	9	10	49	19	18	14	0	0	29	67	18	297
TOTAL OSLO (GARDERMOEN)			507	15	20	47	18	20	15	0	0	30	63	21	537
STAVANGER	SAS	S	104	4	4	51	13	23	11	2	0	28	71	21	105
TOTAL STAVANGER			104	4	4	51	13	23	11	2	0	28	71	21	105
TOTAL NORWAY			611	19	24	48	17	20	14	1	0	29	64	21	642
<b>OMAN</b>															
MUSCAT	BRITISH AIRWAYS PLC	S	61	1	1	67	15	15	3	0	0	16	76	20	62
TOTAL MUSCAT			61	1	1	67	15	15	3	0	0	16	72	16	148
TOTAL OMAN			61	1	1	67	15	15	3	0	0	16	72	16	148
<b>PAKISTAN</b>															
ISLAMABAD	BRITISH AIRWAYS PLC	S	48	2	2	33	25	21	17	4	0	41	23	58	26
	PAKISTAN INTL AIRLINES	S	34	0	0	38	32	26	0	3	0	28	15	84	46
TOTAL ISLAMABAD			82	2	2	35	28	23	10	4	0	36	18	74	72
KARACHI	PAKISTAN INTL AIRLINES	S	22	0	0	36	18	27	14	5	0	37	19	46	16
TOTAL KARACHI			22	0	0	36	18	27	14	5	0	37	19	46	16
LAHORE	PAKISTAN INTL AIRLINES	S	30	2	2	30	20	27	23	0	0	40	8	74	26
TOTAL LAHORE			30	2	2	30	20	27	23	0	0	40	8	74	26
TOTAL PAKISTAN			134	4	4	34	25	25	13	3	0	37	16	70	114
<b>POLAND</b>															
WARSAW	BRITISH AIRWAYS PLC	S	176	6	6	48	15	22	15	0	0	29	55	25	184
	LOT-POLISH AIRLINES	S	177	6	6	51	18	20	10	2	1	32	50	32	181
TOTAL WARSAW			353	12	12	49	16	21	12	1	0	31	53	29	365
TOTAL POLAND			353	12	12	49	16	21	12	1	0	31	53	29	365

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>PORTUGAL(EXCLUDING MADEIRA)</b>															
LISBON	AIR PORTUGAL	S	285	11	15	45	16	22	16	1	0	33	53	25	237
	BRITISH AIRWAYS PLC	S	168	4	4	57	23	13	6	1	0	21	63	19	240
<b>TOTAL LISBON</b>			<b>453</b>	<b>15</b>	<b>19</b>	<b>50</b>	<b>18</b>	<b>19</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>58</b>	<b>22</b>	<b>477</b>
OPORTO (PORTUGAL)	AIR PORTUGAL	S	56	1	2	68	16	9	7	0	0	15	59	20	119
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>56</b>	<b>1</b>	<b>2</b>	<b>68</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>20</b>	<b>119</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>509</b>	<b>16</b>	<b>21</b>	<b>52</b>	<b>18</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>58</b>	<b>22</b>	<b>596</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	AIR PORTUGAL	S	16	2	2	50	25	19	6	0	0	20	20	57	15
<b>TOTAL FUNCHAL</b>			<b>16</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>57</b>	<b>15</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>16</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>25</b>	<b>19</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>20</b>	<b>57</b>	<b>15</b>
<b>QATAR</b>															
DOHA	BRITISH AIRWAYS PLC	S	61	1	1	72	10	18	0	0	0	11	66	25	62
	QATAR AIRWAYS	S	168	6	12	51	24	17	8	1	0	25	27	32	186
<b>TOTAL DOHA</b>			<b>229</b>	<b>7</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>30</b>	<b>248</b>
<b>TOTAL QATAR</b>			<b>229</b>	<b>7</b>	<b>13</b>	<b>56</b>	<b>21</b>	<b>17</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>37</b>	<b>30</b>	<b>248</b>
<b>REPUBLIC OF KOREA</b>															
SEOUL (INCHEON)	ASIANA AIRLINES	S	34	2	2	62	15	9	12	3	0	29	62	21	34
	KOREAN AIR	S	60	2	2	62	15	17	5	2	0	21	61	19	62
<b>TOTAL SEOUL (INCHEON)</b>			<b>94</b>	<b>4</b>	<b>4</b>	<b>62</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>19</b>	<b>96</b>
<b>TOTAL REPUBLIC OF KOREA</b>			<b>94</b>	<b>4</b>	<b>4</b>	<b>62</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>19</b>	<b>96</b>
<b>REPUBLIC OF SERBIA</b>															
BELGRADE	BRITISH AIRWAYS PLC	S	41	0	0	39	17	34	5	2	2	44	79	9	42
	JATAIRWAYS	S	58	2	2	28	16	16	38	0	3	79	37	40	60
<b>TOTAL BELGRADE</b>			<b>99</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>16</b>	<b>23</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>54</b>	<b>27</b>	<b>102</b>
<b>TOTAL REPUBLIC OF SERBIA</b>			<b>99</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>16</b>	<b>23</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>54</b>	<b>27</b>	<b>102</b>
<b>REPUBLIC OF SOUTH AFRICA</b>															
CAPE TOWN	BRITISH AIRWAYS PLC	S	121	3	3	43	26	17	11	2	1	45	47	29	123
	SOUTH AFRICAN AIRWAYS	S	62	2	2	69	19	8	2	2	0	16	87	5	63
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	1	1	60	23	10	6	0	0	16	58	16	62
<b>TOTAL CAPE TOWN</b>			<b>231</b>	<b>6</b>	<b>6</b>	<b>54</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>60</b>	<b>20</b>	<b>248</b>
JOHANNESBURG	BRITISH AIRWAYS PLC	S	122	2	2	54	18	16	8	1	2	50	69	14	124
	SOUTH AFRICAN AIRWAYS	S	121	3	3	45	27	15	12	0	1	32	66	16	125
	VIRGIN ATLANTIC AIRWAYS LTD	S	59	3	3	46	19	17	15	2	2	52	42	33	62
<b>TOTAL JOHANNESBURG</b>			<b>302</b>	<b>8</b>	<b>8</b>	<b>49</b>	<b>22</b>	<b>16</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>43</b>	<b>62</b>	<b>18</b>	<b>311</b>
<b>TOTAL REPUBLIC OF SOUTH AFRICA</b>			<b>533</b>	<b>14</b>	<b>14</b>	<b>51</b>	<b>23</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>38</b>	<b>61</b>	<b>19</b>	<b>559</b>
<b>REPUBLIC OF YEMEN</b>															
SANAA	YEMENIA	S	18	0	0	50	17	22	11	0	0	31	33	87	18

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

		Reporting Airport: HEATHROW (Full Analysis)											JAN 2007		
ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							% Early to 15 mins	Average Delay (mins)	Number of Flights
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)			
		Actual (7)	Plan (8)												
TOTAL SANAA			18	0	0	50	17	22	11	0	0	31	33	87	18
TOTAL REPUBLIC OF YEMEN			18	0	0	50	17	22	11	0	0	31	33	87	18
ROMANIA															
BUCHAREST (OTOPENI)	BRITISH AIRWAYS PLC	S	115	4	5	22	20	30	26	2	1	56	52	32	122
	TAROM	S	58	2	2	33	17	28	19	0	3	57	38	33	60
TOTAL BUCHAREST (OTOPENI)			173	6	7	25	19	29	24	1	2	56	48	33	182
TOTAL ROMANIA			173	6	7	25	19	29	24	1	2	56	48	33	182
RUSSIA															
MOSCOW (DOMODEDOVO)	BMI BRITISH MIDLAND	S	60	2	2	45	27	15	13	0	0	26	61	17	62
	BRITISH AIRWAYS PLC	S	159	4	5	55	21	16	8	0	0	21	72	15	184
	TRANSAERO AIRLINES	S	60	2	2	32	12	33	22	2	0	42	23	27	62
TOTAL MOSCOW (DOMODEDOVO)			279	8	9	48	20	19	12	0	0	26	60	18	308
MOSCOW (SHEREMETYEVO)	AEROFLOT	S	144	4	4	49	19	16	12	2	1	37	59	22	148
TOTAL MOSCOW (SHEREMETYEVO)			144	5	4	49	19	16	12	2	1	37	59	22	148
ST PETERSBURG	BRITISH AIRWAYS PLC	S	60	2	2	38	25	22	15	0	0	31	63	19	62
	GTK RUSSIA	S	8	0	0	38	38	25	0	0	0	20	0	0	0
TOTAL ST PETERSBURG			68	2	2	38	26	22	13	0	0	30	57	21	70
TOTAL RUSSIA			491	16	15	47	21	19	12	1	0	30	59	19	526
SAUDI ARABIA															
DAMMAM	SAUDI ARABIAN AIRLINES	S	7	1	1	86	0	14	0	0	0	11	63	12	8
TOTAL DAMMAM			7	1	1	86	0	14	0	0	0	11	63	12	8
JEDDAH	BMI BRITISH MIDLAND	S	30	1	2	67	7	13	13	0	0	24	55	47	38
	SAUDI ARABIAN AIRLINES	S	61	1	1	69	21	10	0	0	0	11	41	25	64
TOTAL JEDDAH			91	2	3	68	16	11	4	0	0	16	46	33	102
RIYADH	BMI BRITISH MIDLAND	S	27	0	0	63	15	19	4	0	0	19	78	13	27
	SAUDI ARABIAN AIRLINES	S	26	0	0	65	15	12	4	4	0	24	79	12	14
TOTAL RIYADH			53	0	0	64	15	15	4	2	0	21	78	13	41
TOTAL SAUDI ARABIA			151	3	4	68	15	13	4	1	0	18	56	27	151
SEYCHELLES															
SEYCHELLES	AIR SEYCHELLES	S	15	1	1	27	27	27	20	0	0	41	33	28	15
TOTAL SEYCHELLES			15	1	1	27	27	27	20	0	0	41	33	28	15
TOTAL SEYCHELLES			15	1	1	27	27	27	20	0	0	41	33	28	15
SIERRA LEONE															
FREETOWN	BMI BRITISH MIDLAND	S	26	1	1	38	38	12	12	0	0	23	0	0	0
TOTAL FREETOWN			26	1	1	38	38	12	12	0	0	23	55	30	44
TOTAL SIERRA LEONE			26	1	1	38	38	12	12	0	0	23	55	30	44
SINGAPORE															
SINGAPORE	BRITISH AIRWAYS PLC	S	61	1	1	41	21	21	13	2	2	56	52	20	62

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SINGAPORE	SINGAPORE AIRLINES	S	177	8	9	59	19	16	5	1	0	21	62	17	186
<b>TOTAL SINGAPORE</b>			<b>238</b>	<b>9</b>	<b>10</b>	<b>54</b>	<b>20</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>18</b>	<b>248</b>
<b>TOTAL SINGAPORE</b>			<b>238</b>	<b>9</b>	<b>10</b>	<b>54</b>	<b>20</b>	<b>18</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>60</b>	<b>18</b>	<b>248</b>
<b>SPAIN</b>															
BARCELONA	BRITISH AIRWAYS PLC	S	289	8	9	49	20	18	11	1	0	27	64	18	244
	IBERIA	S	220	6	18	50	21	14	15	1	0	29	66	19	240
<b>TOTAL BARCELONA</b>			<b>509</b>	<b>14</b>	<b>27</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>65</b>	<b>19</b>	<b>484</b>
BILBAO	IBERIA	S	60	2	2	58	17	13	12	0	0	24	74	17	62
<b>TOTAL BILBAO</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>17</b>	<b>62</b>
LA CORUNA	CLICKAIR	S	50	10	2	64	12	8	14	2	0	28	0	0	0
<b>TOTAL LA CORUNA</b>			<b>50</b>	<b>10</b>	<b>2</b>	<b>64</b>	<b>12</b>	<b>8</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>17</b>	<b>62</b>
MADRID	BRITISH AIRWAYS PLC	S	278	10	13	49	16	18	16	0	0	29	63	19	302
	IBERIA	S	462	13	25	53	17	17	13	1	0	28	63	21	423
<b>TOTAL MADRID</b>			<b>740</b>	<b>23</b>	<b>38</b>	<b>51</b>	<b>17</b>	<b>17</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>63</b>	<b>20</b>	<b>725</b>
MALAGA	GB AIRWAYS LTD	S	119	4	0	53	18	18	8	3	0	32	62	18	123
<b>TOTAL MALAGA</b>			<b>119</b>	<b>4</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>62</b>	<b>18</b>	<b>123</b>
PALMA DE MALLORCA	BMI BRITISH MIDLAND	S	24	0	0	63	21	8	8	0	0	16	83	8	24
<b>TOTAL PALMA DE MALLORCA</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>21</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>83</b>	<b>8</b>	<b>24</b>
VALENCIA	CLICKAIR	S	50	10	2	62	14	8	8	8	0	35	0	0	0
<b>TOTAL VALENCIA</b>			<b>50</b>	<b>10</b>	<b>2</b>	<b>62</b>	<b>14</b>	<b>8</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>69</b>	<b>19</b>	<b>62</b>
<b>TOTAL SPAIN</b>			<b>1552</b>	<b>63</b>	<b>71</b>	<b>52</b>	<b>18</b>	<b>16</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>66</b>	<b>19</b>	<b>1602</b>
<b>SRI LANKA</b>															
COLOMBO	SRILANKAN AIRLINES	S	102	4	4	27	19	31	18	4	1	50	37	39	106
<b>TOTAL COLOMBO</b>			<b>102</b>	<b>4</b>	<b>4</b>	<b>27</b>	<b>19</b>	<b>31</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>50</b>	<b>37</b>	<b>39</b>	<b>106</b>
<b>TOTAL SRI LANKA</b>			<b>102</b>	<b>4</b>	<b>4</b>	<b>27</b>	<b>19</b>	<b>31</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>50</b>	<b>37</b>	<b>39</b>	<b>106</b>
<b>SUDAN</b>															
KHARTOUM	BMI BRITISH MIDLAND	S	43	1	1	47	9	28	12	5	0	36	0	0	0
<b>TOTAL KHARTOUM</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>9</b>	<b>28</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>37</b>	<b>41</b>	<b>63</b>
<b>TOTAL SUDAN</b>			<b>43</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>9</b>	<b>28</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>37</b>	<b>41</b>	<b>63</b>
<b>SWEDEN</b>															
GOTEBORG	SAS	S	112	4	4	50	22	17	11	0	0	24	61	27	114
<b>TOTAL GOTEBORG</b>			<b>112</b>	<b>4</b>	<b>4</b>	<b>50</b>	<b>22</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>27</b>	<b>114</b>
KIRUNA	SAS	C	6	0	0	50	33	17	0	0	0	20	0	0	0
<b>TOTAL KIRUNA</b>			<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>33</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>
OSTERSUND / FROSON	BMI BRITISH MIDLAND	C	8	0	0	50	13	13	25	0	0	32	100	4	8
<b>TOTAL OSTERSUND / FROSON</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>32</b>	<b>100</b>	<b>4</b>	<b>8</b>
STOCKHOLM (ARLANDA)	BRITISH AIRWAYS PLC	S	322	12	14	39	23	20	16	2	0	36	60	20	349
	SAS	S	295	11	10	41	20	19	19	1	0	37	45	26	307

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL STOCKHOLM (ARLANDA)			617	23	24	40	21	19	18	1	0	36	53	23	656
TOTAL SWEDEN			743	27	28	42	22	19	17	1	0	34	55	24	778
SWITZERLAND															
BASLE MULHOUSE	BRITISH AIRWAYS PLC	S	170	6	6	57	16	16	10	0	0	22	66	20	180
TOTAL BASLE MULHOUSE			170	6	6	57	16	16	10	0	0	22	66	20	180
GENEVA	BMI BRITISH MIDLAND	C	15	0	0	53	13	7	27	0	0	26	72	11	18
	BRITISH AIRWAYS PLC	S	474	14	14	50	16	18	15	1	0	33	65	20	498
	SWISS AIRLINES	S	12	0	0	0	8	42	50	0	0	71	44	22	16
TOTAL GENEVA			501	14	14	49	16	18	16	1	0	34	65	20	532
ZURICH	BRITISH AIRWAYS PLC	S	331	11	11	54	22	14	10	1	0	24	63	23	356
	SWISS AIRLINES	S	349	11	11	52	16	20	11	0	0	24	60	18	360
TOTAL ZURICH			680	24	22	53	19	17	11	0	0	24	62	20	716
TOTAL SWITZERLAND			1351	44	42	52	17	17	13	1	0	27	63	20	1428
SYRIA															
ALEPPO	BMI BRITISH MIDLAND	S	25	0	0	48	28	16	8	0	0	22	0	0	0
TOTAL ALEPPO			25	0	0	48	28	16	8	0	0	22	0	0	0
DAMASCUS	BMI BRITISH MIDLAND	S	35	2	2	29	23	23	20	6	0	50	0	0	0
	SYRIANAIR	S	26	1	1	50	27	19	4	0	0	18	19	83	27
TOTAL DAMASCUS			61	3	3	38	25	21	13	3	0	36	30	60	60
TOTAL SYRIA			86	3	3	41	26	20	12	2	0	32	30	60	60
TAIWAN															
TAIPEI	EVA AIR	S	52	0	2	13	21	38	27	0	0	43	29	36	52
TOTAL TAIPEI			52	0	2	13	21	38	27	0	0	43	29	36	52
TOTAL TAIWAN			52	0	2	13	21	38	27	0	0	43	29	36	52
TANZANIA															
DAR-ES-SALAAM	BRITISH AIRWAYS PLC	S	25	1	1	48	16	24	12	0	0	26	69	17	26
TOTAL DAR-ES-SALAAM			25	1	1	48	16	24	12	0	0	26	69	17	26
TOTAL TANZANIA			25	1	1	48	16	24	12	0	0	26	69	17	26
THAILAND															
BANGKOK SUVARNABHUMI AIRPORT	THAI AIRWAYS INTERNATIONAL	S	121	3	3	24	23	27	26	0	0	38	35	32	124
TOTAL BANGKOK SUVARNABHUMI AIRPORT			121	3	3	24	23	27	26	0	0	38	35	32	124
TOTAL THAILAND			121	3	3	24	23	27	26	0	0	38	35	32	124
TUNISIA															
TUNIS	TUNISAIR	S	34	0	0	26	29	35	9	0	0	33	41	24	32
TOTAL TUNIS			34	0	0	26	29	35	9	0	0	33	41	24	32
TOTAL TUNISIA			34	0	0	26	29	35	9	0	0	33	41	24	32
TURKEY															

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
ANKARA (ESENBOGA)	BMI BRITISH MIDLAND	S	14	0	0	14	43	14	21	0	7	60	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>18</b>	<b>88</b>	<b>17</b>
ISTANBUL	BRITISH AIRWAYS PLC	S	118	4	4	41	22	25	11	1	0	31	55	24	123
	THY TURK HAVA YOLLARI TURKIS	S	180	6	6	29	16	28	26	2	0	43	33	39	186
<b>TOTAL ISTANBUL</b>			<b>298</b>	<b>10</b>	<b>10</b>	<b>34</b>	<b>18</b>	<b>27</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>42</b>	<b>33</b>	<b>309</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	16	0	0	25	13	25	38	0	0	54	39	22	18
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>13</b>	<b>25</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>39</b>	<b>22</b>	<b>18</b>
<b>TOTAL TURKEY</b>			<b>328</b>	<b>10</b>	<b>10</b>	<b>33</b>	<b>19</b>	<b>26</b>	<b>21</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>40</b>	<b>35</b>	<b>344</b>
<b>TURKMENISTAN</b>															
ASHKHABAD	TURKMENISTAN AIRLINES	S	18	0	0	50	6	33	0	11	0	38	17	77	18
<b>TOTAL ASHKHABAD</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>33</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>17</b>	<b>77</b>	<b>18</b>
<b>TOTAL TURKMENISTAN</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>6</b>	<b>33</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>38</b>	<b>17</b>	<b>77</b>	<b>18</b>
<b>TURKS AND CAICOS ISLANDS</b>															
PROVIDENCIALES	BRITISH AIRWAYS PLC	S	8	0	0	38	13	13	38	0	0	45	89	6	9
<b>TOTAL PROVIDENCIALES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>89</b>	<b>6</b>	<b>9</b>
<b>TOTAL TURKS AND CAICOS ISLANDS</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>89</b>	<b>6</b>	<b>9</b>
<b>UGANDA</b>															
ENTEBBE	BRITISH AIRWAYS PLC	S	26	0	0	31	31	19	12	8	0	46	44	26	27
<b>TOTAL ENTEBBE</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>44</b>	<b>26</b>	<b>27</b>
<b>TOTAL UGANDA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>44</b>	<b>26</b>	<b>27</b>
<b>UKRAINE</b>															
KIEV (BORISPOL)	BRITISH AIRWAYS PLC	S	60	2	2	48	20	20	8	3	0	32	66	17	62
<b>TOTAL KIEV (BORISPOL)</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>20</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>21</b>	<b>70</b>
<b>TOTAL UKRAINE</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>48</b>	<b>20</b>	<b>20</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>32</b>	<b>60</b>	<b>21</b>	<b>70</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	160	5	8	46	26	17	11	0	0	26	50	25	104
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>160</b>	<b>5</b>	<b>8</b>	<b>46</b>	<b>26</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>50</b>	<b>25</b>	<b>104</b>
DUBAI	BRITISH AIRWAYS PLC	S	171	5	5	42	22	22	14	0	0	29	33	32	150
	EMIRATES	S	300	10	10	33	22	30	14	0	0	34	23	41	310
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	48	17	30	5	0	0	21	24	46	62
<b>TOTAL DUBAI</b>			<b>531</b>	<b>17</b>	<b>17</b>	<b>37</b>	<b>21</b>	<b>28</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>26</b>	<b>39</b>	<b>522</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>691</b>	<b>22</b>	<b>25</b>	<b>40</b>	<b>22</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>30</b>	<b>37</b>	<b>626</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI BRITISH MIDLAND	S	292	12	15	59	17	12	12	0	0	23	76	12	250
	BRITISH AIRWAYS PLC	S	345	12	16	41	19	21	18	1	0	35	64	23	373
<b>TOTAL ABERDEEN</b>			<b>637</b>	<b>24</b>	<b>31</b>	<b>50</b>	<b>18</b>	<b>17</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>69</b>	<b>18</b>	<b>623</b>
BELFAST CITY (GEORGE BEST)	BMI BRITISH MIDLAND	S	438	13	17	56	16	20	8	0	0	24	80	10	469



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>438</b>	<b>13</b>	<b>17</b>	<b>56</b>	<b>16</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>80</b>	<b>10</b>	469
BELFAST INTERNATIONAL	AER LINGUS	S	102	6	6	62	14	12	9	4	0	25	0	0	0
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>102</b>	<b>6</b>	<b>6</b>	<b>62</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	0
DURHAM TEES VALLEY	BMI BRITISH MIDLAND	S	168	6	6	65	11	13	12	0	0	23	82	8	191
<b>TOTAL DURHAM TEES VALLEY</b>			<b>168</b>	<b>6</b>	<b>6</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>8</b>	191
EDINBURGH	BMI BRITISH MIDLAND	S	438	13	16	55	20	15	10	0	0	22	79	12	442
	BRITISH AIRWAYS PLC	S	553	16	23	43	18	20	19	0	0	34	66	20	661
<b>TOTAL EDINBURGH</b>			<b>991</b>	<b>29</b>	<b>39</b>	<b>48</b>	<b>19</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>71</b>	<b>17</b>	1103
GLASGOW	BMI BRITISH MIDLAND	S	398	16	23	56	18	15	11	0	0	23	80	10	421
	BRITISH AIRWAYS PLC	S	479	13	15	43	20	18	16	2	1	36	63	21	523
<b>TOTAL GLASGOW</b>			<b>877</b>	<b>29</b>	<b>38</b>	<b>49</b>	<b>19</b>	<b>17</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>70</b>	<b>16</b>	944
INVERNESS	BMI BRITISH MIDLAND	S	44	2	2	41	14	30	11	5	0	41	91	7	46
<b>TOTAL INVERNESS</b>			<b>44</b>	<b>2</b>	<b>2</b>	<b>41</b>	<b>14</b>	<b>30</b>	<b>11</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>91</b>	<b>7</b>	46
JERSEY	BMI BRITISH MIDLAND	S	118	4	4	71	10	10	8	0	0	16	0	0	0
<b>TOTAL JERSEY</b>			<b>118</b>	<b>4</b>	<b>4</b>	<b>71</b>	<b>10</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	0
LEEDS BRADFORD	BMI BRITISH MIDLAND	S	239	6	11	64	18	10	8	0	0	18	77	9	210
<b>TOTAL LEEDS BRADFORD</b>			<b>239</b>	<b>6</b>	<b>11</b>	<b>64</b>	<b>18</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>77</b>	<b>9</b>	210
MANCHESTER	BMI BRITISH MIDLAND	S	360	10	21	56	16	18	11	0	0	23	73	12	388
	BRITISH AIRWAYS PLC	S	457	15	16	47	15	19	17	2	0	33	59	18	472
<b>TOTAL MANCHESTER</b>			<b>817</b>	<b>25</b>	<b>37</b>	<b>51</b>	<b>16</b>	<b>18</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>66</b>	<b>16</b>	860
NEWCASTLE	BRITISH AIRWAYS PLC	S	333	9	9	47	16	20	17	1	0	32	65	20	347
<b>TOTAL NEWCASTLE</b>			<b>333</b>	<b>9</b>	<b>9</b>	<b>47</b>	<b>16</b>	<b>20</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>32</b>	<b>65</b>	<b>20</b>	347
<b>TOTAL UNITED KINGDOM</b>			<b>4765</b>	<b>155</b>	<b>200</b>	<b>52</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>71</b>	<b>15</b>	4793
<b>USA</b>															
BALTIMORE	BRITISH AIRWAYS PLC	S	59	3	2	61	24	5	10	0	0	21	69	22	62
<b>TOTAL BALTIMORE</b>			<b>59</b>	<b>3</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>22</b>	62
BOSTON	AMERICAN AIRLINES	S	109	3	3	85	9	4	2	0	0	8	74	10	117
	BRITISH AIRWAYS PLC	S	178	6	5	60	22	12	6	1	0	17	64	17	183
	VIRGIN ATLANTIC AIRWAYS LTD	S	56	2	2	75	13	0	11	2	0	18	63	22	62
<b>TOTAL BOSTON</b>			<b>343</b>	<b>11</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>15</b>	362
CHICAGO (O'HARE)	AIR INDIA	S	26	0	0	31	0	8	38	19	4	105	15	148	27
	AMERICAN AIRLINES	S	250	8	8	55	21	16	7	1	1	27	66	15	240
	BRITISH AIRWAYS PLC	S	173	8	5	40	24	21	14	1	0	33	41	30	184
	UNITED AIRLINES	S	179	5	1	60	18	12	10	0	0	22	80	13	181
	VIRGIN ATLANTIC AIRWAYS LTD	S	48	1	3	81	13	6	0	0	0	9	0	0	0
<b>TOTAL CHICAGO (O'HARE)</b>			<b>676</b>	<b>22</b>	<b>17</b>	<b>53</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>60</b>	<b>24</b>	632
DENVER INTERNATIONAL	BRITISH AIRWAYS PLC	S	60	2	2	50	18	15	13	3	0	31	48	31	62
<b>TOTAL DENVER INTERNATIONAL</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>48</b>	<b>31</b>	62
HOUSTON	BRITISH AIRWAYS PLC	S	60	2	2	82	8	7	3	0	0	10	60	42	62
<b>TOTAL HOUSTON</b>			<b>60</b>	<b>2</b>	<b>2</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>60</b>	<b>42</b>	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
LOS ANGELES INTERNATIONAL	AMERICAN AIRLINES	S	59	2	2	76	14	8	2	0	0	11	81	12	62
	BRITISH AIRWAYS PLC	S	171	10	5	39	30	22	8	1	0	29	45	28	124
	UNITED AIRLINES	S	60	1	5	58	22	3	15	0	2	43	79	9	61
	VIRGIN ATLANTIC AIRWAYS LTD	S	120	4	4	59	14	19	8	0	0	19	51	21	124
<b>TOTAL LOS ANGELES INTERNATIONAL</b>			<b>410</b>	<b>17</b>	<b>16</b>	<b>53</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>20</b>	<b>371</b>
MIAMI INTERNATIONAL	AMERICAN AIRLINES	S	76	2	2	75	20	0	5	0	0	12	68	17	79
	BRITISH AIRWAYS PLC	S	121	3	3	43	26	17	13	1	0	30	46	32	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	62	22	13	2	2	0	19	47	20	62
<b>TOTAL MIAMI INTERNATIONAL</b>			<b>257</b>	<b>7</b>	<b>7</b>	<b>57</b>	<b>23</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>25</b>	<b>264</b>
NEW YORK (JF KENNEDY)	AIR INDIA	S	59	1	1	46	19	19	14	3	0	40	6	126	62
	AMERICAN AIRLINES	S	327	9	16	73	13	8	6	0	0	18	65	18	352
	BRITISH AIRWAYS PLC	S	455	18	16	62	20	11	7	0	0	19	47	27	479
	KUWAIT AIRWAYS	S	26	1	1	58	8	12	23	0	0	30	19	68	26
	VIRGIN ATLANTIC AIRWAYS LTD	S	224	7	8	68	17	8	7	0	0	16	51	26	235
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>1091</b>	<b>36</b>	<b>42</b>	<b>66</b>	<b>17</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>51</b>	<b>30</b>	<b>1154</b>
NEW YORK (NEWARK)	BRITISH AIRWAYS PLC	S	170	6	5	79	12	4	4	0	0	10	76	14	174
	VIRGIN ATLANTIC AIRWAYS LTD	S	119	4	4	61	17	13	10	0	0	23	41	29	123
<b>TOTAL NEW YORK (NEWARK)</b>			<b>289</b>	<b>10</b>	<b>9</b>	<b>72</b>	<b>14</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>62</b>	<b>20</b>	<b>297</b>
PHILADELPHIA INTERNATIONAL	BRITISH AIRWAYS PLC	S	118	6	3	62	22	9	7	0	0	18	65	16	124
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>118</b>	<b>6</b>	<b>3</b>	<b>62</b>	<b>22</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>65</b>	<b>16</b>	<b>124</b>
PHOENIX	BRITISH AIRWAYS PLC	S	51	1	1	49	27	18	6	0	0	22	43	27	53
<b>TOTAL PHOENIX</b>			<b>51</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>27</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>27</b>	<b>53</b>
SAN FRANCISCO	BRITISH AIRWAYS PLC	S	118	5	3	63	19	13	5	1	0	18	68	16	123
	UNITED AIRLINES	S	118	3	0	57	20	10	11	2	0	25	80	10	123
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	68	12	13	7	0	0	17	74	10	62
<b>TOTAL SAN FRANCISCO</b>			<b>296</b>	<b>10</b>	<b>5</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>308</b>
SEATTLE (TACOMA)	BRITISH AIRWAYS PLC	S	82	3	2	57	15	15	13	0	0	25	55	23	88
<b>TOTAL SEATTLE (TACOMA)</b>			<b>82</b>	<b>3</b>	<b>2</b>	<b>57</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>23</b>	<b>88</b>
WASHINGTON (DULLES)	BRITISH AIRWAYS PLC	S	119	4	3	51	18	17	12	2	0	28	51	27	124
	UNITED AIRLINES	S	176	6	0	76	13	7	5	0	0	12	81	11	186
	VIRGIN ATLANTIC AIRWAYS LTD	S	60	2	2	63	12	17	8	0	0	20	63	19	62
<b>TOTAL WASHINGTON (DULLES)</b>			<b>355</b>	<b>12</b>	<b>5</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>18</b>	<b>372</b>
<b>TOTAL USA</b>			<b>4147</b>	<b>142</b>	<b>123</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>23</b>	<b>4211</b>
<b>UZBEKISTAN</b>															
TASHKENT	UZBEKISTAN AIRLINES	S	16	0	2	31	6	31	31	0	0	46	19	76	26
<b>TOTAL TASHKENT</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>6</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>76</b>	<b>26</b>
<b>TOTAL UZBEKISTAN</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>6</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>19</b>	<b>76</b>	<b>26</b>
<b>ZAMBIA</b>															
LUSAKA	BRITISH AIRWAYS PLC	S	26	1	1	50	23	15	12	0	0	25	44	45	27
<b>TOTAL LUSAKA</b>			<b>26</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>45</b>	<b>27</b>
<b>TOTAL ZAMBIA</b>			<b>26</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>45</b>	<b>27</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: HEATHROW (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
		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)										
TOTAL HEATHROW		37338	1205	1360	51	19	17	12	1	0	29	61	22	38893

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
VIENNA	AUSTRIAN AIRLINES	S	92	0	0	46	26	23	5	0	0	25	0	0	0
TOTAL VIENNA			<b>92</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>26</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL AUSTRIA			<b>92</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>26</b>	<b>23</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	216	2	6	63	19	13	5	0	0	18	73	13	248
TOTAL ANTWERP			<b>216</b>	<b>2</b>	<b>6</b>	<b>63</b>	<b>19</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>248</b>
BRUSSELS	VLM (BELGIUM)	S	156	0	4	73	15	8	3	1	0	14	77	10	181
TOTAL BRUSSELS			<b>156</b>	<b>0</b>	<b>4</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>77</b>	<b>10</b>	<b>181</b>
TOTAL BELGIUM			<b>372</b>	<b>2</b>	<b>10</b>	<b>67</b>	<b>17</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>12</b>	<b>429</b>
<b>DENMARK</b>															
COPENHAGEN	SAS	S	82	0	0	33	20	34	11	2	0	36	39	31	82
TOTAL COPENHAGEN			<b>82</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>20</b>	<b>34</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>31</b>	<b>82</b>
TOTAL DENMARK			<b>82</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>20</b>	<b>34</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>39</b>	<b>31</b>	<b>82</b>
<b>FRANCE</b>															
NICE	CITY JET	S	51	0	0	88	4	2	4	2	0	11	0	0	0
TOTAL NICE			<b>51</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>4</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
PARIS (CHARLES DE GAULLE)	CITY JET	S	42	1	0	57	7	31	2	2	0	21	57	20	46
TOTAL PARIS (CHARLES DE GAULLE)			<b>42</b>	<b>1</b>	<b>0</b>	<b>57</b>	<b>7</b>	<b>31</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>57</b>	<b>20</b>	<b>46</b>
PARIS (ORLY)	CITY JET	S	236	2	0	65	15	17	3	0	0	15	63	15	216
TOTAL PARIS (ORLY)			<b>236</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>15</b>	<b>216</b>
STRASBOURG	CITY JET	S	136	0	0	68	24	7	1	0	0	13	0	0	0
TOTAL STRASBOURG			<b>136</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL FRANCE			<b>465</b>	<b>3</b>	<b>0</b>	<b>68</b>	<b>15</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>62</b>	<b>16</b>	<b>262</b>
<b>GERMANY</b>															
BERLIN (TEGEL)	EUROWINGS LUFTVERKEHRS	S	58	0	0	3	41	43	12	0	0	38	0	0	0
TOTAL BERLIN (TEGEL)			<b>58</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>41</b>	<b>43</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	112	0	0	67	23	8	2	0	0	13	70	11	90
TOTAL DUSSELDORF			<b>112</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>23</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>70</b>	<b>11</b>	<b>90</b>
FRANKFURT MAIN	AUGSBURG AIRWAYS GMBH	S	167	0	0	52	25	18	5	0	0	20	49	25	90
	BA CITYFLYER LTD	S	131	0	0	28	24	20	26	2	0	46	0	0	0
TOTAL FRANKFURT MAIN			<b>298</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>24</b>	<b>19</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>58</b>	<b>23</b>	<b>226</b>
HAMBURG	CIRRUS LUFTFAHRT	S	80	0	0	40	29	24	8	0	0	27	64	19	84
TOTAL HAMBURG			<b>80</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>29</b>	<b>24</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>19</b>	<b>84</b>
MUNICH	LUFTHANSA CITY LINE	S	72	0	0	39	24	28	10	0	0	27	46	31	80
TOTAL MUNICH			<b>72</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>24</b>	<b>28</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>46</b>	<b>31</b>	<b>80</b>
TOTAL GERMANY			<b>620</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>26</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>20</b>	<b>542</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>IRISH REPUBLIC</b>															
DUBLIN	CITY JET	S	294	2	0	62	20	10	7	0	0	19	70	15	244
TOTAL DUBLIN			<b>294</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>15</b>	<b>244</b>	
TOTAL IRISH REPUBLIC			<b>294</b>	<b>2</b>	<b>0</b>	<b>62</b>	<b>20</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>70</b>	<b>15</b>	<b>244</b>	
<b>ITALY</b>															
MILAN (LINATE)	AIR ONE	S	104	0	2	42	29	19	10	0	0	26	56	23	102
TOTAL MILAN (LINATE)			<b>104</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>29</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>56</b>	<b>23</b>	<b>102</b>	
MILAN (MALPENSA)	BA CITYFLYER LTD	S	38	0	0	47	18	21	13	0	0	27	0	0	0
TOTAL MILAN (MALPENSA)			<b>38</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>18</b>	<b>21</b>	<b>13</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>14</b>	<b>41</b>	
TREVISIO	CITY JET	C	2	0	0	0	50	50	0	0	0	32	0	0	0
TOTAL TREVISIO			<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>32</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOTAL ITALY			<b>144</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>26</b>	<b>20</b>	<b>10</b>	<b>0</b>	<b>26</b>	<b>43</b>	<b>29</b>	<b>213</b>	
<b>LUXEMBOURG</b>															
LUXEMBOURG	LUXAIR	S	182	0	6	73	17	9	1	0	0	10	78	9	178
	VLM (BELGIUM)	S	169	0	7	73	12	9	5	1	1	19	68	15	152
TOTAL LUXEMBOURG			<b>351</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	<b>330</b>
TOTAL LUXEMBOURG			<b>351</b>	<b>0</b>	<b>13</b>	<b>73</b>	<b>15</b>	<b>9</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>73</b>	<b>12</b>	<b>330</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM CITYHOPPER	S	280	0	0	64	20	12	5	0	0	17	64	19	273
	VLM (BELGIUM)	S	355	0	21	74	12	9	3	1	0	16	73	14	415
TOTAL AMSTERDAM			<b>635</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>15</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>16</b>	<b>688</b>
GRONINGEN	VLM (BELGIUM)	S	44	0	2	64	20	11	2	2	0	19	72	18	47
TOTAL GRONINGEN			<b>44</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>18</b>	<b>47</b>
ROTTERDAM	VLM (BELGIUM)	S	304	0	19	63	17	13	5	3	0	24	74	11	416
TOTAL ROTTERDAM			<b>304</b>	<b>0</b>	<b>19</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>74</b>	<b>11</b>	<b>416</b>
TOTAL NETHERLANDS			<b>983</b>	<b>0</b>	<b>42</b>	<b>67</b>	<b>16</b>	<b>11</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>71</b>	<b>14</b>	<b>1151</b>
<b>NORWAY</b>															
OSLO (GARDERMOEN)	SAS	S	66	0	0	29	33	18	20	0	0	34	0	0	0
TOTAL OSLO (GARDERMOEN)			<b>66</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
TOTAL NORWAY			<b>66</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>33</b>	<b>18</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SPAIN</b>															
MADRID	BA CITYFLYER LTD	S	91	0	0	58	20	12	10	0	0	23	0	0	0
TOTAL MADRID			<b>91</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>20</b>	<b>88</b>
TOTAL SPAIN			<b>91</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>20</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>20</b>	<b>88</b>
<b>SWEDEN</b>															
STOCKHOLM (ARLANDA)	SAS	S	70	0	0	3	29	41	27	0	0	48	33	30	58
TOTAL STOCKHOLM (ARLANDA)			<b>70</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>29</b>	<b>41</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>33</b>	<b>30</b>	<b>58</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LONDON CITY (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SWEDEN			70	0	0	3	29	41	27	0	0	48	33	30	58
SWITZERLAND															
BASLE MULHOUSE	SWISS AIRLINES	S	103	0	0	77	12	7	4	1	0	13	85	7	120
TOTAL BASLE MULHOUSE			103	0	0	77	12	7	4	1	0	13	85	7	120
GENEVA	CITY JET	S	149	1	0	58	11	20	11	0	0	23	0	0	0
	SWISS AIRLINES	S	294	1	0	68	18	10	4	1	0	21	64	19	292
TOTAL GENEVA			443	2	0	64	16	13	6	0	0	22	64	19	292
ZURICH	BA CITYFLYER LTD	S	180	0	0	56	24	9	11	0	0	22	0	0	0
	CITY JET	S	122	23	0	72	19	7	2	0	0	10	0	0	0
	SWISS AIRLINES	S	408	0	1	57	22	15	6	0	0	19	69	16	327
TOTAL ZURICH			710	23	1	59	22	13	6	0	0	18	69	16	329
TOTAL SWITZERLAND			1256	25	1	63	19	12	6	0	0	19	69	17	825
UNITED KINGDOM															
BELFAST CITY (GEORGE BEST)	CITY JET	S	138	0	0	74	12	9	4	1	0	14	0	0	0
TOTAL BELFAST CITY (GEORGE BEST)			138	0	0	74	12	9	4	1	0	14	0	0	0
DUNDEE	CITY JET	S	182	0	0	47	31	18	4	1	0	21	0	0	0
TOTAL DUNDEE			182	0	0	47	31	18	4	1	0	21	75	11	182
EDINBURGH	BA CITYFLYER LTD	S	360	1	0	57	19	16	8	0	0	21	0	0	0
	CITY JET	S	309	0	0	57	25	12	6	0	0	19	0	0	0
TOTAL EDINBURGH			669	1	0	57	22	14	7	0	0	20	74	13	603
GLASGOW	BA CITYFLYER LTD	S	181	1	0	62	17	10	10	1	0	21	0	0	0
TOTAL GLASGOW			181	1	0	62	17	10	10	1	0	21	0	0	0
ISLE OF MAN	EUROMANX GMBH	S	156	0	2	60	19	16	4	0	0	18	77	12	158
	VLM (BELGIUM)	S	52	0	0	73	23	2	0	2	0	16	84	10	32
TOTAL ISLE OF MAN			208	0	2	63	20	13	3	0	0	18	78	12	190
JERSEY	VLM (BELGIUM)	S	43	0	1	56	23	5	14	2	0	29	55	22	42
TOTAL JERSEY			43	0	1	56	23	5	14	2	0	29	55	22	42
MANCHESTER	VLM (BELGIUM)	S	320	0	16	55	24	11	7	3	0	27	69	15	312
TOTAL MANCHESTER			320	0	16	55	24	11	7	3	0	27	69	15	312
TOTAL UNITED KINGDOM			1741	2	19	58	22	13	7	1	0	21	72	14	1504
TOTAL LONDON CITY			6627	36	87	59	20	14	6	1	0	21	68	16	5728

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>AUSTRIA</b>															
SALZBURG	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	2	63	10	8
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>63</b>	<b>10</b>	<b>8</b>
VIENNA	EASYJET AIRLINE COMPANY LTD	S	70	0	0	79	9	7	4	0	1	17	0	0	0
<b>TOTAL VIENNA</b>			<b>70</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL AUSTRIA</b>			<b>78</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>15</b>	<b>63</b>	<b>10</b>	<b>8</b>
<b>BARBADOS</b>															
BRIDGETOWN	SILVERJET	C	2	0	0	50	0	0	50	0	0	31	0	0	0
<b>TOTAL BRIDGETOWN</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL BARBADOS</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>BULGARIA</b>															
SOFIA	WIZZ AIR	S	40	0	4	43	10	13	5	18	13	140	60	15	30
<b>TOTAL SOFIA</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>18</b>	<b>13</b>	<b>140</b>	<b>60</b>	<b>15</b>	<b>30</b>
<b>TOTAL BULGARIA</b>			<b>40</b>	<b>0</b>	<b>4</b>	<b>43</b>	<b>10</b>	<b>13</b>	<b>5</b>	<b>18</b>	<b>13</b>	<b>140</b>	<b>60</b>	<b>15</b>	<b>30</b>
<b>CROATIA</b>															
ZAGREB	WIZZ AIR	S	26	0	2	73	4	8	0	15	0	53	50	18	34
<b>TOTAL ZAGREB</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>53</b>	<b>50</b>	<b>18</b>	<b>34</b>
<b>TOTAL CROATIA</b>			<b>26</b>	<b>0</b>	<b>2</b>	<b>73</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>53</b>	<b>50</b>	<b>18</b>	<b>34</b>
<b>CYPRUS</b>															
LARNACA	EUROCYPRIA AIRLINES LTD	C	2	0	0	0	0	0	50	50	0	181	0	41	2
	MONARCH AIRLINES	S	18	0	0	50	33	17	0	0	0	18	0	0	0
<b>TOTAL LARNACA</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>30</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>34</b>	<b>29</b>	<b>42</b>	<b>7</b>
PAPHOS	THOMSONFLY LTD	C	2	0	0	50	50	0	0	0	0	23	100	2	8
<b>TOTAL PAPHOS</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>23</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL CYPRUS</b>			<b>22</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>32</b>	<b>14</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>33</b>	<b>67</b>	<b>21</b>	<b>15</b>
<b>CZECH REPUBLIC</b>															
PRAGUE	SKY EUROPE	S	62	0	0	82	8	5	5	0	0	11	0	0	0
<b>TOTAL PRAGUE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>11</b>	<b>44</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>11</b>	<b>44</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	S	18	0	0	56	22	6	0	6	11	174	0	0	0
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>11</b>	<b>174</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>26</b>	<b>5</b>	<b>0</b>	<b>5</b>	<b>11</b>	<b>166</b>	<b>100</b>	<b>2</b>	<b>8</b>
<b>FRANCE</b>															
BORDEAUX	EASYJET AIRLINE COMPANY LTD	S	38	2	0	87	8	5	0	0	0	7	90	9	48
<b>TOTAL BORDEAUX</b>			<b>38</b>	<b>2</b>	<b>0</b>	<b>87</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>90</b>	<b>9</b>	<b>48</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
GRENOBLE	EASYJET AIRLINE COMPANY LTD	S	18	0	2	89	0	6	6	0	0	9	63	27	63
<b>TOTAL GRENOBLE</b>			<b>18</b>	<b>0</b>	<b>2</b>	<b>89</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>27</b>	<b>63</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	152	0	2	77	13	7	3	0	10	63	20	156	
<b>TOTAL NICE</b>			<b>152</b>	<b>1</b>	<b>2</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>64</b>	<b>20</b>	<b>158</b>	
NIMES	RYANAIR	S	34	0	0	71	24	6	0	0	9	76	11	62	
<b>TOTAL NIMES</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>62</b>	
PARIS (CHARLES DE GAULLE)	EASYJET AIRLINE COMPANY LTD	S	222	0	8	82	9	6	3	0	10	76	11	238	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>222</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>9</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>238</b>	
<b>TOTAL FRANCE</b>			<b>465</b>	<b>13</b>	<b>12</b>	<b>80</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>10</b>	<b>73</b>	<b>15</b>	<b>571</b>	
<b>GERMANY</b>															
BERLIN (SCHONEFELD)	EASYJET AIRLINE COMPANY LTD	S	162	0	6	88	7	2	1	1	0	8	93	10	116
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>162</b>	<b>0</b>	<b>6</b>	<b>88</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>10</b>	<b>116</b>
DORTMUND	EASYJET AIRLINE COMPANY LTD	S	138	0	2	88	7	4	0	1	0	7	87	9	158
<b>TOTAL DORTMUND</b>			<b>138</b>	<b>0</b>	<b>2</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>160</b>
HAMBURG	EASYJET AIRLINE COMPANY LTD	S	54	0	0	80	9	0	11	0	16	0	0	0	
<b>TOTAL HAMBURG</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HANOVER	EUROPEAN AIR CHARTER	C	2	0	0	100	0	0	0	0	0	0	0	0	
<b>TOTAL HANOVER</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL GERMANY</b>			<b>356</b>	<b>7</b>	<b>8</b>	<b>87</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>83</b>	<b>11</b>	<b>339</b>
<b>GIBRALTAR</b>															
GIBRALTAR	MONARCH AIRLINES	S	48	0	0	92	4	0	4	0	6	77	13	39	
<b>TOTAL GIBRALTAR</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>39</b>	
<b>TOTAL GIBRALTAR</b>			<b>48</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>6</b>	<b>77</b>	<b>13</b>	<b>39</b>	
<b>GREECE</b>															
ATHENS	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	13	6	10	0	16	79	11	62	
<b>TOTAL ATHENS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>12</b>	<b>64</b>	
<b>TOTAL GREECE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>6</b>	<b>10</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>12</b>	<b>64</b>	
<b>HUNGARY</b>															
BUDAPEST	EASYJET AIRLINE COMPANY LTD	S	130	0	0	75	9	12	4	0	14	79	13	96	
	WIZZ AIR	S	92	0	0	64	13	10	10	3	28	62	19	68	
<b>TOTAL BUDAPEST</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>15</b>	<b>164</b>
<b>TOTAL HUNGARY</b>			<b>222</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>11</b>	<b>11</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>72</b>	<b>15</b>	<b>164</b>
<b>IRISH REPUBLIC</b>															
DUBLIN	RYANAIR	S	222	0	0	77	14	7	2	0	10	81	10	204	
<b>TOTAL DUBLIN</b>			<b>222</b>	<b>1</b>	<b>0</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>10</b>	<b>204</b>	
GALWAY	AER ARRAN	S	159	0	1	81	3	10	6	0	11	86	12	123	
<b>TOTAL GALWAY</b>			<b>159</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>3</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>12</b>	<b>123</b>	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	60	0	2	83	10	7	0	0	0	6	97	2	62
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>83</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>97</b>	<b>2</b>	<b>62</b>
KERRY COUNTY	RYANAIR	S	28	0	0	75	7	4	0	14	0	36	0	0	0
<b>TOTAL KERRY COUNTY</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
SHANNON	RYANAIR	S	58	4	4	93	0	7	0	0	3	0	0	0	0
<b>TOTAL SHANNON</b>			<b>58</b>	<b>4</b>	<b>4</b>	<b>93</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
WATERFORD	AER ARRAN	S	120	0	5	91	3	3	3	0	5	77	19	119	
<b>TOTAL WATERFORD</b>			<b>120</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>19</b>	<b>119</b>	
<b>TOTAL IRISH REPUBLIC</b>			<b>647</b>	<b>5</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>9</b>	<b>83</b>	<b>12</b>	<b>508</b>	
<b>ISRAEL</b>															
OVDA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	33	0	67	0	0	0	31	0	78	2
<b>TOTAL OVDA</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>31</b>	<b>42</b>	<b>48</b>	<b>12</b>
TEL AVIV	THOMSONFLY LTD	S	28	0	0	29	21	32	18	0	0	36	0	0	0
<b>TOTAL TEL AVIV</b>			<b>28</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>21</b>	<b>32</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ISRAEL</b>			<b>31</b>	<b>3</b>	<b>0</b>	<b>29</b>	<b>19</b>	<b>35</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>42</b>	<b>48</b>	<b>12</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	107	0	1	71	9	17	3	0	0	15	76	12	119
<b>TOTAL BERGAMO</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>9</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>12</b>	<b>119</b>
CAGLIARI (ELMAS)	EASYJET AIRLINE COMPANY LTD	S	20	0	0	70	15	10	5	0	0	13	0	0	0
<b>TOTAL CAGLIARI (ELMAS)</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>
ROME (CIAMPINO)	RYANAIR	S	60	0	0	92	7	2	0	0	0	4	83	8	59
<b>TOTAL ROME (CIAMPINO)</b>			<b>60</b>	<b>1</b>	<b>0</b>	<b>92</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>8</b>	<b>59</b>
TURIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	79	13	3	5	0	0	13	52	21	42
<b>TOTAL TURIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>52</b>	<b>21</b>	<b>42</b>
<b>TOTAL ITALY</b>			<b>249</b>	<b>2</b>	<b>1</b>	<b>78</b>	<b>10</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>13</b>	<b>220</b>
<b>MALTA</b>															
MALTA	RYANAIR	S	61	0	1	84	7	10	0	0	0	7	84	8	62
<b>TOTAL MALTA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>62</b>
<b>TOTAL MALTA</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>7</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>84</b>	<b>8</b>	<b>62</b>
<b>MOROCCO</b>															
MARRAKESH	EUROPEAN AIR CHARTER	C	2	0	0	50	0	0	50	0	0	54	0	0	0
	RYANAIR	S	34	0	0	91	9	0	0	0	0	3	79	9	34
<b>TOTAL MARRAKESH</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>67</b>	<b>14</b>	<b>70</b>
<b>TOTAL MOROCCO</b>			<b>36</b>	<b>0</b>	<b>4</b>	<b>89</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>76</b>	<b>11</b>	<b>96</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	232	0	4	83	13	3	1	0	0	8	78	12	246
<b>TOTAL AMSTERDAM</b>			<b>232</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>12</b>	<b>246</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL NETHERLANDS			232	0	4	83	13	3	1	0	0	8	78	12	246
POLAND															
GDANSK	WIZZ AIR	S	116	1	0	85	9	4	2	0	0	7	57	17	92
TOTAL GDANSK			116	1	0	85	9	4	2	0	0	7	57	17	92
KATOWICE	WIZZ AIR	S	114	0	0	72	10	4	11	4	0	26	61	19	98
TOTAL KATOWICE			114	0	0	72	10	4	11	4	0	26	61	19	98
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	60	0	2	85	13	0	0	2	0	11	73	29	60
TOTAL KRAKOW			60	0	2	85	13	0	0	2	0	11	73	29	60
POZNAN	WIZZ AIR	S	62	0	0	76	13	3	8	0	0	14	52	17	46
TOTAL POZNAN			62	0	0	76	13	3	8	0	0	14	52	17	46
WARSAW	EASYJET AIRLINE COMPANY LTD	S	110	0	0	82	9	7	2	0	0	10	64	21	94
	WIZZ AIR	S	118	0	0	66	9	14	11	0	0	20	48	31	102
TOTAL WARSAW			229	0	0	73	10	10	7	0	0	15	56	26	196
WROCLAW	WIZZ AIR	S	2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL WROCLAW			2	0	0	50	50	0	0	0	0	18	0	0	0
TOTAL POLAND			583	1	2	77	10	6	6	1	0	15	59	22	492
PORTUGAL(EXCLUDING MADEIRA)															
FARO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	92	5	2	2	0	0	5	96	3	54
TOTAL FARO			62	2	0	92	5	2	2	0	0	5	97	3	64
LISBON	EASYJET AIRLINE COMPANY LTD	S	124	0	0	69	19	12	1	0	0	14	73	14	62
TOTAL LISBON			124	0	0	69	19	12	1	0	0	14	73	14	62
TOTAL PORTUGAL(EXCLUDING MADEIRA)			186	2	0	76	14	9	1	0	0	11	85	8	126
ROMANIA															
BUCHAREST (BANEASA)	WIZZ AIR	S	52	0	2	37	19	4	21	12	8	104	13	29	16
TOTAL BUCHAREST (BANEASA)			52	1	2	37	19	4	21	12	8	104	13	29	16
BUCHAREST (OTOPENI)	WIZZ AIR	S	8	0	0	0	0	13	63	13	13	206	0	0	0
TOTAL BUCHAREST (OTOPENI)			8	0	0	0	0	13	63	13	13	206	0	0	0
TIRGU MURES	WIZZ AIR	S	26	0	0	69	8	0	0	23	0	67	0	0	0
TOTAL TIRGU MURES			26	0	0	69	8	0	0	23	0	67	0	0	0
TOTAL ROMANIA			86	1	2	43	14	3	19	15	6	102	13	29	16
SLOVAK REPUBLIC															
BRATISLAVA	SKY EUROPE	S	104	0	0	80	14	3	3	0	0	10	0	0	0
TOTAL BRATISLAVA			104	0	0	80	14	3	3	0	0	10	0	0	0
KOSICE	SKY EUROPE	S	26	0	0	73	19	8	0	0	0	10	0	0	0
TOTAL KOSICE			26	0	0	73	19	8	0	0	0	10	0	0	0
TATRY-POPRAD	SKY EUROPE	S	28	0	0	79	14	4	4	0	0	11	0	0	0
TOTAL TATRY-POPRAD			28	0	0	79	14	4	4	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 SLOVAK REPUBLIC			158	0	0	78	15	4	3	0	0	10	0	0	0
SPAIN															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	63	0	0	84	6	3	6	0	0	10	77	17	62
	MONARCH AIRLINES	S	41	1	1	78	12	5	5	0	0	11	76	25	42
<b>TOTAL ALICANTE</b>			<b>104</b>	<b>2</b>	<b>1</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>19</b>	114
ALMERIA	MONARCH AIRLINES	S	14	0	4	93	7	0	0	0	0	5	0	0	0
<b>TOTAL ALMERIA</b>			<b>14</b>	<b>0</b>	<b>4</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	0
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	160	0	8	86	8	1	4	0	0	10	86	9	172
<b>TOTAL BARCELONA</b>			<b>160</b>	<b>1</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>9</b>	172
GERONA	RYANAIR	S	62	0	0	84	10	6	0	0	0	6	93	6	56
<b>TOTAL GERONA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>6</b>	56
MADRID	EASYJET AIRLINE COMPANY LTD	S	120	0	4	87	6	4	3	0	0	10	81	11	124
<b>TOTAL MADRID</b>			<b>120</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	124
MAHON	MONARCH AIRLINES	S	18	0	0	89	6	0	6	0	0	7	100	3	18
<b>TOTAL MAHON</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>100</b>	<b>3</b>	18
MALAGA	EASYJET AIRLINE COMPANY LTD	S	126	1	5	86	8	4	2	0	0	9	71	22	98
	MONARCH AIRLINES	S	44	0	0	73	16	2	9	0	0	20	75	10	40
	THOMSONFLY LTD	C	8	0	0	50	50	0	0	0	0	12	88	4	8
<b>TOTAL MALAGA</b>			<b>178</b>	<b>1</b>	<b>5</b>	<b>81</b>	<b>12</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>18</b>	146
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	94	5	2	0	0	0	4	86	8	50
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>8</b>	50
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	44	2	0	86	5	9	0	0	0	9	83	15	48
<b>TOTAL PALMA DE MALLORCA</b>			<b>44</b>	<b>3</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>15</b>	48
REUS	RYANAIR	S	62	0	0	94	3	0	3	0	0	4	100	2	51
<b>TOTAL REUS</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	51
<b>TOTAL SPAIN</b>			<b>824</b>	<b>11</b>	<b>22</b>	<b>86</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>83</b>	<b>12</b>	781
SPAIN(CANARY ISLANDS)															
ARRECIFE	MONARCH AIRLINES	S	14	0	0	100	0	0	0	0	0	3	69	9	16
	THOMSONFLY LTD	C	3	0	0	67	33	0	0	0	0	10	90	4	10
<b>TOTAL ARRECIFE</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>78</b>	<b>7</b>	27
LAS PALMAS	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	100	5	8
<b>TOTAL LAS PALMAS</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>92</b>	<b>5</b>	12
TENERIFE (SURREINA SOFIA)	MONARCH AIRLINES	S	49	0	2	86	12	2	0	0	0	5	84	11	50
	THOMSONFLY LTD	C	20	0	0	85	15	0	0	0	0	6	89	28	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>69</b>	<b>1</b>	<b>2</b>	<b>86</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>15</b>	70
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>94</b>	<b>1</b>	<b>2</b>	<b>87</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>85</b>	<b>12</b>	111
SWITZERLAND															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	71	2	21	6	0	0	17	66	19	122

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: LUTON (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BASLE MULHOUSE			62	2	0	71	2	21	6	0	0	17	66	19	122
GENEVA	EASYJET AIRLINE COMPANY LTD	S	318	0	0	75	13	10	2	0	0	11	76	13	317
TOTAL GENEVA			318	5	0	75	13	10	2	0	0	11	76	13	317
ZURICH	EASYJET AIRLINE COMPANY LTD	S	106	0	2	89	8	2	1	0	0	6	0	0	0
TOTAL ZURICH			106	3	2	89	8	2	1	0	0	6	0	0	0
TOTAL SWITZERLAND			486	13	2	78	10	10	2	0	0	11	73	15	439
TURKEY															
ISTANBUL (SABIHA GOKCEN)	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	10	10	5	0	0	13	50	23	62
TOTAL ISTANBUL (SABIHA GOKCEN)			62	0	0	76	10	10	5	0	0	13	50	23	62
TOTAL TURKEY			62	1	0	76	10	10	5	0	0	13	50	23	62
UNITED ARAB EMIRATES															
DUBAI	SILVERJET	S	53	0	0	62	26	9	2	0	0	13	0	0	0
TOTAL DUBAI			53	1	0	62	26	9	2	0	0	13	0	0	0
TOTAL UNITED ARAB EMIRATES			53	2	0	62	26	9	2	0	0	13	0	0	0
UNITED KINGDOM															
ABERDEEN	EASYJET AIRLINE COMPANY LTD	S	108	0	2	78	15	3	5	0	0	11	78	11	108
TOTAL ABERDEEN			108	1	2	78	15	3	5	0	0	11	78	11	108
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	216	2	6	80	10	4	4	1	0	14	85	10	282
TOTAL BELFAST INTERNATIONAL			216	2	6	80	10	4	4	1	0	14	85	10	282
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	224	0	6	79	5	10	6	0	0	13	83	11	344
TOTAL EDINBURGH			224	1	6	79	5	10	6	0	0	13	83	11	344
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	282	0	2	88	6	3	3	0	0	6	85	11	318
TOTAL GLASGOW			282	0	2	88	6	3	3	0	0	6	85	11	318
INVERNESS	EASYJET AIRLINE COMPANY LTD	S	64	0	0	86	11	0	3	0	0	7	81	11	62
TOTAL INVERNESS			64	0	0	86	11	0	3	0	0	7	81	11	62
ISLE OF MAN	FLYBE LTD	S	28	0	8	79	14	7	0	0	0	8	0	0	0
TOTAL ISLE OF MAN			28	0	8	79	14	7	0	0	0	8	63	42	16
MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	0	33	0	0	0	17	0	0	0
TOTAL MANCHESTER			3	12	0	67	0	33	0	0	0	17	0	189	1
TOTAL UNITED KINGDOM			925	26	24	82	8	5	4	0	0	10	83	12	1131
USA															
NEW YORK (NEWARK)	SILVERJET	S	105	0	0	85	9	5	1	0	1	10	46	23	13
TOTAL NEW YORK (NEWARK)			105	0	0	85	9	5	1	0	1	10	46	23	13
TOTAL USA			105	1	0	85	9	5	1	0	1	10	46	23	13
TOTAL LUTON			6222	115	103	80	10	6	4	1	0	14	77	14	5668

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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>ANTIGUA AND BARBUDA</b>															
ANTIGUA	BMI BRITISH MIDLAND	S	8	0	0	75	0	0	13	13	0	54	88	5	8
TOTAL ANTIGUA			9	0	0	67	11	0	11	11	0	50	88	5	8
TOTAL ANTIGUA AND BARBUDA			9	0	0	67	11	0	11	11	0	50	88	5	8
<b>AUSTRIA</b>															
INNSBRUCK	AUSTRIAN ARROWS	C	9	1	0	44	22	11	22	0	0	29	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	50	6	6	38	0	0	58	94	5	16
	GB AIRWAYS LTD	S	8	0	0	63	13	0	25	0	0	39	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	0	0	0	13	69	63	29	8
TOTAL INNSBRUCK			41	1	0	59	10	5	24	0	2	50	81	12	32
SALZBURG	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	0	0	25	266	75	10	8
	GB AIRWAYS LTD	S	8	0	0	100	0	0	0	0	0	3	83	19	30
	MONARCH AIRLINES	C	8	0	0	88	13	0	0	0	0	4	75	8	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	13	0	0	0	9	78	18	9
	THOMSONFLY LTD	S	44	0	0	89	7	2	2	0	0	5	70	19	50
	THOMSONFLY LTD	C	8	0	0	0	25	25	50	0	0	69	75	12	8
TOTAL SALZBURG			84	0	0	79	8	5	6	0	2	36	75	16	139
TOTAL AUSTRIA			125	1	0	72	9	5	12	0	2	40	79	14	228
<b>BARBADOS</b>															
BRIDGETOWN	BMI BRITISH MIDLAND	S	26	0	1	73	23	0	4	0	0	12	85	20	27
	FIRST CHOICE AIRWAYS LTD	C	14	0	0	86	0	7	7	0	0	10	50	11	4
	MONARCH AIRLINES	C	5	0	0	40	40	0	20	0	0	42	33	35	3
	THOMAS COOK AIRLINES LTD	C	7	0	0	29	0	43	0	0	29	169	57	51	21
	THOMSONFLY LTD	C	5	2	0	40	60	0	0	0	0	15	75	10	4
	VIRGIN ATLANTIC AIRWAYS LTD	S	8	0	0	75	25	0	0	0	0	6	56	58	9
TOTAL BRIDGETOWN			65	2	1	66	20	6	5	0	3	30	69	51	75
TOTAL BARBADOS			65	2	1	66	20	6	5	0	3	30	69	51	75
<b>BELGIUM</b>															
ANTWERP	VLM (BELGIUM)	S	99	0	0	73	16	8	3	0	0	13	84	8	89
TOTAL ANTWERP			99	0	0	73	16	8	3	0	0	13	84	8	89
BRUSSELS	BRUSSELS AIRLINES	S	162	0	0	88	6	4	1	0	0	6	88	5	154
	FLYBE LTD	S	137	0	1	85	6	6	2	1	0	8	0	0	0
TOTAL BRUSSELS			299	0	1	87	6	5	2	0	0	7	83	9	284
TOTAL BELGIUM			398	0	1	83	9	6	2	0	0	9	83	9	373
<b>BULGARIA</b>															
PLOVDIV	BH AIR	C	7	0	0	14	14	29	29	0	14	129	30	21	10
TOTAL PLOVDIV			7	0	0	14	14	29	29	0	14	129	44	17	18
SOFIA	BH AIR	C	2	0	0	0	0	0	50	0	50	286	0	0	0
	BULGARIA AIR	S	20	0	0	70	5	5	10	10	0	46	56	15	16
	MONARCH AIRLINES	C	8	0	0	63	25	0	13	0	0	20	75	9	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	13	13	38	13	0	94	75	7	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SOFIA	THOMSONFLY LTD	C	6	0	0	50	0	0	50	0	0	54	75	10	8
<b>TOTAL SOFIA</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>5</b>	<b>23</b>	<b>7</b>	<b>2</b>	<b>62</b>	<b>60</b>	<b>22</b>	<b>48</b>
<b>TOTAL BULGARIA</b>			<b>51</b>	<b>0</b>	<b>0</b>	<b>49</b>	<b>10</b>	<b>8</b>	<b>24</b>	<b>6</b>	<b>4</b>	<b>71</b>	<b>50</b>	<b>22</b>	<b>76</b>
<b>CANADA</b>															
CALGARY	MONARCH AIRLINES	C	17	0	0	47	18	18	18	0	0	25	47	195	17
	ZOOM AIRLINES (CANADA)	S	8	0	0	13	38	25	25	0	0	38	29	48	7
<b>TOTAL CALGARY</b>			<b>25</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>24</b>	<b>20</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>42</b>	<b>152</b>	<b>24</b>
TORONTO	AIR TRANSAT	S	8	0	2	88	0	13	0	0	0	7	90	6	10
	ZOOM AIRLINES (CANADA)	S	16	0	0	69	6	0	0	19	6	84	86	2	7
<b>TOTAL TORONTO</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>75</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>4</b>	<b>59</b>	<b>83</b>	<b>7</b>	<b>18</b>
VANCOUVER	ZOOM AIRLINES (CANADA)	S	8	0	0	63	0	13	0	13	13	107	82	10	11
<b>TOTAL VANCOUVER</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>107</b>	<b>82</b>	<b>10</b>	<b>11</b>
<b>TOTAL CANADA</b>			<b>57</b>	<b>0</b>	<b>2</b>	<b>56</b>	<b>12</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>53</b>	<b>62</b>	<b>78</b>	<b>61</b>
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	ASTRAEUS LTD	S	9	0	0	100	0	0	0	0	0	4	63	13	8
	THOMSONFLY LTD	S	10	0	0	70	20	10	0	0	0	11	0	0	0
<b>TOTAL ILHA DO SAL C.VERDE</b>			<b>19</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>63</b>	<b>13</b>	<b>8</b>
<b>TOTAL CAPE VERDE ISLANDS</b>			<b>19</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>63</b>	<b>13</b>	<b>8</b>
<b>CUBA</b>															
CUNAGUA (CAYO COCO)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	0	13	0	0	0	8	100	1	8
<b>TOTAL CUNAGUA (CAYO COCO)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>100</b>	<b>2</b>	<b>14</b>
HOLGUIN (FRANK PAIS)	FIRST CHOICE AIRWAYS LTD	C	4	0	0	50	25	25	0	0	0	18	100	2	4
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	0	20	204	80	80	5
<b>TOTAL HOLGUIN (FRANK PAIS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>151</b>	<b>89</b>	<b>45</b>	<b>9</b>
VARADERO	FIRST CHOICE AIRWAYS LTD	C	4	0	0	75	25	0	0	0	0	11	100	2	4
<b>TOTAL VARADERO</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>11</b>	<b>100</b>	<b>4</b>	<b>9</b>
<b>TOTAL CUBA</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>97</b>	<b>15</b>	<b>32</b>
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	36	0	0	64	22	3	11	0	0	18	26	33	27
	EUROCYPRIA AIRLINES LTD	C	4	0	0	50	0	25	25	0	0	32	0	28	2
<b>TOTAL LARNACA</b>			<b>41</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>20</b>	<b>5</b>	<b>12</b>	<b>0</b>	<b>2</b>	<b>39</b>	<b>24</b>	<b>35</b>	<b>33</b>
PAPHOS	EUROCYPRIA AIRLINES LTD	C	6	0	0	0	17	17	17	50	0	138	0	81	2
	FIRST CHOICE AIRWAYS LTD	C	12	0	0	100	0	0	0	0	0	6	100	2	10
	GB AIRWAYS LTD	S	35	0	0	86	6	3	6	0	0	11	82	28	28
	THOMAS COOK AIRLINES LTD	C	18	0	0	83	6	11	0	0	0	9	83	12	18
	THOMSONFLY LTD	C	18	0	0	50	22	17	11	0	0	30	71	9	14
	XL AIRWAYS UK LTD	C	2	0	0	100	0	0	0	0	0	11	50	111	12
<b>TOTAL PAPHOS</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>76</b>	<b>31</b>	<b>84</b>
<b>TOTAL CYPRUS</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>12</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>27</b>	<b>62</b>	<b>32</b>	<b>117</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>CZECH REPUBLIC</b>															
PRAGUE	BMIBABY LTD	S	54	0	3	89	2	2	7	0	0	10	81	16	62
	CSA CZECH AIRLINES	S	97	0	2	81	13	4	1	0	0	8	74	21	94
	CSA CZECH AIRLINES	C	2	0	0	0	50	50	0	0	0	27	0	0	0
	JET2.COM LTD	S	8	0	0	75	0	13	13	0	0	21	0	0	0
<b>TOTAL PRAGUE</b>			<b>161</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>19</b>	<b>156</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>161</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>77</b>	<b>19</b>	<b>156</b>
<b>DENMARK</b>															
BILLUND	SUN AIR OF SCANDINAVIA	S	88	0	0	60	23	15	2	0	0	16	61	27	90
<b>TOTAL BILLUND</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>23</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>61</b>	<b>27</b>	<b>90</b>
COPENHAGEN	SAS	S	140	0	0	19	34	34	13	0	0	33	72	16	116
<b>TOTAL COPENHAGEN</b>			<b>140</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>34</b>	<b>34</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>72</b>	<b>16</b>	<b>116</b>
<b>TOTAL DENMARK</b>			<b>228</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>30</b>	<b>26</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>67</b>	<b>21</b>	<b>206</b>
<b>DOMINICAN REPUBLIC</b>															
PUERTO PLATA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	56	33	0	11	0	0	16	75	12	4
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	0	0	0	13	13	92	38	38	8
	THOMSONFLY LTD	C	10	0	0	80	0	0	0	20	0	52	88	3	8
<b>TOTAL PUERTO PLATA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>11</b>	<b>4</b>	<b>52</b>	<b>65</b>	<b>19</b>	<b>20</b>
PUNTA CANA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	78	11	11	0	0	0	12	75	20	4
	MYTRAVEL AIRWAYS	C	9	0	0	89	0	0	0	11	0	24	90	6	10
	THOMSONFLY LTD	C	9	0	0	89	11	0	0	0	0	4	70	15	10
<b>TOTAL PUNTA CANA</b>			<b>27</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>12</b>	<b>24</b>
<b>TOTAL DOMINICAN REPUBLIC</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>7</b>	<b>2</b>	<b>33</b>	<b>73</b>	<b>15</b>	<b>44</b>
<b>EGYPT</b>															
HURGHADA	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	1	75	10	8
	THOMAS COOK AIRLINES LTD	C	18	0	0	33	33	11	22	0	0	29	88	7	8
	XL AIRWAYS UK LTD	C	8	0	0	63	13	25	0	0	0	14	50	25	8
<b>TOTAL HURGHADA</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>25</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>76</b>	<b>12</b>	<b>34</b>
LUXOR	MONARCH AIRLINES	C	8	0	0	50	38	0	13	0	0	20	20	59	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	25	25	25	25	0	0	45	0	0	0
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	90	2	10
<b>TOTAL LUXOR</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>19</b>	<b>8</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>55</b>	<b>28</b>	<b>40</b>
MARSA ALAM	THOMAS COOK AIRLINES LTD	C	10	0	0	60	20	10	10	0	0	17	70	12	10
<b>TOTAL MARSA ALAM</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>20</b>	<b>10</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>12</b>	<b>10</b>
SHARM EL SHEIKH (OPHIRA)	EUROCYPRIA AIRLINES LTD	C	9	0	0	0	22	44	33	0	0	63	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	18	0	0	39	39	11	11	0	0	25	71	10	14
	THOMAS COOK AIRLINES LTD	C	19	0	0	47	11	11	32	0	0	35	22	45	9
	THOMSONFLY LTD	S	52	0	0	79	17	4	0	0	0	7	0	0	0
	XL AIRWAYS UK LTD	C	23	0	0	30	9	30	13	17	0	76	50	24	28
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>121</b>	<b>0</b>	<b>0</b>	<b>53</b>	<b>18</b>	<b>14</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>52</b>	<b>24</b>	<b>75</b>
TABA	ASTRAEUS LTD	C	8	0	0	75	13	13	0	0	0	12	50	24	10

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TABA	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	100	1	9
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	5	88	8	8	
<b>TOTAL TABA</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>9</b>	<b>78</b>	<b>11</b>	<b>27</b>	
<b>TOTAL EGYPT</b>			<b>211</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>18</b>	<b>12</b>	<b>10</b>	<b>2</b>	<b>25</b>	<b>62</b>	<b>20</b>	<b>186</b>	
<b>FINLAND</b>															
ENONTEKIO	EUROPEAN AIR CHARTER	C	3	0	0	33	33	33	0	0	19	0	0	0	
<b>TOTAL ENONTEKIO</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
HELSINKI	FINNAIR	S	111	1	1	70	11	10	6	3	21	61	18	108	
<b>TOTAL HELSINKI</b>			<b>111</b>	<b>1</b>	<b>1</b>	<b>70</b>	<b>11</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>21</b>	<b>61</b>	<b>18</b>	<b>108</b>	
KITTLA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	0	33	0	0	13	55	21	11	
	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	11	0	0	0	
<b>TOTAL KITTLA</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>6</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>62</b>	<b>18</b>	<b>13</b>	
KUUSAMO	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	15	67	52	3	
<b>TOTAL KUUSAMO</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>15</b>	<b>67</b>	<b>52</b>	<b>3</b>	
<b>TOTAL FINLAND</b>			<b>140</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>11</b>	<b>12</b>	<b>5</b>	<b>2</b>	<b>19</b>	<b>61</b>	<b>19</b>	<b>124</b>	
<b>FRANCE</b>															
BREST	FLYBE LTD	S	6	0	0	100	0	0	0	0	2	0	0	0	
<b>TOTAL BREST</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>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHAMBERY	ASTRAEUS LTD	C	24	0	0	63	13	4	21	0	28	63	23	24	
	JET2.COM LTD	S	28	0	0	61	7	25	4	4	32	36	33	25	
	THOMSONFLY LTD	C	8	0	0	13	38	13	38	0	52	50	39	8	
	XL AIRWAYS UK LTD	C	8	0	0	50	13	25	13	0	27	0	0	0	
<b>TOTAL CHAMBERY</b>			<b>68</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>13</b>	<b>16</b>	<b>15</b>	<b>1</b>	<b>32</b>	<b>48</b>	<b>31</b>	<b>62</b>	
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	10	0	0	20	40	20	20	0	38	40	58	10	
	MONARCH AIRLINES	C	16	0	0	88	0	13	0	0	6	75	26	8	
	MYTRAVEL AIRWAYS	C	8	0	0	88	0	0	13	0	13	88	7	8	
	XL AIRWAYS UK LTD	C	8	0	0	63	0	0	38	0	50	75	9	8	
<b>TOTAL GRENOBLE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>10</b>	<b>10</b>	<b>14</b>	<b>0</b>	<b>23</b>	<b>68</b>	<b>27</b>	<b>34</b>	
LYON	BMI REGIONAL	S	54	0	0	94	4	2	0	0	2	0	0	0	
	FLYBE LTD	C	8	0	0	38	25	13	0	25	76	0	0	0	
	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	13	13	0	26	38	119	8	
	THOMSONFLY LTD	C	8	0	0	25	25	38	13	0	44	70	12	10	
<b>TOTAL LYON</b>			<b>78</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>16</b>	<b>69</b>	<b>27</b>	<b>93</b>	
PARIS (CHARLES DE GAULLE)	AIR FRANCE	S	249	0	1	82	11	6	2	0	9	79	9	298	
	FLYBE LTD	S	192	0	4	86	7	2	5	0	8	0	0	0	
	JET2.COM LTD	S	62	1	1	92	2	0	3	3	11	0	0	0	
	REGIONAL COMPAGNIE AERIENN	S	57	0	0	82	14	0	4	0	10	0	0	0	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>560</b>	<b>1</b>	<b>6</b>	<b>84</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>12</b>	<b>537</b>	
RENNES	FLYBE LTD	S	8	0	0	88	0	0	13	0	9	0	0	0	
<b>TOTAL RENNES</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOULOUSE (BLAGNAC)	FIRST CHOICE AIRWAYS LTD	C	16	0	0	75	6	13	6	0	14	38	31	8	



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOULOUSE (BLAGNAC)	THOMSONFLY LTD	C	2	0	0	0	50	0	50	0	0	52	100	2	8
<b>TOTAL TOULOUSE (BLAGNAC)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>75</b>	<b>12</b>	<b>32</b>
<b>TOTAL FRANCE</b>			<b>780</b>	<b>1</b>	<b>6</b>	<b>80</b>	<b>9</b>	<b>5</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>74</b>	<b>15</b>	<b>814</b>
<b>GAMBIA</b>															
BANJUL	ASTRAEUS LTD	C	10	1	0	80	20	0	0	0	0	6	80	15	10
	FIRST CHOICE AIRWAYS LTD	C	9	0	0	22	11	22	44	0	0	60	63	12	8
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	20	0	0	0	13	92	4	12
<b>TOTAL BANJUL</b>			<b>29</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>23</b>	<b>38</b>
<b>TOTAL GAMBIA</b>			<b>29</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>10</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>71</b>	<b>23</b>	<b>38</b>
<b>GERMANY</b>															
COLOGNE (BONN)	TUIFLY (GERMANY)	S	44	0	0	93	2	5	0	0	0	3	0	0	0
<b>TOTAL COLOGNE (BONN)</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>73</b>	<b>22</b>	<b>48</b>
DUSSELDORF	FLYBE LTD	S	156	0	0	90	3	3	4	0	0	7	0	0	0
	LUFTHANSA CITY LINE	S	188	0	0	91	6	2	1	0	0	4	85	6	172
<b>TOTAL DUSSELDORF</b>			<b>344</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>6</b>	<b>319</b>
FRANKFURT MAIN	FLYBE LTD	S	154	0	0	75	11	7	6	1	0	14	0	0	0
	LUFTHANSA	S	247	0	0	74	13	10	3	0	0	13	65	19	243
<b>TOTAL FRANKFURT MAIN</b>			<b>401</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>69</b>	<b>16</b>	<b>389</b>
HAMBURG	AIR BERLIN	S	54	0	0	96	0	4	0	0	0	2	59	19	22
	LUFTHANSA CITY LINE	S	106	0	0	95	2	3	0	0	0	4	84	9	101
<b>TOTAL HAMBURG</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>10</b>	<b>123</b>
HANOVER	FLYBE LTD	S	40	0	0	88	0	10	3	0	0	7	0	0	0
	TUIFLY (GERMANY)	S	44	0	0	93	7	0	0	0	0	2	0	0	0
<b>TOTAL HANOVER</b>			<b>84</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>72</b>	<b>18</b>	<b>103</b>
MUNICH	LUFTHANSA	S	183	0	0	89	8	2	1	1	0	6	82	15	177
<b>TOTAL MUNICH</b>			<b>183</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>82</b>	<b>15</b>	<b>177</b>
PADERBORN	AIR BERLIN	S	26	0	0	100	0	0	0	0	0	1	77	13	26
<b>TOTAL PADERBORN</b>			<b>26</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>77</b>	<b>13</b>	<b>26</b>
STUTTART	TUIFLY (GERMANY)	S	44	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL STUTTART</b>			<b>44</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>56</b>	<b>15</b>	<b>34</b>
<b>TOTAL GERMANY</b>			<b>1286</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>1276</b>
<b>GREECE</b>															
ATHENS	OLYMPIC AIRLINES	S	26	0	0	58	19	23	0	0	0	17	35	28	26
<b>TOTAL ATHENS</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>58</b>	<b>19</b>	<b>23</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>36</b>	<b>26</b>	<b>28</b>
SALONIKA	THOMSONFLY LTD	C	2	0	0	0	50	50	0	0	0	33	0	0	0
<b>TOTAL SALONIKA</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL GREECE</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>36</b>	<b>26</b>	<b>28</b>
<b>HUNGARY</b>															
BUDAPEST	JET2.COM LTD	S	46	0	0	80	15	4	0	0	0	7	68	19	41

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 BUDAPEST			46	0	0	80	15	4	0	0	0	7	68	19	41
TOTAL HUNGARY			46	0	0	80	15	4	0	0	0	7	68	19	41
ICELAND															
KEFLAVIK	ICELANDAIR	S	18	0	0	61	11	0	11	0	17	87	100	1	18
TOTAL KEFLAVIK			18	0	0	61	11	0	11	0	17	87	100	1	18
TOTAL ICELAND			18	0	0	61	11	0	11	0	17	87	100	1	18
INDIA															
GOA	FIRST CHOICE AIRWAYS LTD	C	9	0	0	67	22	0	11	0	0	16	30	22	10
	MONARCH AIRLINES	C	25	0	0	32	12	16	20	12	8	190	29	365	24
	MYTRAVEL AIRWAYS	C	18	0	0	72	22	6	0	0	0	9	38	36	8
	THOMSONFLY LTD	C	8	0	0	50	13	13	25	0	0	34	33	44	9
TOTAL GOA			60	0	0	52	17	10	13	5	3	89	31	190	51
TOTAL INDIA			60	0	0	52	17	10	13	5	3	89	31	188	52
IRISH REPUBLIC															
CORK	AER LINGUS	S	30	0	2	83	10	0	7	0	0	11	0	0	0
	BMIBABY LTD	S	62	0	0	95	2	2	2	0	0	3	83	13	54
TOTAL CORK			92	1	3	91	4	1	3	0	0	6	83	13	54
DUBLIN	AER ARRAN	C	8	0	0	88	13	0	0	0	0	7	100	0	4
	AER LINGUS	S	238	0	0	74	15	8	3	0	0	14	79	11	238
	FUTURA AIRLINES	C	2	0	0	50	50	0	0	0	0	13	0	0	0
	RYANAIR	S	260	0	0	80	11	7	2	0	0	9	84	8	210
TOTAL DUBLIN			508	0	0	77	13	8	2	0	0	12	83	9	507
GALWAY	AER ARRAN	S	95	0	1	89	4	1	4	1	0	8	84	14	86
TOTAL GALWAY			95	0	1	89	4	1	4	1	0	8	84	14	86
IRELAND WEST AIRPORT KNOCK	BMIBABY LTD	S	48	0	2	94	2	0	4	0	0	4	95	4	61
TOTAL IRELAND WEST AIRPORT KNOCK			48	0	2	94	2	0	4	0	0	4	95	4	61
KERRY COUNTY	AER ARRAN	S	35	0	1	91	3	3	0	3	0	10	83	15	36
TOTAL KERRY COUNTY			35	0	1	91	3	3	0	3	0	10	83	15	36
SHANNON	RYANAIR	S	34	0	0	100	0	0	0	0	0	1	96	2	26
TOTAL SHANNON			34	0	0	100	0	0	0	0	0	1	96	2	26
SLIGO	AER ARRAN	S	34	0	0	91	3	0	6	0	0	7	0	0	0
TOTAL SLIGO			34	0	0	91	3	0	6	0	0	7	0	0	0
WATERFORD	AER ARRAN	S	54	0	0	89	0	4	4	4	0	18	89	14	36
TOTAL WATERFORD			54	0	0	89	0	4	4	4	0	18	89	14	36
TOTAL IRISH REPUBLIC			900	1	7	83	9	5	3	1	0	10	85	9	806
ISRAEL															
OVDA	FIRST CHOICE AIRWAYS LTD	C	3	0	0	67	33	0	0	0	0	8	0	0	0
TOTAL OVDA			3	0	0	67	33	0	0	0	0	8	67	27	9
TEL AVIV	THOMSONFLY LTD	S	28	0	0	39	21	11	29	0	0	42	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
TOTAL TEL AVIV			28	0	0	39	21	11	29	0	0	42	0	0	0
TOTAL ISRAEL			31	0	0	42	23	10	26	0	0	38	67	27	9
ITALY															
BERGAMO	BMI BRITISH MIDLAND	C	8	0	0	63	13	25	0	0	0	18	38	34	8
TOTAL BERGAMO			8	0	0	63	13	25	0	0	0	18	75	36	44
BOLZANO	AUSTRIAN ARROWS	C	5	0	0	80	0	0	20	0	0	16	75	6	8
TOTAL BOLZANO			5	0	0	80	0	0	20	0	0	16	75	6	8
MILAN (MALPENSA)	FLYBE LTD	S	104	0	0	79	9	4	9	0	0	12	0	0	0
	VOLARE AIRLINES	S	8	0	0	25	25	25	25	0	0	46	0	0	0
TOTAL MILAN (MALPENSA)			112	0	0	75	10	5	10	0	0	15	74	15	143
ROME (FIUMICINO)	JET2.COM LTD	S	36	0	0	83	3	3	11	0	0	15	70	18	43
TOTAL ROME (FIUMICINO)			36	0	0	83	3	3	11	0	0	15	70	18	43
TURIN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	25	13	13	0	0	21	50	37	8
	MONARCH AIRLINES	C	8	0	0	88	0	13	0	0	0	10	75	26	8
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	38	0	25	0	0	28	63	21	8
	THOMSONFLY LTD	C	8	0	0	63	0	13	25	0	0	35	63	25	8
TOTAL TURIN			32	0	0	59	16	9	16	0	0	23	55	30	40
VERONA VILLAFRANCA	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	2	88	8	8
	THOMSONFLY LTD	C	8	0	0	0	38	38	25	0	0	54	0	0	0
TOTAL VERONA VILLAFRANCA			16	1	0	44	25	19	13	0	0	28	69	14	16
TOTAL ITALY			209	1	0	71	11	7	11	0	0	17	71	21	296
JAMAICA															
MONTEGO BAY	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	0	0	20	0	0	20	75	16	4
	MYTRAVEL AIRWAYS	C	9	0	0	78	22	0	0	0	0	10	100	3	4
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	0	0	0	10	10	174	0	0	0
	THOMSONFLY LTD	C	13	0	0	38	8	0	46	8	0	66	63	18	8
TOTAL MONTEGO BAY			42	0	0	67	7	0	19	5	2	69	75	13	16
TOTAL JAMAICA			42	0	0	67	7	0	19	5	2	69	75	13	16
KENYA															
MOMBASA	MONARCH AIRLINES	C	5	0	0	0	0	20	60	20	0	133	0	0	0
TOTAL MOMBASA			6	0	0	17	0	17	50	17	0	112	100	2	15
TOTAL KENYA			6	0	0	17	0	17	50	17	0	112	100	2	15
LIBYA															
TRIPOLI	LIBYAN ARAB AIRLINES	S	22	0	1	32	14	41	5	9	0	45	13	152	16
TOTAL TRIPOLI			22	0	1	32	14	41	5	9	0	45	13	152	16
TOTAL LIBYA			22	0	1	32	14	41	5	9	0	45	13	152	16
LUXEMBOURG															
LUXEMBOURG	VLM (BELGIUM)	S	134	1	0	80	8	4	4	2	1	22	79	9	96

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TOTAL LUXEMBOURG			134	1	0	80	8	4	4	2	1	22	79	9	151
TOTAL LUXEMBOURG			134	1	0	80	8	4	4	2	1	22	79	9	151
<b>MALDIVE ISLANDS</b>															
MALE INTERNATIONAL	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	10	20	0	0	0	14	70	32	10
	MONARCH AIRLINES	C	18	0	0	61	17	17	6	0	0	18	0	0	0
	THOMSONFLY LTD	C	9	0	0	22	11	22	44	0	0	53	0	0	0
TOTAL MALE INTERNATIONAL			37	0	0	54	14	19	14	0	0	25	74	21	19
TOTAL MALDIVE ISLANDS			37	0	0	54	14	19	14	0	0	25	74	21	19
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	0	0	0	0	100	0	0	81	0	0	0
	AIR MALTA	S	42	0	0	60	7	19	10	5	0	37	67	16	64
	GB AIRWAYS LTD	S	26	0	0	92	0	8	0	0	0	4	0	0	0
	HELLO	C	4	0	0	50	0	0	50	0	0	45	58	18	12
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	2	100	3	2
	THOMSONFLY LTD	C	10	0	0	90	0	10	0	0	0	7	100	2	10
TOTAL MALTA			86	0	0	72	3	13	9	2	0	24	70	14	90
TOTAL MALTA			86	0	0	72	3	13	9	2	0	24	70	14	90
<b>MEXICO</b>															
CANCUN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	88	13	0	0	0	0	5	78	23	9
	MYTRAVEL AIRWAYS	C	8	0	0	63	38	0	0	0	0	9	78	44	9
	THOMSONFLY LTD	C	10	5	0	60	30	10	0	0	0	12	90	5	10
TOTAL CANCUN			26	5	0	69	27	4	0	0	0	9	82	23	28
TOTAL MEXICO			26	5	0	69	27	4	0	0	0	9	79	22	33
<b>MOROCCO</b>															
AGADIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	8	100	4	8
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	100	0	2
TOTAL AGADIR			11	0	0	82	9	9	0	0	0	6	100	2	20
MARRAKESH	THOMSONFLY LTD	S	20	0	0	65	25	10	0	0	0	11	53	27	36
TOTAL MARRAKESH			20	0	0	65	25	10	0	0	0	11	53	27	36
TOTAL MOROCCO			31	0	0	71	19	10	0	0	0	9	70	18	56
<b>NETHERLANDS</b>															
AMSTERDAM	JET2.COM LTD	S	19	0	0	84	0	5	11	0	0	11	72	15	104
	KLM	S	284	0	1	87	7	4	1	0	0	7	83	11	287
	KLM CITYHOPPER	S	78	0	0	81	14	0	5	0	0	11	72	19	67
TOTAL AMSTERDAM			381	0	1	86	8	3	2	0	0	8	79	13	458
ROTTERDAM	VLM (BELGIUM)	S	79	1	0	75	9	10	6	0	0	15	0	0	0
TOTAL ROTTERDAM			79	1	0	75	9	10	6	0	0	15	0	0	0
TOTAL NETHERLANDS			460	1	1	84	8	5	3	0	0	9	79	13	458
<b>NORWAY</b>															

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

## Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
OSLO (GARDERMOEN)	SAS	S	40	0	0	75	18	8	0	0	0	11	79	8	42
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>8</b>	<b>42</b>
<b>TOTAL NORWAY</b>			<b>40</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>18</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>82</b>	<b>7</b>	<b>60</b>
<b>PAKISTAN</b>															
ISLAMABAD	AIR BLUE	S	62	0	0	40	19	24	15	2	0	29	0	0	0
	PAKISTAN INTL AIRLINES	S	56	0	0	52	14	21	13	0	0	24	31	82	48
<b>TOTAL ISLAMABAD</b>			<b>118</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>23</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>31</b>	<b>82</b>	<b>48</b>
KARACHI	PAKISTAN INTL AIRLINES	S	12	0	0	17	8	33	33	8	0	78	25	141	68
<b>TOTAL KARACHI</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>8</b>	<b>33</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>78</b>	<b>25</b>	<b>141</b>	<b>68</b>
LAHORE	PAKISTAN INTL AIRLINES	S	18	0	0	56	22	22	0	0	0	17	53	20	15
<b>TOTAL LAHORE</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>22</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>20</b>	<b>15</b>
<b>TOTAL PAKISTAN</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>17</b>	<b>24</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>31</b>	<b>106</b>	<b>131</b>
<b>POLAND</b>															
KRAKOW	CENTRALWINGS	S	28	0	0	89	4	4	4	0	0	8	0	0	0
<b>TOTAL KRAKOW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>92</b>	<b>5</b>	<b>26</b>
WARSAW	CENTRALWINGS	S	34	0	0	71	18	12	0	0	0	11	66	14	53
<b>TOTAL WARSAW</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>18</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>66</b>	<b>14</b>	<b>53</b>
<b>TOTAL POLAND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>11</b>	<b>79</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	FIRST CHOICE AIRWAYS LTD	C	10	0	0	80	10	10	0	0	0	9	90	4	10
	JET2.COM LTD	S	20	0	0	75	5	0	20	0	0	26	80	20	20
	MONARCH AIRLINES	S	44	0	0	91	7	2	0	0	0	4	88	9	50
	MYTRAVEL AIRWAYS	C	2	0	0	50	50	0	0	0	0	10	100	1	2
	THOMSONFLY LTD	S	2	0	0	50	50	0	0	0	0	8	0	0	0
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	2	86	6	7
<b>TOTAL FARO</b>			<b>88</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>9</b>	<b>87</b>	<b>10</b>	<b>91</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>88</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>9</b>	<b>87</b>	<b>10</b>	<b>91</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	THOMAS COOK AIRLINES LTD	C	8	0	0	63	13	0	25	0	0	22	60	17	10
	THOMSONFLY LTD	C	16	0	0	81	6	6	6	0	0	10	80	7	10
	XL AIRWAYS UK LTD	C	8	0	0	75	13	13	0	0	0	11	100	0	10
<b>TOTAL FUNCHAL</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>8</b>	<b>30</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>9</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>8</b>	<b>30</b>
<b>QATAR</b>															
DOHA	QATAR AIRWAYS	S	62	0	0	82	11	6	0	0	0	7	40	33	62
<b>TOTAL DOHA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>33</b>	<b>62</b>
<b>TOTAL QATAR</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>40</b>	<b>33</b>	<b>62</b>
<b>ROMANIA</b>															
BUCHAREST (OTOPENI)	BMI BRITISH MIDLAND	C	8	0	0	0	0	63	38	0	0	75	63	17	8

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BUCHAREST (OTOPENI)	LIBYAN ARAB AIRLINES	C	3	0	0	33	0	0	33	33	0	134	0	0	0
<b>TOTAL BUCHAREST (OTOPENI)</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>84</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>TOTAL ROMANIA</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>42</b>	<b>33</b>	<b>8</b>	<b>0</b>	<b>84</b>	<b>63</b>	<b>17</b>	<b>8</b>
<b>SAUDI ARABIA</b>															
RIYADH	SAUDI ARABIAN AIRLINES	S	16	0	0	94	6	0	0	0	0	4	0	0	0
<b>TOTAL RIYADH</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>4</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SAUDI ARABIA</b>			<b>17</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>421</b>	<b>2</b>
<b>SINGAPORE</b>															
SINGAPORE	SINGAPORE AIRLINES	S	61	1	1	77	13	10	0	0	0	8	59	18	56
<b>TOTAL SINGAPORE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>22</b>	<b>64</b>
<b>TOTAL SINGAPORE</b>			<b>61</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>61</b>	<b>22</b>	<b>64</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	SKY EUROPE	S	62	0	0	81	8	5	3	3	0	15	56	23	34
<b>TOTAL BRATISLAVA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>23</b>	<b>34</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>56</b>	<b>23</b>	<b>34</b>
<b>SPAIN</b>															
ALICANTE	BMIBABY LTD	S	36	0	0	94	3	0	3	0	0	4	86	8	58
	FIRST CHOICE AIRWAYS LTD	C	19	0	0	95	5	0	0	0	0	4	71	17	24
	JET2.COM LTD	S	23	0	0	91	4	0	4	0	0	5	88	6	26
	MONARCH AIRLINES	S	88	0	0	92	5	1	2	0	0	5	92	12	71
	MYTRAVEL AIRWAYS	C	4	0	0	100	0	0	0	0	0	1	75	5	4
	THOMAS COOK AIRLINES LTD	C	16	0	0	81	6	0	13	0	0	20	90	30	20
	THOMSONFLY LTD	C	28	0	0	93	7	0	0	0	0	3	88	28	26
<b>TOTAL ALICANTE</b>			<b>214</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>87</b>	<b>14</b>	<b>229</b>
<b>ALMERIA</b>															
ALMERIA	MONARCH AIRLINES	S	34	0	0	100	0	0	0	0	0	1	92	17	25
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL ALMERIA</b>			<b>36</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>92</b>	<b>17</b>	<b>25</b>
<b>BARCELONA</b>															
BARCELONA	MONARCH AIRLINES	S	42	0	0	88	5	2	0	5	0	15	95	5	40
<b>TOTAL BARCELONA</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>15</b>	<b>85</b>	<b>24</b>	<b>48</b>
<b>GERONA</b>															
GERONA	MYTRAVEL AIRWAYS	C	8	0	0	88	0	13	0	0	0	4	100	0	7
<b>TOTAL GERONA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>0</b>	<b>7</b>
<b>MAHON</b>															
MAHON	MONARCH AIRLINES	S	18	0	0	100	0	0	0	0	0	1	100	1	7
<b>TOTAL MAHON</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>1</b>	<b>100</b>	<b>1</b>	<b>7</b>
<b>MALAGA</b>															
MALAGA	BMIBABY LTD	S	44	0	0	89	5	0	7	0	0	7	75	9	55
	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	20	10	0	0	0	11	100	0	10
	JET2.COM LTD	S	22	1	1	82	9	5	5	0	0	8	70	16	30
	MONARCH AIRLINES	S	88	0	0	94	3	0	2	0	0	4	94	5	78
	MYTRAVEL AIRWAYS	C	10	0	0	90	10	0	0	0	0	8	100	4	9
	THOMSONFLY LTD	C	36	0	0	94	6	0	0	0	0	3	90	5	41
<b>TOTAL MALAGA</b>			<b>210</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>6</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>7</b>	<b>229</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)
MURCIA SAN JAVIER	JET2.COM LTD	S	29	1	1	93	7	0	0	0	0	2	86	7	28
<b>TOTAL MURCIA SAN JAVIER</b>			<b>29</b>	<b>1</b>	<b>1</b>	<b>93</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>28</b>
PALMA DE MALLORCA	BMIBABY LTD	S	16	0	0	88	13	0	0	0	0	4	83	7	35
	THOMSONFLY LTD	C	3	0	0	100	0	0	0	0	0	0	75	43	8
<b>TOTAL PALMA DE MALLORCA</b>			<b>19</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>3</b>	<b>81</b>	<b>14</b>	<b>43</b>
<b>TOTAL SPAIN</b>			<b>576</b>	<b>3</b>	<b>3</b>	<b>92</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>13</b>	<b>724</b>
<b>SPAIN(CANARY ISLANDS)</b>															
<b>ARRECIFE</b>	AIR EUROPA	C	3	0	0	33	33	33	0	0	0	24	100	5	2
	BMI BRITISH MIDLAND	C	4	0	0	25	25	25	25	0	0	36	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	16	0	0	69	13	6	13	0	0	19	95	7	19
	JET2.COM LTD	S	17	1	0	88	0	12	0	0	0	6	0	0	0
	MONARCH AIRLINES	C	12	0	0	67	0	25	8	0	0	17	85	5	13
	MONARCH AIRLINES	S	21	0	1	81	0	14	5	0	0	13	63	30	16
	MYTRAVEL AIRWAYS	C	16	0	0	69	6	19	6	0	0	14	94	2	18
	THOMAS COOK AIRLINES LTD	C	36	0	0	75	11	0	8	0	6	36	72	13	32
	THOMSONFLY LTD	C	28	0	0	61	7	21	11	0	0	28	67	11	24
	XL AIRWAYS UK LTD	C	13	0	0	46	15	0	38	0	0	52	82	21	11
<b>TOTAL ARRECIFE</b>			<b>166</b>	<b>1</b>	<b>1</b>	<b>69</b>	<b>8</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>78</b>	<b>12</b>	<b>136</b>
<b>FUERTEVENTURA</b>	AIR EUROPA	C	3	0	0	33	0	33	33	0	0	37	0	0	0
	BMI BRITISH MIDLAND	C	3	0	0	33	67	0	0	0	0	23	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	15	0	0	87	0	7	7	0	0	9	94	2	16
	MYTRAVEL AIRWAYS	C	12	0	0	67	25	0	0	8	0	21	100	2	8
	THOMAS COOK AIRLINES LTD	C	21	0	0	76	0	10	14	0	0	17	86	11	21
	THOMSONFLY LTD	C	25	0	0	96	0	4	0	0	0	3	89	10	18
	XL AIRWAYS UK LTD	C	3	0	0	100	0	0	0	0	0	0	33	12	3
<b>TOTAL FUERTEVENTURA</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>7</b>	<b>69</b>
<b>LAS PALMAS</b>	AIR EUROPA	C	2	0	0	50	0	0	50	0	0	54	100	3	3
	FIRST CHOICE AIRWAYS LTD	C	13	0	0	92	8	0	0	0	0	4	90	13	20
	JET2.COM LTD	S	11	0	0	55	45	0	0	0	0	10	0	0	0
	MONARCH AIRLINES	C	8	0	0	100	0	0	0	0	0	2	100	0	10
	MYTRAVEL AIRWAYS	C	17	0	0	82	12	6	0	0	0	7	88	24	8
	THOMAS COOK AIRLINES LTD	C	13	0	0	69	8	0	8	15	0	51	43	42	14
	THOMSONFLY LTD	C	36	0	0	83	11	0	6	0	0	11	80	7	35
	XL AIRWAYS UK LTD	C	4	0	0	50	50	0	0	0	0	17	100	3	3
<b>TOTAL LAS PALMAS</b>			<b>104</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>80</b>	<b>15</b>	<b>94</b>
<b>SANTA CRUZ DE LA PALMA</b>	THOMSONFLY LTD	C	8	0	0	50	13	38	0	0	0	21	0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TENERIFE (SURREINA SOFIA)</b>	AIR EUROPA	C	10	2	0	20	0	60	20	0	0	40	29	39	7
	BMI BRITISH MIDLAND	C	4	0	0	0	25	0	75	0	0	61	0	0	0
	FIRST CHOICE AIRWAYS LTD	C	27	0	0	85	7	7	0	0	0	7	76	12	29
	GB AIRWAYS LTD	S	35	0	0	80	9	6	0	6	0	17	50	19	46
	JET2.COM LTD	S	28	0	0	86	4	4	7	0	0	13	64	12	28
	MONARCH AIRLINES	C	19	0	0	95	5	0	0	0	0	2	82	8	17
	MONARCH AIRLINES	S	59	0	2	81	10	8	0	0	0	9	70	11	57
	MYTRAVEL AIRWAYS	C	20	1	0	60	35	5	0	0	0	11	83	5	18

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	THOMAS COOK AIRLINES LTD	C	42	1	0	74	14	10	2	0	0	11	79	11	48
	THOMSONFLY LTD	C	64	0	0	77	8	9	3	0	3	26	83	21	46
	XL AIRWAYS UK LTD	C	22	0	0	55	23	18	5	0	0	15	92	5	24
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>332</b>	<b>4</b>	<b>2</b>	<b>74</b>	<b>11</b>	<b>10</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>72</b>	<b>14</b>	<b>327</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>692</b>	<b>5</b>	<b>3</b>	<b>74</b>	<b>10</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>76</b>	<b>13</b>	<b>634</b>
<b>ST LUCIA</b>															
ST LUCIA (HEWANORRA)	VIRGIN ATLANTIC AIRWAYS LTD	S	9	0	0	33	0	44	0	22	0	73	25	350	8
<b>TOTAL ST LUCIA (HEWANORRA)</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>350</b>	<b>8</b>
<b>TOTAL ST LUCIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>0</b>	<b>44</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>73</b>	<b>25</b>	<b>350</b>	<b>8</b>
<b>SWEDEN</b>															
GOTEBORG	CITY AIRLINE	S	92	0	0	52	33	11	4	0	0	21	59	15	85
<b>TOTAL GOTEBORG</b>			<b>92</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>33</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>59</b>	<b>15</b>	<b>85</b>
STOCKHOLM (ARLANDA)	SAS	S	80	0	0	88	10	3	0	0	0	5	85	10	78
<b>TOTAL STOCKHOLM (ARLANDA)</b>			<b>80</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>85</b>	<b>10</b>	<b>78</b>
<b>TOTAL SWEDEN</b>			<b>172</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>22</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>71</b>	<b>13</b>	<b>163</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	SWISS AIRLINES	S	44	0	0	89	7	5	0	0	0	6	81	11	16
<b>TOTAL BASLE MULHOUSE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>11</b>	<b>16</b>
BERNE	FLYBE LTD	C	8	0	0	100	0	0	0	0	0	5	100	2	7
<b>TOTAL BERNE</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>5</b>	<b>100</b>	<b>2</b>	<b>7</b>
GENEVA	BMI BRITISH MIDLAND	C	8	0	0	0	38	25	38	0	0	47	0	0	0
	BMIBABY LTD	S	43	0	0	79	7	2	12	0	0	15	82	6	44
	FIRST CHOICE AIRWAYS LTD	C	8	0	0	13	38	25	25	0	0	57	63	13	8
	JET2.COM LTD	S	53	0	1	87	8	6	0	0	0	6	85	8	55
	SWISS AIRLINES	C	3	0	0	67	0	33	0	0	0	14	0	0	0
	THOMAS COOK AIRLINES LTD	C	8	0	0	38	13	25	25	0	0	37	63	11	8
	THOMSONFLY LTD	C	16	0	0	63	0	25	13	0	0	26	100	5	16
	XL AIRWAYS UK LTD	C	8	0	0	38	13	38	0	13	0	60	25	37	8
<b>TOTAL GENEVA</b>			<b>147</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>10</b>	<b>12</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>77</b>	<b>11</b>	<b>205</b>
ZURICH	SWISS AIRLINES	S	186	0	0	77	16	6	1	0	0	9	54	21	182
<b>TOTAL ZURICH</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>16</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>54</b>	<b>21</b>	<b>182</b>
<b>TOTAL SWITZERLAND</b>			<b>385</b>	<b>0</b>	<b>1</b>	<b>75</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>15</b>	<b>410</b>
<b>SYRIA</b>															
DAMASCUS	SYRIANAIR	S	9	0	0	33	33	11	22	0	0	29	37	122	19
<b>TOTAL DAMASCUS</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>37</b>	<b>122</b>	<b>19</b>
<b>TOTAL SYRIA</b>			<b>9</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>33</b>	<b>11</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>37</b>	<b>122</b>	<b>19</b>
<b>TUNISIA</b>															
MONASTIR	FIRST CHOICE AIRWAYS LTD	C	8	0	0	25	25	50	0	0	0	26	88	6	8
	MYTRAVEL AIRWAYS	C	10	0	0	90	10	0	0	0	0	4	78	8	9
	THOMAS COOK AIRLINES LTD	C	4	0	0	100	0	0	0	0	0	3	75	20	4



## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
MONASTIR	THOMSONFLY LTD	C	12	0	0	75	17	8	0	0	0	8	100	4	18
<b>TOTAL MONASTIR</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>41</b>
<b>TOTAL TUNISIA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>15</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>85</b>	<b>8</b>	<b>41</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	38	25	38	0	0	0	27	25	37	8
	MYTRAVEL AIRWAYS	C	10	0	0	80	10	10	0	0	0	9	0	0	0
<b>TOTAL ANTALYA</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>16</b>	<b>21</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>67</b>	<b>20</b>	<b>18</b>
BODRUM (MILAS)	ONUR AIR	C	14	0	0	79	7	0	14	0	0	18	100	1	10
<b>TOTAL BODRUM (MILAS)</b>			<b>14</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>100</b>	<b>1</b>	<b>10</b>
DALAMAN	ONUR AIR	C	10	0	0	80	0	20	0	0	0	12	38	38	8
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	11	0	0	0
<b>TOTAL DALAMAN</b>			<b>12</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>38</b>	<b>38</b>	<b>8</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	63	0	0	52	21	21	6	0	0	25	16	52	62
<b>TOTAL ISTANBUL</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>21</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>16</b>	<b>52</b>	<b>62</b>
<b>TOTAL TURKEY</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>16</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>36</b>	<b>40</b>	<b>98</b>
<b>UNITED ARAB EMIRATES</b>															
ABU DHABI INTERNATIONAL	ETIHAD AIRWAYS	S	63	0	0	75	13	10	3	0	0	10	94	5	62
<b>TOTAL ABU DHABI INTERNATIONAL</b>			<b>64</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>10</b>	<b>94</b>	<b>5</b>	<b>62</b>
DUBAI	EMIRATES	S	124	0	0	4	18	46	30	2	1	58	6	63	124
<b>TOTAL DUBAI</b>			<b>124</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>18</b>	<b>46</b>	<b>30</b>	<b>2</b>	<b>1</b>	<b>58</b>	<b>6</b>	<b>63</b>	<b>124</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>188</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>16</b>	<b>34</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>42</b>	<b>35</b>	<b>44</b>	<b>186</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	BMI REGIONAL	S	333	0	0	92	4	2	2	0	0	4	90	5	249
<b>TOTAL ABERDEEN</b>			<b>333</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>6</b>	<b>410</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	351	0	2	85	7	3	5	0	0	9	90	6	255
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>351</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>7</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>86</b>	<b>8</b>	<b>507</b>
BELFAST INTERNATIONAL	BMIBABY LTD	S	138	0	5	94	2	2	1	0	0	3	95	4	194
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>138</b>	<b>0</b>	<b>5</b>	<b>94</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>95</b>	<b>4</b>	<b>194</b>
BOURNEMOUTH	EASTERN AIRWAYS	C	2	0	0	50	0	0	0	0	50	395	0	0	0
<b>TOTAL BOURNEMOUTH</b>			<b>2</b>	<b>1</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>395</b>	<b>0</b>	<b>0</b>	<b>0</b>
BRISTOL	AIR SOUTHWEST	S	25	0	1	92	0	4	4	0	0	5	88	7	58
<b>TOTAL BRISTOL</b>			<b>25</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>58</b>
EDINBURGH	BMI REGIONAL	S	343	0	0	92	4	2	2	0	0	5	93	6	247
	FLYBE LTD	S	280	0	0	88	3	4	5	0	0	8	0	0	0
<b>TOTAL EDINBURGH</b>			<b>623</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>10</b>	<b>537</b>
EXETER	FLYBE LTD	S	98	1	0	85	8	0	5	2	0	13	99	1	99
<b>TOTAL EXETER</b>			<b>98</b>	<b>2</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>99</b>	<b>1</b>	<b>99</b>
FARNBOROUGH	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	11	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 FARNBOROUGH</b>			<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	0
GATWICK	BRITISH AIRWAYS PLC	S	392	0	0	84	8	6	2	0	0	9	67	20	383
<b>TOTAL GATWICK</b>			<b>399</b>	<b>36</b>	<b>0</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>69</b>	<b>18</b>	477
GLASGOW	BMI REGIONAL	S	204	0	0	86	5	6	3	0	7	94	7	196	
	FLYBE LTD	S	159	0	5	82	6	3	8	1	16	0	0	0	
<b>TOTAL GLASGOW</b>			<b>363</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>6</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>10</b>	464	
GUERNSEY	AURIGNY AIR SERVICES	S	96	0	5	92	3	0	5	0	7	95	3	114	
	FLYBE LTD	S	6	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL GUERNSEY</b>			<b>102</b>	<b>0</b>	<b>5</b>	<b>92</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	114	
HEATHROW	BMI BRITISH MIDLAND	S	370	0	14	61	15	16	8	0	20	79	10	388	
	BRITISH AIRWAYS PLC	S	471	3	1	49	16	18	15	2	33	62	17	472	
<b>TOTAL HEATHROW</b>			<b>842</b>	<b>4</b>	<b>15</b>	<b>54</b>	<b>16</b>	<b>17</b>	<b>12</b>	<b>1</b>	<b>27</b>	<b>70</b>	<b>14</b>	862	
INVERNESS	EASTERN AIRWAYS	S	89	0	1	89	7	3	1	0	6	87	8	93	
<b>TOTAL INVERNESS</b>			<b>89</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>87</b>	<b>8</b>	93	
ISLE OF MAN	EUROMANX GMBH	S	213	0	15	94	3	3	0	0	3	92	7	168	
	FLYBE LTD	S	191	0	5	93	3	2	2	0	5	0	0	0	
<b>TOTAL ISLE OF MAN</b>			<b>404</b>	<b>0</b>	<b>20</b>	<b>94</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>9</b>	433	
JERSEY	BMIBABY LTD	S	30	0	0	90	7	3	0	0	4	79	16	52	
	FLYBE LTD	S	98	0	0	87	5	3	5	0	8	0	0	0	
<b>TOTAL JERSEY</b>			<b>128</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>7</b>	<b>78</b>	<b>14</b>	115	
LONDON CITY	VLM (BELGIUM)	S	179	0	8	59	20	9	8	3	27	69	14	216	
<b>TOTAL LONDON CITY</b>			<b>179</b>	<b>0</b>	<b>8</b>	<b>59</b>	<b>20</b>	<b>9</b>	<b>8</b>	<b>3</b>	<b>27</b>	<b>69</b>	<b>14</b>	216	
NEWCASTLE	XL AIRWAYS UK LTD	C	2	0	0	100	0	0	0	0	3	0	0	0	
<b>TOTAL NEWCASTLE</b>			<b>3</b>	<b>1</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>0</b>	1	
NEWQUAY	AIR SOUTHWEST	S	26	0	0	73	12	12	4	0	11	74	19	94	
<b>TOTAL NEWQUAY</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>12</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>74</b>	<b>19</b>	94	
NORWICH	FLYBE LTD	S	90	0	0	87	7	2	3	1	11	82	15	104	
<b>TOTAL NORWICH</b>			<b>90</b>	<b>1</b>	<b>0</b>	<b>87</b>	<b>7</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>11</b>	<b>82</b>	<b>15</b>	104	
PLYMOUTH	AIR SOUTHWEST	S	105	0	1	80	7	8	6	0	11	77	12	82	
<b>TOTAL PLYMOUTH</b>			<b>105</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>11</b>	<b>77</b>	<b>12</b>	82	
SOUTHAMPTON	FLYBE LTD	S	288	0	2	90	7	2	1	0	5	79	10	187	
<b>TOTAL SOUTHAMPTON</b>			<b>288</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>10</b>	416	
STANSTED	EASTERN AIRWAYS	S	112	0	6	92	4	3	1	0	4	0	0	0	
<b>TOTAL STANSTED</b>			<b>113</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>90</b>	<b>5</b>	107	
<b>TOTAL UNITED KINGDOM</b>			<b>4705</b>	<b>55</b>	<b>74</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	5384	
<b>USA</b>															
ATLANTA	DELTA AIRLINES	S	62	0	0	76	8	2	10	5	22	77	9	61	
<b>TOTAL ATLANTA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>8</b>	<b>2</b>	<b>10</b>	<b>5</b>	<b>22</b>	<b>77</b>	<b>9</b>	61	
CHICAGO (O'HARE)	AMERICAN AIRLINES	S	60	0	2	82	2	3	12	2	18	89	6	62	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: MANCHESTER (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
CHICAGO (O'HARE)	BMI BRITISH MIDLAND	S	58	0	4	84	3	5	5	2	0	14	90	7	60
<b>TOTAL CHICAGO (O'HARE)</b>			<b>118</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>3</b>	<b>4</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>80</b>	<b>41</b>	<b>140</b>
LAS VEGAS	BMI BRITISH MIDLAND	S	17	0	0	76	0	0	12	12	0	44	65	20	17
	MYTRAVEL AIRWAYS	C	2	0	0	50	50	0	0	0	0	9	0	0	0
<b>TOTAL LAS VEGAS</b>			<b>19</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>5</b>	<b>0</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>40</b>	<b>65</b>	<b>20</b>	<b>17</b>
NEW ORLEANS	FIRST CHOICE AIRWAYS LTD	C	2	0	0	0	50	50	0	0	0	27	0	0	0
	THOMAS COOK AIRLINES LTD	C	2	0	0	50	0	50	0	0	0	29	0	0	0
<b>TOTAL NEW ORLEANS</b>			<b>4</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>
NEW YORK (JF KENNEDY)	BRITISH AIRWAYS PLC	S	61	0	1	87	5	2	7	0	0	8	84	11	62
	DELTA AIRLINES	S	35	0	1	91	3	3	0	3	0	7	73	16	37
	PAKISTAN INTL AIRLINES	S	16	0	0	19	0	31	44	6	0	78	12	118	42
<b>TOTAL NEW YORK (JF KENNEDY)</b>			<b>113</b>	<b>0</b>	<b>2</b>	<b>78</b>	<b>4</b>	<b>6</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>60</b>	<b>44</b>	<b>141</b>
NEW YORK (NEWARK)	CONTINENTAL AIRLINES	S	124	0	0	90	4	3	3	0	0	5	84	7	124
<b>TOTAL NEW YORK (NEWARK)</b>			<b>124</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>7</b>	<b>124</b>
ORLANDO	VIRGIN ATLANTIC AIRWAYS LTD	S	69	0	1	71	6	14	9	0	0	17	56	25	61
<b>TOTAL ORLANDO</b>			<b>69</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>14</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>56</b>	<b>25</b>	<b>61</b>
PHILADELPHIA INTERNATIONAL	US AIRWAYS	S	62	0	0	79	8	8	5	0	0	11	74	14	62
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>			<b>62</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>11</b>	<b>74</b>	<b>14</b>	<b>62</b>
SANFORD	FIRST CHOICE AIRWAYS LTD	C	8	0	0	63	25	13	0	0	0	12	75	12	8
	XL AIRWAYS UK LTD	C	16	0	0	38	19	25	6	13	0	50	75	39	16
<b>TOTAL SANFORD</b>			<b>24</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>8</b>	<b>0</b>	<b>37</b>	<b>68</b>	<b>53</b>	<b>40</b>
<b>TOTAL USA</b>			<b>595</b>	<b>11</b>	<b>11</b>	<b>79</b>	<b>6</b>	<b>7</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>72</b>	<b>28</b>	<b>649</b>
<b>TOTAL MANCHESTER</b>			<b>13965</b>	<b>96</b>	<b>118</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>76</b>	<b>17</b>	<b>14887</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007			
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights	
			Actual (7)	Plan (8)												
<b>AUSTRIA</b>																
INNSBRUCK	THOMSONFLY LTD	C	8	0	0	75	13	13	0	0	0	11	75	23	8	
<b>TOTAL INNSBRUCK</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>75</b>	<b>23</b>	<b>8</b>	
SALZBURG	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	3	75	13	8	
<b>TOTAL SALZBURG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>75</b>	<b>13</b>	<b>8</b>	
<b>TOTAL AUSTRIA</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>18</b>	<b>16</b>	
<b>BELGIUM</b>																
BRUSSELS	BRUSSELS AIRLINES	S	54	0	0	74	9	9	7	0	0	13	79	9	84	
<b>TOTAL BRUSSELS</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>9</b>	<b>84</b>	
<b>TOTAL BELGIUM</b>			<b>54</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>9</b>	<b>9</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>9</b>	<b>84</b>	
<b>BULGARIA</b>																
PLOVDIV	BH AIR	C	8	0	0	13	13	25	25	0	25	174	10	93	10	
<b>TOTAL PLOVDIV</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>174</b>	<b>10</b>	<b>93</b>	<b>10</b>	
<b>TOTAL BULGARIA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>13</b>	<b>25</b>	<b>25</b>	<b>0</b>	<b>25</b>	<b>174</b>	<b>10</b>	<b>93</b>	<b>10</b>	
<b>CZECH REPUBLIC</b>																
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	89	2	3	6	0	0	12	72	17	60	
<b>TOTAL PRAGUE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	<b>60</b>	
<b>TOTAL CZECH REPUBLIC</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>17</b>	<b>60</b>	
<b>DENMARK</b>																
COPENHAGEN	CIMBER AIR A/S	S	56	0	4	46	23	18	13	0	0	31	0	0	0	
<b>TOTAL COPENHAGEN</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>23</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>0</b>	
<b>TOTAL DENMARK</b>			<b>56</b>	<b>0</b>	<b>4</b>	<b>46</b>	<b>23</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>50</b>	<b>9</b>	<b>2</b>	
<b>EGYPT</b>																
SHARM EL SHEIKH (OPHIRA)	THOMAS COOK AIRLINES LTD	C	8	0	0	88	13	0	0	0	0	3	88	5	8	
	THOMSONFLY LTD	C	10	0	0	50	40	10	0	0	0	14	50	21	8	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>33</b>	<b>25</b>	
<b>TOTAL EGYPT</b>			<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>28</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>60</b>	<b>33</b>	<b>25</b>	
<b>FRANCE</b>																
CHAMBERY	JET2.COM LTD	S	17	0	1	71	6	6	18	0	0	18	22	50	18	
<b>TOTAL CHAMBERY</b>			<b>17</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>6</b>	<b>6</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>22</b>	<b>50</b>	<b>18</b>	
PARIS (CHARLES DE GAULLE)	BRIT AIR	S	165	0	0	93	5	1	1	0	0	4	75	13	165	
	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	10	6	8	0	0	14	63	26	108	
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>			<b>227</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>18</b>	<b>273</b>	
<b>TOTAL FRANCE</b>			<b>245</b>	<b>0</b>	<b>1</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>67</b>	<b>20</b>	<b>291</b>	
<b>GERMANY</b>																
DUSSELDORF	EUROWINGS LUFTVERKEHRS	S	102	0	0	80	11	7	2	0	0	10	68	11	38	

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 DUSSELDORF</b>			<b>102</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>11</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>68</b>	<b>11</b>	<b>38</b>
HANOVER	TUIFLY (GERMANY)	S	26	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL HANOVER</b>			<b>26</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>21</b>	<b>44</b>	<b>24</b>
<b>TOTAL GERMANY</b>			<b>128</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>8</b>	<b>50</b>	<b>24</b>	<b>62</b>
<b>IRISH REPUBLIC</b>															
CORK	JET2.COM LTD	S	34	0	0	88	0	0	12	0	0	12	67	30	18
<b>TOTAL CORK</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>30</b>	<b>18</b>
DUBLIN	AER LINGUS	S	42	0	0	69	26	5	0	0	0	13	92	8	62
	EASTERN AIRWAYS	C	2	0	0	50	0	50	0	0	0	25	0	0	0
	RYANAIR	S	122	0	0	77	12	6	5	0	0	12	58	49	107
<b>TOTAL DUBLIN</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>16</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>34</b>	<b>169</b>
GALWAY	AER ARRAN	S	24	0	0	92	0	0	8	0	0	10	0	0	0
<b>TOTAL GALWAY</b>			<b>24</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL IRISH REPUBLIC</b>			<b>224</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>34</b>	<b>187</b>
<b>ITALY</b>															
BERGAMO	RYANAIR	S	28	0	0	25	46	18	11	0	0	32	73	16	26
<b>TOTAL BERGAMO</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>18</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>73</b>	<b>16</b>	<b>26</b>
TURIN	THOMSONFLY LTD	C	8	0	0	50	13	25	13	0	0	27	50	41	8
<b>TOTAL TURIN</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>13</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>50</b>	<b>41</b>	<b>8</b>
<b>TOTAL ITALY</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>39</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>74</b>	<b>14</b>	<b>96</b>
<b>MALTA</b>															
MALTA	AIR MALTA	C	2	0	0	0	50	50	0	0	0	27	0	0	0
<b>TOTAL MALTA</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>27</b>	<b>61</b>	<b>15</b>	<b>18</b>
<b>TOTAL MALTA</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>27</b>	<b>61</b>	<b>15</b>	<b>18</b>
<b>NETHERLANDS</b>															
AMSTERDAM	KLM	S	107	0	9	90	3	7	1	0	0	6	89	7	141
	KLM CITYHOPPER	S	171	0	0	71	15	7	7	0	0	15	78	15	144
<b>TOTAL AMSTERDAM</b>			<b>278</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>389</b>
<b>TOTAL NETHERLANDS</b>			<b>278</b>	<b>0</b>	<b>9</b>	<b>78</b>	<b>10</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>13</b>	<b>389</b>
<b>NORWAY</b>															
BERGEN	JET2.COM LTD	S	16	0	0	94	6	0	0	0	0	1	88	7	16
<b>TOTAL BERGEN</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>1</b>	<b>88</b>	<b>7</b>	<b>16</b>
STAVANGER	WIDEROE FLYVESELSKAP A/S	S	16	0	0	63	13	25	0	0	0	15	78	11	32
<b>TOTAL STAVANGER</b>			<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>13</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>11</b>	<b>32</b>
<b>TOTAL NORWAY</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>8</b>	<b>84</b>
<b>POLAND</b>															
KRAKOW	EASYJET AIRLINE COMPANY LTD	S	45	0	1	51	13	22	7	7	0	45	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KRAKOW	JET2.COM LTD	S	8	0	0	63	13	13	0	13	0	38	72	10	18
<b>TOTAL KRAKOW</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>13</b>	<b>21</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>72</b>	<b>10</b>	<b>18</b>
<b>TOTAL POLAND</b>			<b>53</b>	<b>0</b>	<b>1</b>	<b>53</b>	<b>13</b>	<b>21</b>	<b>6</b>	<b>8</b>	<b>0</b>	<b>44</b>	<b>72</b>	<b>10</b>	<b>18</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	26	0	0	73	12	12	4	0	0	12	71	13	34
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	100	11	2
<b>TOTAL FARO</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>11</b>	<b>72</b>	<b>13</b>	<b>36</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</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>11</b>	<b>72</b>	<b>13</b>	<b>36</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	69	21	3	6	0	0	15	89	6	70
	MYTRAVEL AIRWAYS	C	2	0	0	100	0	0	0	0	0	0	100	0	2
	THOMSONFLY LTD	C	30	0	0	80	3	10	7	0	0	13	92	4	26
<b>TOTAL ALICANTE</b>			<b>94</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>90</b>	<b>5</b>	<b>98</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	60	0	2	82	2	15	2	0	0	9	63	16	62
<b>TOTAL BARCELONA</b>			<b>60</b>	<b>0</b>	<b>2</b>	<b>82</b>	<b>2</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>16</b>	<b>62</b>
GERONA	RYANAIR	S	34	0	0	97	0	0	3	0	0	6	0	0	0
<b>TOTAL GERONA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>0</b>	<b>8</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	76	15	6	3	0	0	13	74	13	62
	THOMSONFLY LTD	C	26	0	0	81	8	8	4	0	0	9	85	8	26
<b>TOTAL MALAGA</b>			<b>88</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>77</b>	<b>12</b>	<b>88</b>
MURCIA SAN JAVIER	JET2.COM LTD	S	20	0	0	85	10	5	0	0	0	5	83	10	24
<b>TOTAL MURCIA SAN JAVIER</b>			<b>20</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>83</b>	<b>10</b>	<b>24</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	34	0	0	88	9	0	3	0	0	7	91	4	44
<b>TOTAL PALMA DE MALLORCA</b>			<b>35</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>4</b>	<b>44</b>
VALLADOLID	SWIFTAIR	C	2	0	0	100	0	0	0	0	0	8	0	0	0
<b>TOTAL VALLADOLID</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>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SPAIN</b>			<b>334</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>9</b>	<b>324</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	JET2.COM LTD	S	10	0	0	80	0	0	10	10	0	39	0	0	0
	THOMAS COOK AIRLINES LTD	C	12	0	0	50	17	8	25	0	0	33	60	22	10
	THOMSONFLY LTD	C	10	0	0	100	0	0	0	0	0	1	80	6	10
<b>TOTAL ARRECIFE</b>			<b>32</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>6</b>	<b>3</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>25</b>	<b>75</b>	<b>11</b>	<b>36</b>
FUERTEVENTURA	MYTRAVEL AIRWAYS	C	11	0	0	91	0	9	0	0	0	8	90	4	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	25	0	0	0	0	5	75	22	8
<b>TOTAL FUERTEVENTURA</b>			<b>19</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>6</b>	<b>87</b>	<b>9</b>	<b>30</b>
LAS PALMAS	JET2.COM LTD	S	11	0	0	73	9	0	18	0	0	17	0	0	0
	THOMAS COOK AIRLINES LTD	C	10	0	0	80	10	10	0	0	0	10	80	28	10
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	100	2	10
<b>TOTAL LAS PALMAS</b>			<b>29</b>	<b>1</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>15</b>	<b>38</b>
TENERIFE (SURREINA SOFIA)	JET2.COM LTD	S	17	0	1	76	0	18	6	0	0	13	89	7	18

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

## Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
TENERIFE (SURREINA SOFIA)	MYTRAVEL AIRWAYS	C	12	0	0	100	0	0	0	0	0	3	94	4	18
	THOMAS COOK AIRLINES LTD	C	10	0	0	70	10	0	20	0	0	18	78	12	9
	THOMSONFLY LTD	C	35	0	0	80	9	6	6	0	0	10	100	2	18
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>74</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>5</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>20</b>	<b>78</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>154</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>7</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>16</b>	<b>182</b>
<b>SWITZERLAND</b>															
GENEVA	EASYJET AIRLINE COMPANY LTD	S	72	0	2	79	11	4	6	0	0	11	41	26	79
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	11	38	29	8
<b>TOTAL GENEVA</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>26</b>	<b>87</b>
<b>TOTAL SWITZERLAND</b>			<b>81</b>	<b>0</b>	<b>2</b>	<b>79</b>	<b>12</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>40</b>	<b>26</b>	<b>87</b>
<b>UNITED ARAB EMIRATES</b>															
DUBAI	EMIRATES	S	62	0	0	63	8	18	8	3	0	27	0	0	0
<b>TOTAL DUBAI</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL UNITED ARAB EMIRATES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>8</b>	<b>18</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>UNITED KINGDOM</b>															
ABERDEEN	EASTERN AIRWAYS	S	209	0	4	88	7	4	0	0	0	7	91	6	204
<b>TOTAL ABERDEEN</b>			<b>209</b>	<b>0</b>	<b>4</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>6</b>	<b>204</b>
BELFAST CITY (GEORGE BEST)	FLYBE LTD	S	84	0	4	87	8	1	0	4	0	12	91	5	56
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>84</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>12</b>	<b>91</b>	<b>5</b>	<b>56</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	171	0	1	82	8	4	6	0	0	12	74	14	189
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>171</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>8</b>	<b>4</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>74</b>	<b>14</b>	<b>189</b>
BIRMINGHAM	EASTERN AIRWAYS	S	145	0	3	91	3	6	0	0	0	4	94	4	143
<b>TOTAL BIRMINGHAM</b>			<b>145</b>	<b>0</b>	<b>3</b>	<b>91</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>94</b>	<b>4</b>	<b>143</b>
BRISTOL	EASYJET AIRLINE COMPANY LTD	S	166	0	0	78	9	7	5	0	0	12	67	24	209
<b>TOTAL BRISTOL</b>			<b>166</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>67</b>	<b>24</b>	<b>209</b>
CARDIFF WALES	EASTERN AIRWAYS	S	82	0	0	98	2	0	0	0	0	2	93	11	80
<b>TOTAL CARDIFF WALES</b>			<b>82</b>	<b>0</b>	<b>0</b>	<b>98</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>93</b>	<b>11</b>	<b>80</b>
EXETER	FLYBE LTD	S	90	0	1	82	2	3	11	1	0	17	94	4	107
<b>TOTAL EXETER</b>			<b>91</b>	<b>0</b>	<b>1</b>	<b>82</b>	<b>2</b>	<b>3</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>94</b>	<b>4</b>	<b>107</b>
GATWICK	JET2.COM LTD	S	147	0	2	97	1	1	1	0	0	3	0	0	0
<b>TOTAL GATWICK</b>			<b>147</b>	<b>0</b>	<b>2</b>	<b>97</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>70</b>	<b>20</b>	<b>184</b>
HEATHROW	BRITISH AIRWAYS PLC	S	342	0	0	51	12	18	17	1	0	31	67	19	347
<b>TOTAL HEATHROW</b>			<b>342</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>12</b>	<b>18</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>67</b>	<b>19</b>	<b>347</b>
ISLE OF MAN	EASTERN AIRWAYS	S	52	0	0	92	4	4	0	0	0	3	94	6	52
<b>TOTAL ISLE OF MAN</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>94</b>	<b>6</b>	<b>52</b>
MANCHESTER	XL AIRWAYS UK LTD	C	2	0	0	50	50	0	0	0	0	8	0	0	0
<b>TOTAL MANCHESTER</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>30</b>	<b>1</b>
SOUTHAMPTON	EASTERN AIRWAYS	C	2	0	0	50	0	50	0	0	0	22	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: NEWCASTLE (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SOUTHAMPTON	EASTERN AIRWAYS	S	119	0	3	84	11	3	1	1	0	9	88	6	124
	FLYBE LTD	S	132	0	0	86	8	5	2	0	0	7	83	13	160
<b>TOTAL SOUTHAMPTON</b>			<b>253</b>	<b>0</b>	<b>3</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>284</b>
STANSTED	EASYJET AIRLINE COMPANY LTD	S	172	0	2	85	5	3	7	0	0	11	77	13	283
<b>TOTAL STANSTED</b>			<b>172</b>	<b>0</b>	<b>2</b>	<b>85</b>	<b>5</b>	<b>3</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>76</b>	<b>14</b>	<b>285</b>
<b>TOTAL UNITED KINGDOM</b>			<b>1916</b>	<b>3</b>	<b>20</b>	<b>80</b>	<b>7</b>	<b>6</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>79</b>	<b>13</b>	<b>2209</b>
<b>TOTAL NEWCASTLE</b>			<b>3788</b>	<b>4</b>	<b>40</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>76</b>	<b>15</b>	<b>4197</b>



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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	12	0	2	83	0	17	0	0	0	6	53	22	30
TOTAL TIRANA			13	0	2	85	0	15	0	0	6	55	21	31	
TOTAL ALBANIA			13	0	2	85	0	15	0	0	6	55	21	31	
<b>AUSTRIA</b>															
GRAZ	RYANAIR	S	35	0	0	66	26	6	0	3	0	21	84	9	62
TOTAL GRAZ			35	0	0	66	26	6	0	3	0	21	84	9	62
INNSBRUCK	FIRST CHOICE AIRWAYS LTD	C	8	0	0	75	0	0	13	13	0	42	75	187	8
TOTAL INNSBRUCK			8	0	0	75	0	0	13	13	0	42	75	187	8
KLAGENFURT	RYANAIR	S	28	0	0	89	11	0	0	0	0	6	67	19	24
TOTAL KLAGENFURT			28	0	0	89	11	0	0	0	0	6	67	19	24
LINZ	RYANAIR	S	34	0	0	100	0	0	0	0	0	1	86	5	36
TOTAL LINZ			34	0	0	100	0	0	0	0	0	1	86	5	36
SALZBURG	RYANAIR	S	183	0	1	88	9	3	1	0	0	5	65	17	184
	THOMSONFLY LTD	C	8	0	0	100	0	0	0	0	0	0	63	14	8
TOTAL SALZBURG			191	0	1	88	8	3	1	0	0	5	65	17	192
TOTAL AUSTRIA			296	0	1	87	9	2	1	1	0	7	72	17	384
<b>BELGIUM</b>															
CHARLEROI	RYANAIR	S	112	0	10	88	7	4	1	0	0	5	0	0	0
TOTAL CHARLEROI			112	0	10	88	7	4	1	0	0	5	0	0	0
TOTAL BELGIUM			112	0	10	88	7	4	1	0	0	5	0	0	0
<b>CAPE VERDE ISLANDS</b>															
ILHA DO SAL C.VERDE	TACV - CABO VERDE AIRLINES	S	6	0	4	0	0	0	67	0	33	266	0	0	0
TOTAL ILHA DO SAL C.VERDE			6	0	4	0	0	0	67	0	33	266	0	0	0
PRAIA	TACV - CABO VERDE AIRLINES	S	2	0	6	0	0	50	50	0	0	56	0	0	0
TOTAL PRAIA			2	0	6	0	0	50	50	0	0	56	0	0	0
TOTAL CAPE VERDE ISLANDS			8	0	10	0	0	13	63	0	25	213	0	0	0
<b>CYPRUS</b>															
LARNACA	CYPRUS AIRWAYS	S	18	1	0	72	17	11	0	0	0	14	22	52	18
TOTAL LARNACA			18	1	0	72	17	11	0	0	0	14	22	52	18
PAPHOS	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	10	100	0	2
	THOMAS COOK AIRLINES LTD	C	2	0	0	100	0	0	0	0	0	7	0	0	0
TOTAL PAPHOS			4	0	0	100	0	0	0	0	0	9	100	0	2
TOTAL CYPRUS			22	1	0	77	14	9	0	0	0	13	30	47	20
<b>CZECH REPUBLIC</b>															
BRNO (TURANY)	RYANAIR	S	61	0	1	97	2	2	0	0	0	4	85	8	60
TOTAL BRNO (TURANY)			61	0	1	97	2	2	0	0	0	4	85	8	60

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
PRAGUE	EASYJET AIRLINE COMPANY LTD	S	124	0	0	83	11	2	4	0	0	8	76	17	120
<b>TOTAL PRAGUE</b>			<b>124</b>	<b>1</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>15</b>	<b>208</b>
<b>TOTAL CZECH REPUBLIC</b>			<b>185</b>	<b>1</b>	<b>1</b>	<b>88</b>	<b>8</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>79</b>	<b>14</b>	<b>268</b>
<b>DENMARK</b>															
AARHUS (TIRSTRUP)	RYANAIR	S	60	0	0	68	27	5	0	0	0	12	80	8	106
<b>TOTAL AARHUS (TIRSTRUP)</b>			<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>106</b>
BILLUND	RYANAIR	S	62	0	0	90	3	5	0	2	0	10	0	0	0
<b>TOTAL BILLUND</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>
COPENHAGEN	EASYJET AIRLINE COMPANY LTD	S	176	0	1	47	27	21	4	2	0	26	72	16	178
<b>TOTAL COPENHAGEN</b>			<b>176</b>	<b>1</b>	<b>2</b>	<b>47</b>	<b>27</b>	<b>21</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>26</b>	<b>72</b>	<b>16</b>	<b>178</b>
<b>TOTAL DENMARK</b>			<b>298</b>	<b>1</b>	<b>2</b>	<b>60</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>12</b>	<b>337</b>
<b>EGYPT</b>															
SHARM EL SHEIKH (OPHIRA)	THOMSONFLY LTD	C	10	0	0	90	0	10	0	0	0	11	100	6	8
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>6</b>	<b>8</b>
<b>TOTAL EGYPT</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>100</b>	<b>6</b>	<b>8</b>
<b>ESTONIA</b>															
TALLIN	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	18	5	3	0	0	12	82	10	60
<b>TOTAL TALLIN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>60</b>
<b>TOTAL ESTONIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>18</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>82</b>	<b>10</b>	<b>60</b>
<b>FAROE ISLANDS</b>															
VAGAR	ATLANTIC AIRWAYS	C	2	0	0	0	100	0	0	0	0	24	50	15	2
<b>TOTAL VAGAR</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>24</b>	<b>50</b>	<b>15</b>	<b>2</b>
<b>TOTAL FAROE ISLANDS</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>24</b>	<b>50</b>	<b>15</b>	<b>2</b>
<b>FINLAND</b>															
HELSINKI	BLUE 1	S	36	0	0	61	22	14	3	0	0	15	59	29	46
<b>TOTAL HELSINKI</b>			<b>36</b>	<b>0</b>	<b>0</b>	<b>61</b>	<b>22</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>59</b>	<b>29</b>	<b>46</b>
TAMPERE	RYANAIR	S	61	0	1	79	13	7	2	0	0	13	86	8	114
<b>TOTAL TAMPERE</b>			<b>61</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>86</b>	<b>8</b>	<b>114</b>
<b>TOTAL FINLAND</b>			<b>97</b>	<b>0</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>78</b>	<b>14</b>	<b>161</b>
<b>FRANCE</b>															
BERGERAC	RYANAIR	S	34	0	0	94	6	0	0	0	0	3	84	13	61
<b>TOTAL BERGERAC</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>13</b>	<b>61</b>
BIARRITZ	RYANAIR	S	34	0	0	41	29	26	3	0	0	23	89	6	57
<b>TOTAL BIARRITZ</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>89</b>	<b>6</b>	<b>57</b>
CARCASSONNE	RYANAIR	S	34	0	0	76	15	6	3	0	0	11	83	8	52
<b>TOTAL CARCASSONNE</b>			<b>34</b>	<b>0</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>83</b>	<b>8</b>	<b>52</b>
CHAMBERY	TITAN AIRWAYS LTD	C	8	0	0	75	13	13	0	0	0	16	50	17	8

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
			Actual (7)	Plan (8)											
<b>TOTAL CHAMBERY</b>			<b>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>16</b>	<b>50</b>	<b>17</b>	<b>8</b>
DINARD	RYANAIR	S	34	0	0	97	3	0	0	0	0	4	98	1	60
<b>TOTAL DINARD</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>4</b>	<b>98</b>	<b>1</b>	<b>60</b>
GRENOBLE	FIRST CHOICE AIRWAYS LTD	C	8	0	0	50	13	13	0	25	0	75	50	80	8
	RYANAIR	S	89	1	1	90	9	1	0	0	0	4	84	6	93
<b>TOTAL GRENOBLE</b>			<b>97</b>	<b>1</b>	<b>1</b>	<b>87</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>12</b>	<b>101</b>
LA ROCHELLE	RYANAIR	S	44	0	0	86	2	11	0	0	0	7	96	4	50
<b>TOTAL LA ROCHELLE</b>			<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>4</b>	<b>50</b>
LIMOGES	RYANAIR	S	42	0	0	100	0	0	0	0	0	2	90	4	61
<b>TOTAL LIMOGES</b>			<b>42</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>90</b>	<b>4</b>	<b>61</b>
LYON	EASYJET AIRLINE COMPANY LTD	S	138	0	0	79	13	7	1	0	0	10	81	11	138
<b>TOTAL LYON</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>138</b>
MARSEILLE	RYANAIR	S	62	0	0	90	3	6	0	0	0	5	89	4	62
<b>TOTAL MARSEILLE</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>62</b>
MONTPELLIER	RYANAIR	S	28	0	0	75	4	14	7	0	0	14	93	6	42
<b>TOTAL MONTPELLIER</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>6</b>	<b>42</b>
NANTES	RYANAIR	S	62	0	0	97	3	0	0	0	0	3	88	9	50
<b>TOTAL NANTES</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>9</b>	<b>50</b>
NICE	EASYJET AIRLINE COMPANY LTD	S	42	0	0	67	21	7	5	0	0	16	52	18	44
<b>TOTAL NICE</b>			<b>42</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>21</b>	<b>7</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>52</b>	<b>18</b>	<b>44</b>
PAU	RYANAIR	S	28	0	0	79	14	4	4	0	0	7	95	9	57
<b>TOTAL PAU</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>9</b>	<b>57</b>
PERPIGNAN	RYANAIR	S	28	0	0	100	0	0	0	0	0	1	97	6	36
<b>TOTAL PERPIGNAN</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>6</b>	<b>36</b>
TOULON / HYERES	RYANAIR	S	28	0	0	82	7	11	0	0	0	8	72	42	36
<b>TOTAL TOULON / HYERES</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>42</b>	<b>36</b>
TOURS	RYANAIR	S	28	0	0	79	0	7	14	0	0	14	95	8	38
<b>TOTAL TOURS</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>8</b>	<b>38</b>
<b>TOTAL FRANCE</b>			<b>771</b>	<b>3</b>	<b>1</b>	<b>84</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>86</b>	<b>9</b>	<b>1030</b>
<b>GERMANY</b>															
ALTENBURG - WALLBURG	RYANAIR	S	52	0	0	90	6	4	0	0	0	4	79	9	52
<b>TOTAL ALTENBURG - WALLBURG</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>52</b>
BERLIN (SCHONEFELD)	RYANAIR	S	124	0	1	88	6	6	0	0	0	7	77	13	122
<b>TOTAL BERLIN (SCHONEFELD)</b>			<b>124</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>77</b>	<b>13</b>	<b>122</b>
BERLIN (TEGEL)	AIR BERLIN	S	122	0	0	79	16	6	0	0	0	8	78	11	152
<b>TOTAL BERLIN (TEGEL)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>16</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>78</b>	<b>11</b>	<b>152</b>
BREMEN	RYANAIR	S	122	0	0	80	14	5	1	1	0	11	0	0	0
<b>TOTAL BREMEN</b>			<b>122</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
COLOGNE (BONN)	GERMANWINGS	S	148	0	0	78	14	6	2	0	0	10	88	7	152
<b>TOTAL COLOGNE (BONN)</b>			<b>148</b>	<b>0</b>	<b>0</b>	<b>78</b>	<b>14</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>152</b>
DUSSELDORF	AIR BERLIN	C	2	0	0	100	0	0	0	0	0	10	0	0	0
	AIR BERLIN	S	158	0	0	94	4	1	1	0	0	3	89	5	176
<b>TOTAL DUSSELDORF</b>			<b>160</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>4</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>89</b>	<b>5</b>	<b>176</b>
FRIEDRICHSHAFEN	RYANAIR	S	122	0	0	89	10	2	0	0	0	5	78	9	122
<b>TOTAL FRIEDRICHSHAFEN</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>78</b>	<b>9</b>	<b>122</b>
HAHN	RYANAIR	S	247	0	0	81	11	7	1	0	0	9	81	10	323
<b>TOTAL HAHN</b>			<b>247</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>323</b>
HANOVER	AIR BERLIN	S	106	0	0	87	5	5	4	0	0	9	76	11	100
<b>TOTAL HANOVER</b>			<b>106</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>100</b>
KARLSRUHE/BADEN BADEN	RYANAIR	S	75	0	2	84	12	3	1	0	0	7	70	15	106
<b>TOTAL KARLSRUHE/BADEN BADEN</b>			<b>75</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>106</b>
LEIPZIG	AIR BERLIN	S	8	0	0	75	25	0	0	0	0	6	85	7	60
<b>TOTAL LEIPZIG</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>85</b>	<b>7</b>	<b>60</b>
LUBECK	RYANAIR	S	116	0	0	96	4	0	0	0	0	3	88	7	152
<b>TOTAL LUBECK</b>			<b>116</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>152</b>
MUNICH	AIR BERLIN	S	105	0	1	83	14	3	0	0	0	7	0	0	0
	EASYJET AIRLINE COMPANY LTD	S	122	0	0	80	10	8	2	0	0	9	75	15	166
<b>TOTAL MUNICH</b>			<b>227</b>	<b>0</b>	<b>1</b>	<b>81</b>	<b>12</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>15</b>	<b>168</b>
MUNSTER-OSNABRUCK	AIR BERLIN	S	62	0	0	100	0	0	0	0	0	1	90	6	61
<b>TOTAL MUNSTER-OSNABRUCK</b>			<b>62</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>90</b>	<b>6</b>	<b>61</b>
NIEDERRHEIN	RYANAIR	S	138	0	0	77	9	8	1	3	1	19	85	7	139
<b>TOTAL NIEDERRHEIN</b>			<b>138</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>85</b>	<b>7</b>	<b>139</b>
NUREMBERG	AIR BERLIN	S	88	0	0	90	9	1	0	0	0	4	81	11	88
<b>TOTAL NUREMBERG</b>			<b>88</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>4</b>	<b>81</b>	<b>11</b>	<b>88</b>
PADERBORN	AIR BERLIN	S	62	0	0	94	5	2	0	0	0	3	86	7	63
<b>TOTAL PADERBORN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>86</b>	<b>7</b>	<b>63</b>
STUTTGART	GERMANWINGS	S	106	0	0	87	7	6	1	0	0	6	86	11	108
	TITAN AIRWAYS LTD	C	2	0	0	50	50	0	0	0	0	13	0	0	0
<b>TOTAL STUTTGART</b>			<b>108</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>86</b>	<b>11</b>	<b>108</b>
<b>TOTAL GERMANY</b>			<b>2087</b>	<b>3</b>	<b>4</b>	<b>85</b>	<b>9</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>82</b>	<b>10</b>	<b>2144</b>
HUNGARY															
SARMELLEK/BALATON	RYANAIR	S	27	0	0	89	11	0	0	0	0	6	77	10	26
<b>TOTAL SARMELLEK/BALATON</b>			<b>27</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>77</b>	<b>10</b>	<b>26</b>
<b>TOTAL HUNGARY</b>			<b>27</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>77</b>	<b>10</b>	<b>26</b>
ICELAND															
KEFLAVIK	HELLO	S	76	0	0	82	7	3	8	1	0	15	87	8	62

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 KEFLAVIK			76	0	0	82	7	3	8	1	0	15	86	8	64
TOTAL ICELAND			76	0	0	82	7	3	8	1	0	15	86	8	64
IRISH REPUBLIC															
CORK	RYANAIR	S	176	0	0	89	10	1	0	0	0	5	90	5	173
TOTAL CORK			176	0	0	89	10	1	0	0	0	5	90	5	173
DUBLIN	RYANAIR	S	510	1	1	78	15	5	1	1	0	11	77	11	540
TOTAL DUBLIN			510	2	1	78	15	5	1	1	0	11	77	11	540
IRELAND WEST AIRPORT KNOCK	RYANAIR	S	60	0	1	100	0	0	0	0	0	3	94	5	62
TOTAL IRELAND WEST AIRPORT KNOCK			60	0	1	100	0	0	0	0	0	3	94	5	62
KERRY COUNTY	RYANAIR	S	62	0	0	94	3	0	3	0	0	6	95	3	62
TOTAL KERRY COUNTY			62	0	0	94	3	0	3	0	0	6	95	3	62
SHANNON	RYANAIR	S	204	0	0	91	6	3	0	0	0	5	91	11	174
TOTAL SHANNON			204	0	0	91	6	3	0	0	0	5	91	11	174
TOTAL IRISH REPUBLIC			1012	2	2	85	11	4	1	0	0	8	84	9	1011
ISRAEL															
OVDA	ISRAIR LTD	C	2	0	0	50	0	0	50	0	0	65	0	0	0
	MYTRAVEL AIRWAYS	C	2	0	0	50	0	0	50	0	0	42	0	0	0
TOTAL OVDA			4	0	0	50	0	0	50	0	0	53	0	0	0
TEL AVIV	EL AL	S	12	0	1	50	17	25	8	0	0	22	42	20	12
	ISRAIR LTD	C	35	0	0	46	29	14	11	0	0	27	33	34	21
TOTAL TEL AVIV			48	1	1	48	25	17	10	0	0	25	34	30	35
TOTAL ISRAEL			52	1	1	48	23	15	13	0	0	27	34	30	35
ITALY															
ALGHERO/SASSARI	RYANAIR	S	60	0	0	90	7	2	0	2	0	7	93	7	60
TOTAL ALGHERO/SASSARI			60	0	0	90	7	2	0	2	0	7	93	7	60
ANCONA	RYANAIR	S	62	0	0	90	6	3	0	0	0	5	88	7	56
TOTAL ANCONA			62	0	0	90	6	3	0	0	0	5	88	7	56
BARI (PALESE)	RYANAIR	S	34	0	1	59	18	18	3	3	0	22	92	5	36
TOTAL BARI (PALESE)			34	0	1	59	18	18	3	3	0	22	92	5	36
BERGAMO	RYANAIR	S	218	0	2	74	15	7	4	0	0	13	80	11	242
TOTAL BERGAMO			218	0	2	74	15	7	4	0	0	13	80	11	242
BRESCIA/MONTICHIARI	RYANAIR	S	33	0	1	79	18	3	0	0	0	8	50	31	62
TOTAL BRESCIA/MONTICHIARI			33	0	1	79	18	3	0	0	0	8	50	31	62
BRINDISI	RYANAIR	S	27	0	0	70	19	11	0	0	0	13	81	24	26
TOTAL BRINDISI			27	0	0	70	19	11	0	0	0	13	81	24	26
FORLI	RYANAIR	S	61	1	1	92	5	3	0	0	0	5	68	34	65
TOTAL FORLI			61	1	1	92	5	3	0	0	0	5	68	34	65
LAMETIA-TERME	RYANAIR	S	16	0	0	50	31	6	13	0	0	24	38	29	16

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 LAMETIA-TERME			16	0	0	50	31	6	13	0	0	24	38	29	16
MILAN (MALPENSA)	TUIFLY (GERMANY)	C	2	0	0	50	50	0	0	0	0	13	0	0	0
TOTAL MILAN (MALPENSA)			2	0	0	50	50	0	0	0	0	13	0	0	0
NAPLES	EASYJET AIRLINE COMPANY LTD	S	62	0	0	74	11	10	5	0	0	13	66	15	62
TOTAL NAPLES			62	0	0	74	11	10	5	0	0	13	66	15	62
PALERMO	RYANAIR	S	62	0	0	90	6	3	0	0	0	7	96	5	50
TOTAL PALERMO			62	2	0	90	6	3	0	0	0	7	96	5	50
PARMA	RYANAIR	S	33	0	1	64	30	6	0	0	0	12	51	19	35
TOTAL PARMA			33	0	1	64	30	6	0	0	0	12	51	19	35
PERUGIA	RYANAIR	S	25	0	1	72	20	8	0	0	0	11	73	26	26
TOTAL PERUGIA			25	0	1	72	20	8	0	0	0	11	73	26	26
PESCARA	RYANAIR	S	28	0	0	75	25	0	0	0	0	8	75	26	20
TOTAL PESCARA			28	0	0	75	25	0	0	0	0	8	75	26	20
PISA	RYANAIR	S	122	0	0	73	15	7	2	2	2	26	84	7	182
TOTAL PISA			122	0	0	73	15	7	2	2	2	26	84	7	182
ROME (CIAMPINO)	RYANAIR	S	304	0	2	85	11	2	0	0	1	10	81	14	299
TOTAL ROME (CIAMPINO)			304	0	2	85	11	2	0	0	1	10	81	14	299
TREVISO	RYANAIR	S	127	0	5	83	9	6	2	0	0	8	71	18	157
TOTAL TREVISO			127	0	5	83	9	6	2	0	0	8	71	18	157
TRIESTE (RONCHI DEI LEGIONARI)	RYANAIR	S	35	0	0	86	3	9	0	3	0	13	67	13	36
TOTAL TRIESTE (RONCHI DEI LEGIONARI)			35	0	0	86	3	9	0	3	0	13	67	13	36
TURIN	FIRST CHOICE AIRWAYS LTD	C	8	0	0	100	0	0	0	0	0	5	63	10	8
	RYANAIR	S	122	0	0	69	18	11	2	1	0	14	60	20	129
	THOMSONFLY LTD	C	8	0	0	63	13	13	13	0	0	22	75	9	8
TOTAL TURIN			138	0	0	70	17	10	2	1	0	14	60	19	146
TOTAL ITALY			1449	4	14	79	13	6	2	1	0	12	76	15	1611
JORDAN															
AMMAN	ROYAL JORDANIAN	C	3	2	0	33	0	67	0	0	0	29	0	75	1
TOTAL AMMAN			3	2	0	33	0	67	0	0	0	29	0	75	1
TOTAL JORDAN			3	2	0	33	0	67	0	0	0	29	0	75	1
LATVIA															
RIGA	RYANAIR	S	122	0	0	61	19	16	3	0	1	21	79	9	122
TOTAL RIGA			122	0	0	61	19	16	3	0	1	21	79	9	122
TOTAL LATVIA			122	0	0	61	19	16	3	0	1	21	79	9	122
LIBYA															
TOTAL LIBYA			2	1	0	50	0	0	50	0	0	44	0	0	0

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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>															
KAUNAS	RYANAIR	S	90	0	0	83	10	6	1	0	0	8	71	17	86
<b>TOTAL KAUNAS</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>17</b>	<b>86</b>
VILNIUS	LITHUANIAN AIRLINES	S	10	0	0	40	10	50	0	0	0	27	0	0	0
<b>TOTAL VILNIUS</b>			<b>10</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL LITHUANIA</b>			<b>100</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>10</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>71</b>	<b>17</b>	<b>86</b>
<b>MALTA</b>															
MALTA	AIR MALTA	S	8	0	0	38	50	13	0	0	0	18	63	19	8
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>8</b>
<b>TOTAL MALTA</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>50</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>8</b>
<b>NETHERLANDS</b>															
AMSTERDAM	EASYJET AIRLINE COMPANY LTD	S	174	1	6	84	7	6	3	0	0	8	76	11	176
<b>TOTAL AMSTERDAM</b>			<b>174</b>	<b>1</b>	<b>6</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>11</b>	<b>177</b>
EINDHOVEN	RYANAIR	S	104	0	2	91	7	1	0	1	0	6	83	7	101
<b>TOTAL EINDHOVEN</b>			<b>104</b>	<b>0</b>	<b>2</b>	<b>91</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>83</b>	<b>7</b>	<b>101</b>
ROTTERDAM	TRANSAVIA	S	96	0	0	88	3	4	3	2	0	13	92	11	112
<b>TOTAL ROTTERDAM</b>			<b>96</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>92</b>	<b>11</b>	<b>112</b>
<b>TOTAL NETHERLANDS</b>			<b>374</b>	<b>1</b>	<b>8</b>	<b>87</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>82</b>	<b>10</b>	<b>390</b>
<b>NORWAY</b>															
BERGEN	NORWEGIAN AIR SHUTTLE	S	62	0	0	84	8	5	3	0	0	10	65	23	54
<b>TOTAL BERGEN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>8</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>65</b>	<b>23</b>	<b>54</b>
HAUGESUND	RYANAIR	S	28	0	0	100	0	0	0	0	0	2	100	2	26
<b>TOTAL HAUGESUND</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>26</b>
OSLO (GARDERMOEN)	NORWEGIAN AIR SHUTTLE	S	114	0	1	51	21	19	7	1	1	27	72	14	122
<b>TOTAL OSLO (GARDERMOEN)</b>			<b>114</b>	<b>0</b>	<b>1</b>	<b>51</b>	<b>21</b>	<b>19</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>27</b>	<b>72</b>	<b>14</b>	<b>122</b>
SANDEFJORD(TORP)	RYANAIR	S	122	0	0	57	24	13	7	0	0	20	82	12	168
<b>TOTAL SANDEFJORD(TORP)</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>12</b>	<b>168</b>
TROMSOE	NORWEGIAN AIR SHUTTLE	S	18	0	0	44	17	17	22	0	0	34	0	0	0
<b>TOTAL TROMSOE</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRONDHEIM (VAERNES)	NORWEGIAN AIR SHUTTLE	S	28	0	0	68	11	18	4	0	0	17	71	21	24
<b>TOTAL TRONDHEIM (VAERNES)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>21</b>	<b>24</b>
<b>TOTAL NORWAY</b>			<b>372</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>17</b>	<b>13</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>77</b>	<b>15</b>	<b>419</b>
<b>POLAND</b>															
BYDGOSZCZ/SZWEREDOWO	RYANAIR	S	62	0	0	97	0	3	0	0	0	4	81	11	62
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>62</b>
GDANSK	RYANAIR	S	62	0	0	94	5	0	2	0	0	4	86	10	59
<b>TOTAL GDANSK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>86</b>	<b>10</b>	<b>59</b>

## CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
KATOWICE	WIZZ AIR	S	59	0	1	63	27	5	2	3	0	18	0	0	0
<b>TOTAL KATOWICE</b>			<b>59</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>27</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
KRAKOW	RYANAIR	S	122	0	1	92	6	1	1	1	0	6	85	8	121
<b>TOTAL KRAKOW</b>			<b>122</b>	<b>0</b>	<b>1</b>	<b>92</b>	<b>6</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>84</b>	<b>8</b>	<b>139</b>
LODZ LUBLINEK	RYANAIR	S	62	0	0	92	5	3	0	0	0	5	82	9	61
<b>TOTAL LODZ LUBLINEK</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>61</b>
POZNAN	RYANAIR	S	62	0	0	97	3	0	0	0	0	3	87	5	62
<b>TOTAL POZNAN</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>62</b>
RZESZOW	RYANAIR	S	62	0	0	79	13	6	2	0	0	8	73	10	60
<b>TOTAL RZESZOW</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>60</b>
SZCZECIN (GOLENOW)	RYANAIR	S	34	0	0	88	3	3	0	6	0	15	78	14	36
<b>TOTAL SZCZECIN (GOLENOW)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>15</b>	<b>78</b>	<b>14</b>	<b>36</b>
WARSAW	CENTRALWINGS	S	28	0	0	36	29	14	14	0	7	59	65	27	26
<b>TOTAL WARSAW</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>7</b>	<b>59</b>	<b>65</b>	<b>27</b>	<b>26</b>
WROCLAW	RYANAIR	S	91	0	0	74	16	7	2	1	0	14	63	16	87
<b>TOTAL WROCLAW</b>			<b>91</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>63</b>	<b>16</b>	<b>87</b>
<b>TOTAL POLAND</b>			<b>644</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>10</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>79</b>	<b>11</b>	<b>592</b>
<b>PORTUGAL(EXCLUDING MADEIRA)</b>															
FARO	EASYJET AIRLINE COMPANY LTD	S	70	0	0	77	9	13	1	0	0	10	83	8	70
<b>TOTAL FARO</b>			<b>70</b>	<b>4</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>83</b>	<b>8</b>	<b>70</b>
OPORTO (PORTUGAL)	RYANAIR	S	106	0	0	82	9	7	2	0	0	9	88	12	112
<b>TOTAL OPORTO (PORTUGAL)</b>			<b>106</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>9</b>	<b>88</b>	<b>12</b>	<b>112</b>
<b>TOTAL PORTUGAL(EXCLUDING MADEIRA)</b>			<b>176</b>	<b>4</b>	<b>0</b>	<b>80</b>	<b>9</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>86</b>	<b>11</b>	<b>182</b>
<b>PORTUGAL(MADEIRA)</b>															
FUNCHAL	EASYJET AIRLINE COMPANY LTD	S	54	8	8	94	0	6	0	0	0	5	0	0	0
<b>TOTAL FUNCHAL</b>			<b>54</b>	<b>8</b>	<b>8</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL PORTUGAL(MADEIRA)</b>			<b>54</b>	<b>8</b>	<b>8</b>	<b>94</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>REPUBLIC OF MOLDOVA</b>															
CHISINAU (KISHINEV)	AIR MOLDOVA INTERNATIONAL	S	16	0	2	44	25	13	19	0	0	34	0	0	0
<b>TOTAL CHISINAU (KISHINEV)</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL REPUBLIC OF MOLDOVA</b>			<b>16</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>ROMANIA</b>															
BUCHAREST (BANEASA)	BLUE AIR TRANSPORT AERIAN	S	24	0	2	17	21	25	29	8	0	73	0	0	0
<b>TOTAL BUCHAREST (BANEASA)</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>21</b>	<b>25</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL ROMANIA</b>			<b>24</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>21</b>	<b>25</b>	<b>29</b>	<b>8</b>	<b>0</b>	<b>73</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>SLOVAK REPUBLIC</b>															
BRATISLAVA	AIR SLOVAKIA BWJ	C	4	0	0	0	25	0	25	0	50	271	0	0	0



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BRATISLAVA	RYANAIR	S	123	0	1	80	13	7	0	0	0	8	70	17	121
<b>TOTAL BRATISLAVA</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>67</b>	<b>19</b>	<b>188</b>
<b>TOTAL SLOVAK REPUBLIC</b>			<b>127</b>	<b>0</b>	<b>1</b>	<b>78</b>	<b>13</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>17</b>	<b>69</b>	<b>18</b>	<b>206</b>
<b>SLOVENIA</b>															
LJUBLJANA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	85	10	2	3	0	0	7	81	7	62
<b>TOTAL LJUBLJANA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>7</b>	<b>62</b>
MARIBOR	RYANAIR	S	28	0	0	54	21	21	4	0	0	18	0	0	0
<b>TOTAL MARIBOR</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SLOVENIA</b>			<b>90</b>	<b>0</b>	<b>0</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>81</b>	<b>7</b>	<b>62</b>
<b>SPAIN</b>															
ALICANTE	EASYJET AIRLINE COMPANY LTD	S	120	0	0	88	8	3	1	0	0	5	75	9	120
	RYANAIR	S	62	0	0	77	10	10	3	0	0	11	0	0	0
<b>TOTAL ALICANTE</b>			<b>182</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>9</b>	<b>120</b>
ALMERIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	84	6	8	2	0	0	8	68	11	62
<b>TOTAL ALMERIA</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>84</b>	<b>6</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>10</b>	<b>106</b>
ASTURIAS	EASYJET AIRLINE COMPANY LTD	S	38	0	0	45	39	16	0	0	0	17	53	26	36
<b>TOTAL ASTURIAS</b>			<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>39</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>26</b>	<b>36</b>
BARCELONA	EASYJET AIRLINE COMPANY LTD	S	122	0	0	91	5	2	2	0	0	5	82	8	123
<b>TOTAL BARCELONA</b>			<b>122</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>7</b>	<b>124</b>
BILBAO	EASYJET AIRLINE COMPANY LTD	S	62	0	0	87	3	5	5	0	0	7	70	12	61
<b>TOTAL BILBAO</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>12</b>	<b>61</b>
GERONA	RYANAIR	S	136	0	0	83	5	9	1	1	1	16	83	9	164
<b>TOTAL GERONA</b>			<b>136</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>16</b>	<b>83</b>	<b>9</b>	<b>164</b>
GRANADA	RYANAIR	S	34	0	0	94	6	0	0	0	0	4	60	16	62
<b>TOTAL GRANADA</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>60</b>	<b>16</b>	<b>62</b>
JEREZ	RYANAIR	S	52	0	0	83	13	4	0	0	0	7	87	8	62
<b>TOTAL JEREZ</b>			<b>52</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>8</b>	<b>62</b>
MALAGA	EASYJET AIRLINE COMPANY LTD	S	132	0	0	89	5	3	2	0	0	6	93	4	132
<b>TOTAL MALAGA</b>			<b>132</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>93</b>	<b>4</b>	<b>138</b>
MURCIA SAN JAVIER	RYANAIR	S	62	0	0	90	8	2	0	0	0	5	79	12	125
<b>TOTAL MURCIA SAN JAVIER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>79</b>	<b>12</b>	<b>125</b>
PALMA DE MALLORCA	EASYJET AIRLINE COMPANY LTD	S	52	0	0	83	15	2	0	0	0	5	56	24	52
	RYANAIR	S	62	0	0	90	8	2	0	0	0	4	0	0	0
<b>TOTAL PALMA DE MALLORCA</b>			<b>114</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>54</b>	<b>22</b>	<b>76</b>
REUS	RYANAIR	S	34	0	0	91	6	0	0	3	0	11	90	4	52
<b>TOTAL REUS</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>90</b>	<b>4</b>	<b>52</b>
SANTANDER	RYANAIR	S	62	0	0	95	3	2	0	0	0	3	100	1	36
<b>TOTAL SANTANDER</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>36</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
SANTIAGO DE COMPOSTELA (SPAIN)	RYANAIR	S	34	0	0	85	6	9	0	0	0	5	91	3	46
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>			<b>34</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>6</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>91</b>	<b>3</b>	<b>46</b>
SEVILLE	RYANAIR	S	62	0	0	90	5	5	0	0	0	5	82	10	62
<b>TOTAL SEVILLE</b>			<b>63</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>10</b>	<b>62</b>
VALENCIA	EASYJET AIRLINE COMPANY LTD	S	62	0	0	90	2	6	2	0	0	7	90	8	61
	RYANAIR	S	124	0	0	85	8	5	2	0	0	7	95	7	122
<b>TOTAL VALENCIA</b>			<b>186</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>7</b>	<b>183</b>
VALLADOLID	RYANAIR	S	26	0	0	92	4	4	0	0	0	7	75	16	61
<b>TOTAL VALLADOLID</b>			<b>26</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>16</b>	<b>61</b>
ZARAGOZA	RYANAIR	S	41	0	1	73	12	15	0	0	0	11	88	4	48
<b>TOTAL ZARAGOZA</b>			<b>41</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>48</b>
<b>TOTAL SPAIN</b>			<b>1442</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>9</b>	<b>1596</b>
<b>SPAIN(CANARY ISLANDS)</b>															
ARRECIFE	FIRST CHOICE AIRWAYS LTD	C	10	0	0	60	10	20	10	0	0	18	75	11	8
	THOMAS COOK AIRLINES LTD	C	12	0	0	33	33	17	8	8	0	43	75	9	8
	THOMSONFLY LTD	C	8	0	0	63	25	13	0	0	0	12	100	4	8
<b>TOTAL ARRECIFE</b>			<b>30</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>23</b>	<b>17</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>26</b>	<b>83</b>	<b>8</b>	<b>24</b>
FUERTEVENTURA	THOMSONFLY LTD	C	2	0	0	100	0	0	0	0	0	7	89	9	9
<b>TOTAL FUERTEVENTURA</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>89</b>	<b>9</b>	<b>9</b>
LAS PALMAS	FIRST CHOICE AIRWAYS LTD	C	2	0	0	100	0	0	0	0	0	0	70	140	10
	THOMAS COOK AIRLINES LTD	C	8	0	0	100	0	0	0	0	0	3	0	0	0
	THOMSONFLY LTD	C	8	0	0	88	13	0	0	0	0	4	0	0	0
<b>TOTAL LAS PALMAS</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>3</b>	<b>70</b>	<b>140</b>	<b>10</b>
TENERIFE (SURREINA SOFIA)	FIRST CHOICE AIRWAYS LTD	C	10	0	0	70	30	0	0	0	0	9	89	5	18
	THOMAS COOK AIRLINES LTD	C	8	0	0	75	13	0	0	13	0	51	100	2	8
	THOMSONFLY LTD	C	8	0	0	75	25	0	0	0	0	10	100	4	12
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>			<b>28</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>21</b>	<b>7</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>25</b>	<b>82</b>	<b>13</b>	<b>100</b>
<b>TOTAL SPAIN(CANARY ISLANDS)</b>			<b>78</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>18</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>20</b>	<b>82</b>	<b>21</b>	<b>143</b>
<b>SWEDEN</b>															
GOTEBORG (SAVE)	RYANAIR	S	168	0	0	73	17	8	2	0	0	13	75	11	165
<b>TOTAL GOTEBORG (SAVE)</b>			<b>168</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>13</b>	<b>75</b>	<b>11</b>	<b>165</b>
STOCKHOLM (SKAVSTA)	RYANAIR	S	176	0	1	80	12	6	2	0	1	13	83	12	233
<b>TOTAL STOCKHOLM (SKAVSTA)</b>			<b>176</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>83</b>	<b>12</b>	<b>233</b>
VASTERAS	RYANAIR	S	107	0	1	76	11	11	1	1	0	14	0	0	0
<b>TOTAL VASTERAS</b>			<b>107</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWEDEN</b>			<b>452</b>	<b>0</b>	<b>2</b>	<b>76</b>	<b>13</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>12</b>	<b>510</b>
<b>SWITZERLAND</b>															
BASLE MULHOUSE	EASYJET AIRLINE COMPANY LTD	S	62	0	0	66	23	8	3	0	0	14	84	15	62
<b>TOTAL BASLE MULHOUSE</b>			<b>62</b>	<b>1</b>	<b>1</b>	<b>66</b>	<b>23</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>84</b>	<b>15</b>	<b>62</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
				Actual (7)	Plan (8)										
BERNE	DARWIN AIRLINE	C	8	0	0	75	0	13	13	0	0	28	63	12	8
<b>TOTAL BERNE</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>28</b>	<b>63</b>	<b>12</b>	<b>8</b>
GENEVA	AIR BERLIN	C	8	0	0	75	0	13	13	0	0	23	50	20	8
	EASYJET AIRLINE COMPANY LTD	S	138	0	0	72	11	14	3	0	0	13	68	17	131
	JET2.COM LTD	C	8	0	0	38	25	38	0	0	0	21	50	36	8
	MONARCH AIRLINES	C	8	0	0	63	0	13	25	0	0	30	100	5	8
<b>TOTAL GENEVA</b>			<b>162</b>	<b>4</b>	<b>1</b>	<b>70</b>	<b>10</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>68</b>	<b>17</b>	<b>155</b>
SION	DARWIN AIRLINE	C	8	0	0	75	0	13	13	0	0	33	0	0	0
<b>TOTAL SION</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>33</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>TOTAL SWITZERLAND</b>			<b>240</b>	<b>7</b>	<b>4</b>	<b>70</b>	<b>13</b>	<b>13</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>17</b>	<b>225</b>
<b>TURKEY</b>															
ANTALYA	KIBRIS TURKISH AIRLINES - KTHY	S	31	0	1	65	16	16	3	0	0	16	32	29	34
<b>TOTAL ANTALYA</b>			<b>31</b>	<b>0</b>	<b>1</b>	<b>65</b>	<b>16</b>	<b>16</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>32</b>	<b>29</b>	<b>34</b>
DALAMAN	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	88	13	0	0	0	0	5	38	31	8
<b>TOTAL DALAMAN</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>5</b>	<b>38</b>	<b>31</b>	<b>8</b>
GAZIANTEP	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	50	25	25	0	0	0	18	0	0	0
<b>TOTAL GAZIANTEP</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>18</b>	<b>0</b>	<b>191</b>	<b>6</b>
ISTANBUL	THY TURK HAVA YOLLARI TURKIS	S	62	0	0	52	29	18	2	0	0	17	16	39	63
<b>TOTAL ISTANBUL</b>			<b>62</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>29</b>	<b>18</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>15</b>	<b>79</b>	<b>72</b>
ISTANBUL (SABIHA GOKCEN)	PEGASUS AIRLINES	S	28	0	0	79	18	4	0	0	0	9	0	0	0
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>			<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
IZMIR (ADNAM MENDERES)	KIBRIS TURKISH AIRLINES - KTHY	S	8	0	0	75	13	13	0	0	0	9	63	15	8
<b>TOTAL IZMIR (ADNAM MENDERES)</b>			<b>8</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>63</b>	<b>15</b>	<b>8</b>
<b>TOTAL TURKEY</b>			<b>145</b>	<b>0</b>	<b>1</b>	<b>63</b>	<b>22</b>	<b>14</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>23</b>	<b>72</b>	<b>130</b>
<b>UNITED KINGDOM</b>															
BELFAST CITY (GEORGE BEST)	RYANAIR	S	242	0	4	91	4	1	3	0	0	8	0	0	0
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>			<b>242</b>	<b>0</b>	<b>4</b>	<b>91</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>11</b>	<b>106</b>
BELFAST INTERNATIONAL	EASYJET AIRLINE COMPANY LTD	S	305	0	5	82	9	4	5	1	0	12	88	6	282
<b>TOTAL BELFAST INTERNATIONAL</b>			<b>305</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>4</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>88</b>	<b>6</b>	<b>282</b>
BLACKPOOL	AIR SOUTHWEST	C	2	0	0	50	0	50	0	0	0	23	0	0	0
<b>TOTAL BLACKPOOL</b>			<b>2</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>16</b>	<b>94</b>
CITY OF DERRY (EGLINTON)	RYANAIR	S	112	0	2	86	13	0	0	1	0	7	87	6	113
<b>TOTAL CITY OF DERRY (EGLINTON)</b>			<b>112</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>87</b>	<b>6</b>	<b>113</b>
EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	280	1	0	81	8	6	4	0	0	11	80	13	328
<b>TOTAL EDINBURGH</b>			<b>281</b>	<b>2</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>80</b>	<b>13</b>	<b>328</b>
GLASGOW	EASYJET AIRLINE COMPANY LTD	S	270	0	2	85	7	6	2	0	0	8	86	12	278
<b>TOTAL GLASGOW</b>			<b>270</b>	<b>1</b>	<b>2</b>	<b>85</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>81</b>	<b>13</b>	<b>382</b>
GUERNSEY	AURIGNY AIR SERVICES	S	60	0	0	93	3	3	0	0	0	3	98	2	60

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR JANUARY 2008

Reporting Airport: STANSTED (Full Analysis)

ORIGIN / DESTINATION	AIRLINE	CHARTER/ SCHED	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
			MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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 GUERNSEY			60	0	0	93	3	3	0	0	0	3	98	2	60
HEATHROW	BRITISH AIRWAYS PLC	S	2	3	0	100	0	0	0	0	0	0	0	0	0
TOTAL HEATHROW			3	3	0	67	0	33	0	0	0	17	0	0	0
MANCHESTER	EASTERN AIRWAYS	S	112	0	6	88	5	5	1	0	0	7	0	0	0
TOTAL MANCHESTER			112	0	6	88	5	5	1	0	0	7	91	5	106
NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	172	0	2	84	6	3	7	0	0	10	77	13	283
TOTAL NEWCASTLE			172	0	2	84	6	3	7	0	0	10	76	13	285
NEWQUAY	RYANAIR	S	44	0	0	86	5	9	0	0	0	7	93	5	60
TOTAL NEWQUAY			44	0	0	86	5	9	0	0	0	7	93	5	60
PRESTWICK	RYANAIR	S	241	0	5	84	9	5	2	0	0	8	93	5	299
TOTAL PRESTWICK			241	0	5	84	9	5	2	0	0	8	93	5	299
TOTAL UNITED KINGDOM			1845	10	26	85	7	4	3	0	0	9	84	10	2162
<b>USA</b>															
NEW YORK (JF KENNEDY)	AMERICAN AIRLINES	S	62	0	0	74	6	6	10	3	0	22	0	0	0
	EOS AIRLINES	S	117	0	10	91	1	1	6	2	0	13	81	10	96
	ISRAIR LTD	S	8	1	0	38	0	38	25	0	0	46	0	0	0
TOTAL NEW YORK (JF KENNEDY)			187	1	10	83	3	4	8	2	0	18	81	10	145
TOTAL USA			187	2	10	83	3	4	8	2	0	18	81	12	176
TOTAL STANSTED			13082	57	117	81	10	6	2	0	0	11	80	12	14264

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	20	0	0	50	30	0	20	0	0	29	89	5	27	
	GATWICK	STERLING AIRLINES	S	D	20	0	0	75	5	0	20	0	0	24	89	4	27	
<b>TOTAL AALBORG</b>					<b>40</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>18</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>88</b>	<b>5</b>	<b>5</b>	
AARHUS (TIRSTRUP)																		
	STANSTED	RYANAIR	S	A	30	0	0	73	23	3	0	0	9	89	6	53		
	STANSTED	RYANAIR	S	D	30	0	0	63	30	7	0	0	16	72	10	53		
<b>TOTAL AARHUS (TIRSTRUP)</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>27</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>8</b>	<b>8</b>		
ABERDEEN																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	145	6	6	50	19	16	16	0	0	28	73	15	123	
	HEATHROW	BMI BRITISH MIDLAND	S	D	147	6	9	69	15	9	7	0	0	17	80	10	127	
	MANCHESTER	BMI REGIONAL	S	A	167	0	0	91	4	2	2	0	0	5	89	6	124	
	MANCHESTER	BMI REGIONAL	S	D	166	0	0	93	4	2	1	0	0	3	92	4	125	
	BIRMINGHAM	BMIBABY LTD	S	A	44	0	0	84	2	5	7	2	0	17	89	5	54	
	BIRMINGHAM	BMIBABY LTD	S	D	44	0	0	84	7	5	2	2	0	12	68	13	53	
	GATWICK	BRITISH AIRWAYS PLC	S	A	61	0	0	66	18	10	5	2	0	17	47	27	100	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	79	16	3	2	0	0	9	61	19	101	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	171	6	10	38	21	20	20	1	1	38	61	24	186	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	174	6	6	45	16	23	16	1	0	32	67	21	187	
	NEWCASTLE	EASTERN AIRWAYS	S	A	105	0	2	89	8	3	1	0	0	7	91	6	102	
	NEWCASTLE	EASTERN AIRWAYS	S	D	104	0	2	87	7	6	0	1	0	8	91	6	102	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	54	0	1	76	13	4	7	0	0	12	78	10	54	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	54	0	1	80	17	2	2	0	0	9	78	12	54	
	BIRMINGHAM	FLYBE LTD	S	A	51	0	5	73	10	8	8	2	0	19	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	54	0	3	78	4	7	9	2	0	21	0	0	0	
<b>TOTAL ABERDEEN</b>					<b>1603</b>	<b>29</b>	<b>46</b>	<b>71</b>	<b>12</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>77</b>	<b>13</b>	<b>13</b>	
ABU DHABI INTERNATIONAL																		
	GATWICK	ETIHAD AIRWAYS	C	A	2	1	0	100	0	0	0	0	0	4	0	0	0	
	GATWICK	ETIHAD AIRWAYS	C	D	2	0	0	50	0	50	0	0	0	18	0	0	0	
	HEATHROW	ETIHAD AIRWAYS	S	A	80	3	4	44	26	16	14	0	0	30	50	24	52	
	HEATHROW	ETIHAD AIRWAYS	S	D	80	2	4	49	25	18	9	0	0	22	50	26	52	
	MANCHESTER	ETIHAD AIRWAYS	S	A	31	0	0	55	23	19	3	0	0	17	90	7	31	
	MANCHESTER	ETIHAD AIRWAYS	S	D	32	0	0	94	3	0	3	0	0	4	97	3	31	
<b>TOTAL ABU DHABI INTERNATIONAL</b>					<b>228</b>	<b>7</b>	<b>8</b>	<b>55</b>	<b>21</b>	<b>15</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>19</b>	<b>19</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)												
ABUJA	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	1	79	7	10	3	0	0	12	70	14	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	0	1	38	28	21	14	0	0	32	61	16	31	
<b>TOTAL ABUJA</b>					<b>58</b>	<b>1</b>	<b>2</b>	<b>59</b>	<b>17</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>66</b>	<b>15</b>	<b>15</b>	
ACCRA	GATWICK	AIR NAMIBIA	C	A	2	0	0	0	0	0	100	0	0	118	0	0	0	
	GATWICK	AIR NAMIBIA	C	D	2	0	0	50	0	50	0	0	0	27	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	61	13	13	13	0	0	23	68	19	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	27	43	17	10	3	0	37	26	31	31	
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	A	27	0	0	70	19	11	0	0	0	9	46	71	28	
	GATWICK	GHANA INTERNATIONAL AIRLINES	S	D	27	0	0	56	15	15	11	4	0	33	8	95	25	
<b>TOTAL ACCRA</b>					<b>119</b>	<b>1</b>	<b>1</b>	<b>52</b>	<b>22</b>	<b>14</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>36</b>	<b>52</b>	<b>52</b>	
ADANA																		
ADDIS ABABA	HEATHROW	BMI BRITISH MIDLAND	S	A	21	1	1	62	24	10	5	0	0	19	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	1	1	29	24	24	24	0	0	43	0	0	0	
	HEATHROW	ETHIOPIAN AIRLINES	S	A	25	1	1	12	28	16	40	4	0	58	32	28	22	
	HEATHROW	ETHIOPIAN AIRLINES	S	D	25	1	1	44	8	28	20	0	0	40	32	29	22	
<b>TOTAL ADDIS ABABA</b>					<b>92</b>	<b>4</b>	<b>4</b>	<b>36</b>	<b>21</b>	<b>20</b>	<b>23</b>	<b>1</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>45</b>	<b>45</b>	
ADEN																		
AGADIR	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	6	100	4	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	10	100	5	4	
	GATWICK	MYTRAVEL AIRWAYS	C	A	3	0	0	100	0	0	0	0	0	1	100	0	2	
	GATWICK	MYTRAVEL AIRWAYS	C	D	3	0	0	100	0	0	0	0	0	11	100	8	2	
	GATWICK	THOMSONFLY LTD	S	A	4	0	0	75	0	25	0	0	0	9	0	0	0	
	GATWICK	THOMSONFLY LTD	S	D	4	0	0	75	0	0	25	0	0	15	0	0	0	
<b>TOTAL AGADIR</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>4</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>85</b>	<b>6</b>	<b>6</b>	
AHMEDABAD	HEATHROW	AIR INDIA	S	A	20	0	1	0	10	10	70	10	0	94	25	97	4	
	HEATHROW	AIR INDIA	S	D	19	1	1	5	16	32	32	11	5	155	20	36	5	
	HEATHROW	JET AIRWAYS	S	A	6	0	0	67	17	17	0	0	0	11	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
AHMEDABAD																		
	HEATHROW	JET AIRWAYS		S D	6	0	0	100	0	0	0	0	0	4	0	0	0	
<b>TOTAL AHMEDABAD</b>					<b>51</b>	<b>1</b>	<b>2</b>	<b>22</b>	<b>12</b>	<b>18</b>	<b>39</b>	<b>8</b>	<b>2</b>	<b>96</b>	<b>22</b>	<b>63</b>	<b>63</b>	
AKTAU																		
	GATWICK	ASTRAEUS LTD		S A	5	0	0	80	0	0	20	0	0	16	0	0	0	
	GATWICK	ASTRAEUS LTD		S D	5	0	0	80	0	0	20	0	0	22	0	0	0	
<b>TOTAL AKTAU</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>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALEPPO																		
	HEATHROW	BMI BRITISH MIDLAND		S A	13	0	0	62	23	8	8	0	0	14	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S D	12	0	0	33	33	25	8	0	0	30	0	0	0	
<b>TOTAL ALEPPO</b>					<b>25</b>	<b>0</b>	<b>0</b>	<b>48</b>	<b>28</b>	<b>16</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALESUND																		
	GATWICK	SAS		S A	8	0	0	63	13	0	25	0	0	32	0	0	0	
	GATWICK	SAS		S D	8	0	0	75	0	0	25	0	0	21	0	0	0	
<b>TOTAL ALESUND</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>6</b>	<b>0</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ALGHERO/SASSARI																		
	STANSTED	RYANAIR		S A	30	0	0	87	10	0	0	3	0	9	90	11	30	
	STANSTED	RYANAIR		S D	30	0	0	93	3	3	0	0	0	4	97	4	30	
<b>TOTAL ALGHERO/SASSARI</b>					<b>60</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>93</b>	<b>7</b>	<b>7</b>	
ALGIERS																		
	HEATHROW	AIR ALGERIE		S A	17	0	0	6	6	41	41	6	0	67	12	30	17	
	HEATHROW	AIR ALGERIE		S D	17	0	0	47	6	35	12	0	0	30	71	10	17	
	GATWICK	BRITISH AIRWAYS PLC		S A	31	0	0	84	6	10	0	0	0	8	56	36	27	
	GATWICK	BRITISH AIRWAYS PLC		S D	31	0	0	74	23	0	3	0	0	11	81	16	27	
<b>TOTAL ALGIERS</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>11</b>	<b>17</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>58</b>	<b>24</b>	<b>24</b>	
ALICANTE																		
	BIRMINGHAM	BMIBABY LTD		S A	18	0	0	89	6	6	0	0	0	4	79	7	28	
	BIRMINGHAM	BMIBABY LTD		S D	18	0	0	83	6	11	0	0	0	8	71	15	28	
	MANCHESTER	BMIBABY LTD		S A	18	0	0	89	6	0	6	0	0	7	90	7	29	
	MANCHESTER	BMIBABY LTD		S D	18	0	0	100	0	0	0	0	0	1	83	9	29	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	60	0	0	87	8	3	2	0	0	6	63	15	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	60	0	0	85	10	3	2	0	0	7	73	13	62	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	17	0	0	88	12	0	0	0	0	4	89	9	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
ALICANTE																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	6	6	0	0	0	6	89	9	18	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	3	6	0	0	8	81	13	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	81	9	3	6	0	0	12	74	20	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	23	3	6	0	0	13	89	5	35	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	19	3	6	0	0	16	89	7	35	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	60	0	0	92	7	0	2	0	0	4	77	8	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	60	0	0	85	10	5	0	0	0	6	73	11	60	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	10	0	0	90	10	0	0	0	0	4	58	30	12	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	4	83	4	12	
	EDINBURGH	FLYGLOBESPAN	S	A	26	0	0	81	8	8	4	0	0	9	87	10	30	
	EDINBURGH	FLYGLOBESPAN	S	D	26	0	0	58	23	15	4	0	0	17	83	10	30	
	GLASGOW	FLYGLOBESPAN	S	A	25	1	1	92	4	4	0	0	0	4	70	17	30	
	GLASGOW	FLYGLOBESPAN	S	D	26	0	0	96	4	0	0	0	0	3	83	13	29	
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	84	10	3	3	0	0	10	45	23	29	
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	81	13	3	3	0	0	12	48	18	29	
	MANCHESTER	JET2.COM LTD	S	A	12	0	0	83	8	0	8	0	0	9	85	9	13	
	MANCHESTER	JET2.COM LTD	S	D	11	0	0	100	0	0	0	0	0	1	92	4	13	
	BIRMINGHAM	MONARCH AIRLINES	S	A	19	0	0	100	0	0	0	0	0	0	75	23	12	
	BIRMINGHAM	MONARCH AIRLINES	S	D	19	0	0	100	0	0	0	0	0	1	92	14	12	
	GATWICK	MONARCH AIRLINES	S	A	34	0	0	88	3	3	3	3	0	13	89	5	35	
	GATWICK	MONARCH AIRLINES	S	D	34	0	0	76	9	9	3	3	0	17	89	5	35	
	LUTON	MONARCH AIRLINES	S	A	20	1	1	85	5	10	0	0	0	7	76	23	21	
	LUTON	MONARCH AIRLINES	S	D	21	0	0	71	19	0	10	0	0	14	76	28	21	
	MANCHESTER	MONARCH AIRLINES	S	A	44	0	0	89	7	2	2	0	0	6	89	21	36	
	MANCHESTER	MONARCH AIRLINES	S	D	44	0	0	95	2	0	2	0	0	4	94	3	35	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	50	10	2	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	2	0	0	100	0	0	0	0	0	1	100	0	2	
	STANSTED	RYANAIR	S	A	31	0	0	84	10	6	0	0	0	7	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	71	10	13	6	0	0	15	0	0	0	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	2	0	0	50	50	0	0	0	0	13	0	29	1	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	2	0	0	50	50	0	0	0	0	19	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	13	0	13	0	0	23	90	30	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	8	0	0	88	0	0	13	0	0	17	90	30	10	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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																		
	BIRMINGHAM	THOMSONFLY LTD	C	A	9	0	0	89	0	0	11	0	0	18	89	7	9	
	BIRMINGHAM	THOMSONFLY LTD	C	D	9	0	0	89	0	0	0	11	0	28	89	6	9	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	89	11	0	0	0	0	3	100	0	13	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	0	22	0	0	0	11	100	1	13	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	2	80	7	5	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	10	80	11	5	
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	93	7	0	0	0	0	2	85	26	13	
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	93	7	0	0	0	0	4	92	31	13	
	NEWCASTLE	THOMSONFLY LTD	C	A	15	0	0	80	0	13	7	0	0	13	100	0	13	
	NEWCASTLE	THOMSONFLY LTD	C	D	15	0	0	80	7	7	7	0	0	13	85	7	13	
<b>TOTAL ALICANTE</b>					<b>1111</b>	<b>3</b>	<b>2</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>80</b>	<b>12</b>	<b>12</b>	
ALMATY																		
	HEATHROW	AIR ASTANA	S	A	9	0	0	33	11	44	11	0	0	37	11	52	9	
	HEATHROW	AIR ASTANA	S	D	9	0	0	67	0	0	33	0	0	33	89	7	9	
	HEATHROW	BMI BRITISH MIDLAND	S	A	13	0	0	38	38	8	8	8	0	38	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	1	1	50	17	8	17	8	0	57	0	0	0	
<b>TOTAL ALMATY</b>					<b>43</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>19</b>	<b>14</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>42</b>	<b>36</b>	<b>30</b>	<b>30</b>	
ALMERIA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	3	0	0	100	0	0	0	0	0	0	87	15	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	3	0	0	67	33	0	0	0	0	7	87	13	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	6	0	0	0	5	90	5	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	10	10	3	0	0	10	45	17	31	
	BIRMINGHAM	MONARCH AIRLINES	S	A	13	0	0	100	0	0	0	0	0	1	92	14	12	
	BIRMINGHAM	MONARCH AIRLINES	S	D	13	0	0	100	0	0	0	0	0	1	100	1	12	
	LUTON	MONARCH AIRLINES	S	A	7	0	4	100	0	0	0	0	0	3	0	0	0	
	LUTON	MONARCH AIRLINES	S	D	7	0	0	86	14	0	0	0	0	6	0	0	0	
	MANCHESTER	MONARCH AIRLINES	S	A	17	0	0	100	0	0	0	0	0	1	83	35	12	
	MANCHESTER	MONARCH AIRLINES	S	D	17	0	0	100	0	0	0	0	0	1	100	1	13	
<b>TOTAL ALMERIA</b>					<b>144</b>	<b>0</b>	<b>4</b>	<b>92</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>82</b>	<b>11</b>	<b>11</b>	
ALTENBURG - WALLBURG																		
	STANSTED	RYANAIR	S	A	26	0	0	92	8	0	0	0	0	2	88	8	26	
	STANSTED	RYANAIR	S	D	26	0	0	88	4	8	0	0	0	7	69	11	26	
<b>TOTAL ALTENBURG - WALLBURG</b>					<b>52</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>79</b>	<b>9</b>	<b>9</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
AMMAN	HEATHROW	BMI BRITISH MIDLAND	S	A	9	0	0	56	11	11	0	22	0	71	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	9	0	0	44	33	0	22	0	0	28	0	0	0
	HEATHROW	ROYAL JORDANIAN	S	A	30	1	1	10	37	33	17	3	0	47	42	55	33
	HEATHROW	ROYAL JORDANIAN	S	D	30	1	1	27	10	50	13	0	0	42	48	51	33
	STANSTED	ROYAL JORDANIAN	C	A	2	1	0	50	0	50	0	0	0	20	0	75	1
<b>TOTAL AMMAN</b>					<b>81</b>	<b>4</b>	<b>2</b>	<b>26</b>	<b>22</b>	<b>35</b>	<b>14</b>	<b>4</b>	<b>0</b>	<b>45</b>	<b>46</b>	<b>46</b>	<b>46</b>
AMRITSAR	HEATHROW	AIR INDIA	S	A	16	1	1	63	13	13	6	6	0	34	0	0	0
	HEATHROW	AIR INDIA	S	D	16	0	0	63	19	0	13	6	0	37	0	0	0
	HEATHROW	JET AIRWAYS	S	A	22	1	1	41	27	23	9	0	0	24	59	32	17
	HEATHROW	JET AIRWAYS	S	D	22	1	1	50	32	18	0	0	0	16	65	15	17
<b>TOTAL AMRITSAR</b>					<b>76</b>	<b>3</b>	<b>3</b>	<b>53</b>	<b>24</b>	<b>14</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>27</b>	<b>62</b>	<b>24</b>	<b>24</b>
AMSTERDAM	HEATHROW	BMI BRITISH MIDLAND	S	A	214	7	9	51	13	21	14	0	0	28	66	18	222
	HEATHROW	BMI BRITISH MIDLAND	S	D	215	6	7	66	13	13	8	0	0	20	73	13	222
	BIRMINGHAM	BMIBABY LTD	S	A	53	0	0	87	6	0	8	0	0	8	58	24	57
	BIRMINGHAM	BMIBABY LTD	S	D	53	0	0	83	8	6	4	0	0	10	74	15	57
	GATWICK	BRITISH AIRWAYS PLC	S	A	149	0	0	75	15	7	3	0	0	11	72	16	163
	GATWICK	BRITISH AIRWAYS PLC	S	D	149	0	0	74	16	8	1	0	0	10	72	14	163
	HEATHROW	BRITISH AIRWAYS PLC	S	A	189	5	6	52	15	19	13	1	0	27	69	17	200
	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	5	5	56	16	21	6	1	0	23	65	17	200
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	3	0	0	0	4	71	24	31
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	3	6	3	0	0	10	68	22	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	139	0	0	86	6	6	2	0	0	7	60	24	136
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	139	0	0	76	15	7	1	0	0	11	62	22	137
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	116	0	2	85	9	3	2	0	0	7	78	13	123
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	116	0	2	80	16	3	1	0	0	9	77	12	123
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	87	1	3	87	6	5	2	0	0	6	78	11	87
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	87	0	3	80	9	7	3	0	0	10	73	12	89
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	80	0	10	10	0	0	12	58	21	52
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	0	0	11	0	0	9	87	9	52
	BIRMINGHAM	KLM	S	A	112	0	3	88	6	4	2	0	0	7	83	12	92
	BIRMINGHAM	KLM	S	D	110	0	4	86	5	7	2	0	0	10	84	14	90

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	16	0	0	75	13	6	6	0	0	12	79	11	97
	EDINBURGH	KLM	S	D	17	0	0	82	6	12	0	0	0	8	80	13	96
	GLASGOW	KLM	S	A	59	0	3	81	10	8	0	0	0	7	87	11	60
	GLASGOW	KLM	S	D	59	0	2	71	19	8	2	0	0	14	81	14	59
	HEATHROW	KLM	S	A	223	6	11	64	13	13	10	0	0	19	81	12	253
	HEATHROW	KLM	S	D	224	5	10	63	16	11	10	0	0	21	69	18	252
	MANCHESTER	KLM	S	A	143	0	0	86	9	3	1	1	0	7	81	11	144
	MANCHESTER	KLM	S	D	141	0	1	89	6	5	1	0	0	7	85	10	143
	NEWCASTLE	KLM	S	A	54	0	4	93	0	7	0	0	0	4	92	7	71
	NEWCASTLE	KLM	S	D	53	0	5	87	6	6	2	0	0	9	86	8	70
	BIRMINGHAM	KLM CITYHOPPER	S	A	56	1	0	84	4	9	4	0	0	9	83	11	78
	BIRMINGHAM	KLM CITYHOPPER	S	D	56	0	0	77	9	11	4	0	0	13	85	12	78
	EDINBURGH	KLM CITYHOPPER	S	A	109	0	0	83	10	5	2	0	0	10	77	10	30
	EDINBURGH	KLM CITYHOPPER	S	D	108	0	0	76	8	12	4	0	0	16	77	10	30
	GLASGOW	KLM CITYHOPPER	S	A	51	1	0	90	8	2	0	0	0	3	85	9	66
	GLASGOW	KLM CITYHOPPER	S	D	51	0	0	80	12	6	2	0	0	10	75	17	65
	LONDON CITY	KLM CITYHOPPER	S	A	142	0	0	80	13	4	3	0	0	10	85	11	137
	LONDON CITY	KLM CITYHOPPER	S	D	138	0	0	47	26	20	7	0	0	24	43	28	136
	MANCHESTER	KLM CITYHOPPER	S	A	39	0	0	77	18	0	5	0	0	10	70	18	33
	MANCHESTER	KLM CITYHOPPER	S	D	39	0	0	85	10	0	5	0	0	11	74	21	34
	NEWCASTLE	KLM CITYHOPPER	S	A	86	0	0	72	16	6	6	0	0	13	75	15	72
	NEWCASTLE	KLM CITYHOPPER	S	D	85	0	0	69	14	8	8	0	0	16	81	15	72
	LONDON CITY	VLM (BELGIUM)	S	A	179	0	10	80	11	7	2	1	0	11	82	10	207
	LONDON CITY	VLM (BELGIUM)	S	D	176	0	11	68	14	11	5	2	0	20	65	18	208
<b>TOTAL AMSTERDAM</b>					<b>4503</b>	<b>39</b>	<b>101</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>74</b>	<b>15</b>	<b>15</b>
ANCONA	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	5	89	8	28
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	6	86	6	28
<b>TOTAL ANCONA</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>88</b>	<b>7</b>	<b>7</b>
ANKARA (ESENBOGA)	HEATHROW	BMI BRITISH MIDLAND	S	A	7	0	0	0	43	14	29	0	14	94	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	7	0	0	29	43	14	14	0	0	26	0	0	0
<b>TOTAL ANKARA (ESENBOGA)</b>					<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>43</b>	<b>14</b>	<b>21</b>	<b>0</b>	<b>7</b>	<b>60</b>	<b>18</b>	<b>88</b>	<b>88</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	
ANTALYA																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	1	0	0	0	0	0
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	25	25	50	0	0	0	35	0	52	4		
	MANCHESTER	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	25	25	0	0	0	19	50	23	4		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	16	0	0	63	19	13	6	0	0	17	44	24	18		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	15	0	1	67	13	20	0	0	0	15	19	36	16		
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	3	0	0	0		
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	5	0	0	60	20	20	0	0	0	15	0	0	0		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	20	0	60	0	20	0	94	40	38	5		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	22	20	20	5		
<b>TOTAL ANTALYA</b>					<b>67</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>18</b>	<b>19</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>42</b>	<b>27</b>	<b>27</b>		
ANTIGUA																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	4	0	0	75	0	0	25	0	0	44	100	0	4		
	MANCHESTER	BMI BRITISH MIDLAND	S	D	4	0	0	75	0	0	0	25	0	64	75	10	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	75	0	0	0	25	121	50	20	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	0	25	0	23	4		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	11	0	3	100	0	0	0	0	0	2	75	31	12		
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	2	45	18	0	27	9	0	54	62	66	13		
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	20	0	20	60	0	0	80	0	0	0		
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	50	0	0	50	0	0	73	80	14	5		
<b>TOTAL ANTIGUA</b>					<b>48</b>	<b>1</b>	<b>5</b>	<b>54</b>	<b>17</b>	<b>4</b>	<b>19</b>	<b>4</b>	<b>2</b>	<b>49</b>	<b>65</b>	<b>33</b>	<b>33</b>		
ANTWERP																			
	LONDON CITY	VLM (BELGIUM)	S	A	109	1	2	73	16	6	4	1	0	14	81	11	124		
	LONDON CITY	VLM (BELGIUM)	S	D	107	1	4	52	22	20	6	0	0	21	65	15	124		
	MANCHESTER	VLM (BELGIUM)	S	A	50	0	0	74	20	4	2	0	0	12	78	9	45		
	MANCHESTER	VLM (BELGIUM)	S	D	49	0	0	71	12	12	4	0	0	15	91	6	44		
<b>TOTAL ANTWERP</b>					<b>315</b>	<b>2</b>	<b>6</b>	<b>66</b>	<b>18</b>	<b>11</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>76</b>	<b>11</b>	<b>11</b>		
AQABA																			
	GATWICK	BRITISH AIRWAYS PLC	C	A	5	0	0	80	20	0	0	0	0	8	60	30	5		
	GATWICK	BRITISH AIRWAYS PLC	C	D	5	0	0	60	40	0	0	0	0	12	40	16	5		
<b>TOTAL AQABA</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>23</b>	<b>23</b>		
ARRECIFE																			

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	AIR EUROPA	C	A	3	0	0	67	0	33	0	0	0	12	33	84	3	
	MANCHESTER	AIR EUROPA	C	A	3	0	0	33	33	33	0	0	0	24	100	5	2	
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	100	0	0	0	0	0	1	75	10	4	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	0	20	0	0	0	15	75	18	4	
	GATWICK	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	100	0	0	0	47	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	D	2	0	0	0	0	50	50	0	0	60	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	50	50	0	0	60	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	50	50	0	0	0	0	11	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	8	100	0	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	25	100	6	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	12	0	0	75	8	17	0	0	0	9	100	2	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	10	0	0	70	10	20	0	0	0	20	80	10	10	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	20	20	0	0	28	75	18	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	22	25	37	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	67	11	0	22	0	0	24	90	8	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	71	14	14	0	0	0	13	100	7	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	14	75	7	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	40	0	0	0	22	75	14	4	
	EDINBURGH	FLYGLOBESPAN	S	A	9	0	0	56	22	22	0	0	0	18	50	37	4	
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	78	11	11	0	0	0	14	50	52	4	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	89	11	0	0	0	0	6	67	33	9	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	78	22	0	0	0	0	10	50	40	8	
	GATWICK	GB AIRWAYS LTD	S	A	29	0	0	83	7	7	3	0	0	8	72	17	32	
	GATWICK	GB AIRWAYS LTD	S	D	30	0	0	73	17	10	0	0	0	11	63	26	32	
	MANCHESTER	JET2.COM LTD	S	A	8	1	0	88	0	13	0	0	0	5	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	9	0	0	89	0	11	0	0	0	7	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	A	5	0	0	80	0	0	20	0	0	35	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	80	0	0	0	20	0	43	0	0	0	
	BIRMINGHAM	MONARCH AIRLINES	S	A	10	0	0	90	10	0	0	0	0	4	100	1	4	
	BIRMINGHAM	MONARCH AIRLINES	S	D	9	0	0	78	11	11	0	0	0	7	100	0	4	
	GATWICK	MONARCH AIRLINES	S	A	12	0	1	58	17	17	8	0	0	17	89	6	9	
	GATWICK	MONARCH AIRLINES	S	D	12	0	0	58	8	33	0	0	0	17	67	11	9	
	LUTON	MONARCH AIRLINES	S	A	7	0	0	100	0	0	0	0	0	3	63	9	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	LUTON	MONARCH AIRLINES	S	D	7	0	0	100	0	0	0	0	0	2	75	9	8
	MANCHESTER	MONARCH AIRLINES	C	A	7	0	0	71	0	29	0	0	0	13	71	10	7
	MANCHESTER	MONARCH AIRLINES	S	A	11	0	0	73	0	18	9	0	0	18	63	33	8
	MANCHESTER	MONARCH AIRLINES	S	D	10	0	1	90	0	10	0	0	0	7	63	27	8
	MANCHESTER	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	23	100	0	6
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	A	6	0	0	83	17	0	0	0	0	4	100	0	3
	BIRMINGHAM	MYTRAVEL AIRWAYS	C	D	6	0	0	83	0	17	0	0	0	9	75	286	4
	GLASGOW	MYTRAVEL AIRWAYS	C	A	5	0	0	80	0	20	0	0	0	8	75	35	4
	GLASGOW	MYTRAVEL AIRWAYS	C	D	5	0	0	60	40	0	0	0	0	12	75	53	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	8	0	0	63	13	25	0	0	0	14	89	2	9
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	8	0	0	75	0	13	13	0	0	14	100	2	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	7	0	0	57	0	14	29	0	0	37	75	15	4
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	6	0	0	83	0	17	0	0	0	7	60	17	5
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	0	10	10	10	0	44	63	27	8
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	11	0	0	55	27	9	0	9	0	44	67	13	9
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	10	0	0	50	20	10	10	10	0	43	40	36	10
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	13	0	13	0	36	50	47	6
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	18	0	0	61	17	0	17	0	6	44	59	21	17
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	18	0	0	89	6	0	0	0	6	28	87	3	15
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	0	33	0	0	36	40	26	5
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	6	0	0	50	17	17	17	0	0	31	80	17	5
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	6	0	0	50	17	17	0	17	0	40	75	7	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	6	0	0	17	50	17	17	0	0	45	75	11	4
	GATWICK	THOMSONFLY LTD	C	A	11	0	0	64	18	0	18	0	0	18	100	1	10
	GATWICK	THOMSONFLY LTD	C	D	11	0	0	73	9	9	9	0	0	20	60	11	10
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	75	5	4
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	4	4
	LUTON	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	5	100	0	5
	MANCHESTER	THOMSONFLY LTD	C	A	14	0	0	57	7	21	14	0	0	28	58	13	12
	MANCHESTER	THOMSONFLY LTD	C	D	14	0	0	64	7	21	7	0	0	27	75	9	12
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	2	5
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	1	60	10	5
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	7	100	2	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ARRECIFE																		
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	16	100	6	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	7	0	0	57	0	29	0	14	0	47	80	4	5	
	GATWICK	XL AIRWAYS UK LTD	C	D	7	0	0	71	14	0	14	0	0	16	100	3	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	7	0	0	29	29	0	43	0	0	57	67	36	6	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	6	0	0	67	0	0	33	0	0	46	100	4	5	
<b>TOTAL ARRECIFE</b>					<b>567</b>	<b>1</b>	<b>2</b>	<b>70</b>	<b>10</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>74</b>	<b>18</b>	<b>18</b>	
ASHKHABAD																		
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	A	17	0	0	65	12	6	12	6	0	33	75	35	16	
	BIRMINGHAM	TURKMENISTAN AIRLINES	S	D	17	0	0	71	0	12	12	6	0	34	44	49	16	
	HEATHROW	TURKMENISTAN AIRLINES	S	A	9	0	0	33	11	44	0	11	0	44	0	97	9	
	HEATHROW	TURKMENISTAN AIRLINES	S	D	9	0	0	67	0	22	0	11	0	32	33	57	9	
<b>TOTAL ASHKHABAD</b>					<b>52</b>	<b>1</b>	<b>0</b>	<b>62</b>	<b>6</b>	<b>17</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>35</b>	<b>44</b>	<b>54</b>	<b>54</b>	
ASTANA																		
ASTURIAS																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	19	0	0	53	42	5	0	0	0	12	67	19	18	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	19	0	0	37	37	26	0	0	0	22	39	33	18	
<b>TOTAL ASTURIAS</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>39</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>53</b>	<b>26</b>	<b>26</b>	
ASWAN																		
	GATWICK	GB AIRWAYS LTD	C	A	4	0	0	25	50	25	0	0	0	20	0	0	0	
	GATWICK	GB AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	19	0	0	0	
<b>TOTAL ASWAN</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>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	
ATHENS																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	3	3	59	14	13	13	1	0	27	68	18	88	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	2	3	51	20	13	15	1	0	29	65	15	89	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	48	0	0	83	15	2	0	0	0	6	67	14	49	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	48	0	0	92	8	0	0	0	0	4	86	10	49	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	10	10	10	0	0	15	77	13	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	16	3	10	0	0	16	81	10	31	
	GATWICK	OLYMPIC AIRLINES	S	A	19	0	0	79	16	5	0	0	0	12	33	17	18	
	GATWICK	OLYMPIC AIRLINES	S	D	19	0	0	58	26	11	5	0	0	20	50	18	18	
	HEATHROW	OLYMPIC AIRLINES	S	A	68	1	5	46	19	18	18	0	0	31	36	24	69	
	HEATHROW	OLYMPIC AIRLINES	S	D	67	1	5	45	19	18	18	0	0	30	58	19	69	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: A

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007			
					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)											
ATHENS	MANCHESTER	OLYMPIC AIRLINES	S	A	13	0	0	62	23	15	0	0	0	15	31	26	13
	MANCHESTER	OLYMPIC AIRLINES	S	D	13	0	0	54	15	31	0	0	0	19	38	29	13
<b>TOTAL ATHENS</b>					<b>528</b>	<b>7</b>	<b>16</b>	<b>61</b>	<b>16</b>	<b>11</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>62</b>	<b>17</b>	<b>17</b>
ATLANTA	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	89	4	0	4	4	0	12	81	7	31
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	68	21	7	4	0	0	15	65	14	31
	GATWICK	DELTA AIRLINES	S	A	62	0	0	84	5	3	5	3	0	15	58	19	62
	GATWICK	DELTA AIRLINES	S	D	62	0	0	85	11	2	2	0	0	7	89	4	62
	MANCHESTER	DELTA AIRLINES	S	A	31	0	0	68	16	3	6	6	0	23	65	14	31
	MANCHESTER	DELTA AIRLINES	S	D	31	0	0	84	0	0	13	3	0	22	90	4	30
<b>TOTAL ATLANTA</b>					<b>242</b>	<b>1</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>2</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>14</b>	<b>76</b>	<b>11</b>	<b>11</b>
AUCKLAND INTERNATIONAL	HEATHROW	AIR NEW ZEALAND LTD	S	A	55	7	7	71	18	5	4	2	0	17	66	20	62
	HEATHROW	AIR NEW ZEALAND LTD	S	D	60	3	2	52	28	12	8	0	0	20	58	17	62
<b>TOTAL AUCKLAND INTERNATIONAL</b>					<b>115</b>	<b>10</b>	<b>9</b>	<b>61</b>	<b>23</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>62</b>	<b>19</b>	<b>19</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BAHRAIN																		
	HEATHROW	GULF AIR		S A	91	2	2	48	23	20	8	1	0	25	44	29	62	
	HEATHROW	GULF AIR		S D	89	3	4	71	16	8	6	0	0	15	71	13	62	
<b>TOTAL BAHRAIN</b>					<b>180</b>	<b>6</b>	<b>6</b>	<b>59</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>57</b>	<b>21</b>	<b>21</b>	
BAKU (HEYDER ALIYEV INT'L)																		
	GATWICK	AZERBAIJAN AIRLINES (AZAL)		S A	5	0	0	40	40	20	0	0	0	14	78	18	9	
	GATWICK	AZERBAIJAN AIRLINES (AZAL)		S D	5	0	0	60	20	20	0	0	0	19	33	25	9	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)		S A	4	0	0	25	25	25	0	25	0	79	0	44	4	
	HEATHROW	AZERBAIJAN AIRLINES (AZAL)		S D	4	0	0	25	25	25	25	0	0	56	50	18	4	
	HEATHROW	BMI BRITISH MIDLAND		S A	27	1	1	37	37	22	4	0	0	25	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND		S D	28	1	1	39	29	18	11	4	0	38	0	0	0	
<b>TOTAL BAKU (HEYDER ALIYEV INT'L)</b>					<b>73</b>	<b>2</b>	<b>2</b>	<b>38</b>	<b>32</b>	<b>21</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>33</b>	<b>40</b>	<b>33</b>	<b>33</b>	
BALTIMORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	2	1	90	0	7	3	0	0	7	81	13	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	1	1	33	47	3	17	0	0	34	58	32	31	
<b>TOTAL BALTIMORE</b>					<b>59</b>	<b>3</b>	<b>2</b>	<b>61</b>	<b>24</b>	<b>5</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>69</b>	<b>22</b>	<b>22</b>	
BANDAR SERI BEGAWAN																		
	HEATHROW	ROYAL BRUNEI AIRLINES		S A	31	0	0	26	19	26	29	0	0	41	52	39	31	
	HEATHROW	ROYAL BRUNEI AIRLINES		S D	30	1	1	57	33	10	0	0	0	16	65	16	31	
<b>TOTAL BANDAR SERI BEGAWAN</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>41</b>	<b>26</b>	<b>18</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>58</b>	<b>28</b>	<b>28</b>	
BANGALORE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	1	2	47	13	20	10	7	3	65	48	44	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	1	1	40	30	20	10	0	0	32	45	33	31	
<b>TOTAL BANGALORE</b>					<b>60</b>	<b>2</b>	<b>3</b>	<b>43</b>	<b>22</b>	<b>20</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>48</b>	<b>47</b>	<b>39</b>	<b>39</b>	
BANGKOK SUVARNABHUMI A																		
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S A	61	1	1	26	23	28	23	0	0	38	35	35	62	
	HEATHROW	THAI AIRWAYS INTERNATIONAL		S D	60	2	2	22	23	27	28	0	0	39	34	30	62	
<b>TOTAL BANGKOK SUVARNABHUMI AIRPORT</b>					<b>121</b>	<b>3</b>	<b>3</b>	<b>24</b>	<b>23</b>	<b>27</b>	<b>26</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>35</b>	<b>32</b>	<b>32</b>	
BANJUL																		
	GATWICK	ASTRAEUS LTD		S A	5	0	0	60	20	0	20	0	0	30	0	47	2	
	GATWICK	ASTRAEUS LTD		S D	5	0	0	80	20	0	0	0	0	8	100	9	2	
	MANCHESTER	ASTRAEUS LTD		C A	5	1	0	80	20	0	0	0	0	6	60	27	5	
	MANCHESTER	ASTRAEUS LTD		C D	5	0	0	80	20	0	0	0	0	5	100	2	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					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)												
BANJUL																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	21	0	27	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	0	80	20	0	0	0	28	0	51	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	0	20	0	80	0	0	84	50	15	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	29	75	8	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	40	40	0	0	63	22	72	9	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	75	0	0	0	0	19	44	36	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	67	11	11	11	0	0	21	22	66	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	0	11	0	0	22	40	30	10	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	40	0	0	0	24	83	5	6	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	2	100	2	6	
<b>TOTAL BANJUL</b>					<b>75</b>	<b>1</b>	<b>0</b>	<b>53</b>	<b>23</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>47</b>	<b>62</b>	<b>62</b>	
BARCELONA																		
	BIRMINGHAM	BMIBABY LTD	S	A	21	0	1	81	5	0	14	0	0	16	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	20	1	2	70	10	0	15	0	5	93	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	41	0	0	80	17	2	0	0	0	7	68	15	62	
	GATWICK	BRITISH AIRWAYS PLC	S	D	41	0	0	80	20	0	0	0	0	6	68	18	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	145	4	4	43	17	22	16	1	0	34	62	20	122	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	144	4	5	56	24	14	7	0	0	20	65	17	122	
	EDINBURGH	CLICKAIR	S	A	14	0	0	93	7	0	0	0	0	4	0	0	0	
	EDINBURGH	CLICKAIR	S	D	14	0	0	93	7	0	0	0	0	3	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	89	0	0	88	8	3	1	0	0	6	68	17	92	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	89	0	0	88	6	6	1	0	0	8	62	21	92	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	80	0	4	89	5	3	4	0	0	8	90	6	86	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	80	0	4	84	11	0	5	0	0	12	83	11	86	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	80	3	17	0	0	0	9	68	16	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	30	0	1	83	0	13	3	0	0	10	58	17	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	90	5	3	2	0	0	5	87	4	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	92	5	2	2	0	0	5	77	11	62	
	EDINBURGH	FLYGLOBESPAN	S	A	13	0	0	92	8	0	0	0	0	4	38	47	8	
	EDINBURGH	FLYGLOBESPAN	S	D	13	0	0	85	15	0	0	0	0	5	50	47	8	
	GLASGOW	FLYGLOBESPAN	S	A	14	2	4	86	7	7	0	0	0	4	60	26	30	
	GLASGOW	FLYGLOBESPAN	S	D	16	0	0	75	13	13	0	0	0	9	57	25	30	
	HEATHROW	IBERIA	S	A	110	3	9	38	25	20	15	1	0	33	61	21	121	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
BARCELONA																		
	HEATHROW	IBERIA	S	D	110	3	9	61	17	7	14	1	0	26	71	18	119	
	MANCHESTER	MONARCH AIRLINES	S	A	21	0	0	81	10	5	0	5	0	19	90	8	20	
	MANCHESTER	MONARCH AIRLINES	S	D	21	0	0	95	0	0	0	5	0	10	100	1	20	
<b>TOTAL BARCELONA</b>					<b>1278</b>	<b>18</b>	<b>44</b>	<b>71</b>	<b>13</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>70</b>	<b>17</b>	<b>17</b>	
BARI (PALESE)																		
	STANSTED	RYANAIR	S	A	17	0	1	65	12	18	0	6	0	26	94	3	18	
	STANSTED	RYANAIR	S	D	17	0	0	53	24	18	6	0	0	19	89	6	18	
<b>TOTAL BARI (PALESE)</b>					<b>34</b>	<b>0</b>	<b>1</b>	<b>59</b>	<b>18</b>	<b>18</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>22</b>	<b>92</b>	<b>5</b>	<b>5</b>	
BARRA																		
	GLASGOW	LOGANAIR	S	A	27	0	0	85	7	4	4	0	0	9	78	17	27	
	GLASGOW	LOGANAIR	S	D	26	0	0	73	8	12	8	0	0	18	81	16	27	
<b>TOTAL BARRA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>8</b>	<b>8</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>80</b>	<b>17</b>	<b>17</b>	
BASLE MULHOUSE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	3	3	61	15	14	9	0	0	21	81	15	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	3	3	53	18	19	11	0	0	24	50	25	90	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	0	23	6	0	0	15	68	20	60	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	3	19	6	0	0	19	63	19	62	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	10	3	0	0	12	81	22	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	32	6	3	0	0	15	87	9	31	
	LONDON CITY	SWISS AIRLINES	S	A	52	0	0	88	4	4	4	0	0	7	95	4	60	
	LONDON CITY	SWISS AIRLINES	S	D	51	0	0	65	20	10	4	2	0	20	75	11	60	
	MANCHESTER	SWISS AIRLINES	S	A	22	0	0	82	14	5	0	0	0	8	75	13	8	
	MANCHESTER	SWISS AIRLINES	S	D	22	0	0	95	0	5	0	0	0	3	88	9	8	
<b>TOTAL BASLE MULHOUSE</b>					<b>441</b>	<b>9</b>	<b>7</b>	<b>68</b>	<b>13</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>16</b>	<b>16</b>	
BEIJING																		
	HEATHROW	AIR CHINA	S	A	30	1	1	57	23	10	3	3	3	35	65	19	23	
	HEATHROW	AIR CHINA	S	D	30	1	1	50	17	17	10	7	0	41	63	26	24	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	26	1	1	27	8	38	23	4	0	55	44	77	27	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	26	1	1	35	31	12	23	0	0	38	48	26	27	
<b>TOTAL BEIJING</b>					<b>112</b>	<b>4</b>	<b>4</b>	<b>43</b>	<b>20</b>	<b>19</b>	<b>14</b>	<b>4</b>	<b>1</b>	<b>42</b>	<b>54</b>	<b>38</b>	<b>38</b>	
BEIRUT																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	8	1	1	50	38	13	0	0	0	16	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
BEIRUT																		
	HEATHROW	BMI BRITISH MIDLAND		S D	9	0	0	33	44	0	22	0	0	42	0	0	0	
	HEATHROW	MEA		S A	23	1	1	26	22	35	17	0	0	40	13	43	23	
	HEATHROW	MEA		S D	23	1	1	30	4	26	39	0	0	48	18	52	22	
<b>TOTAL BEIRUT</b>					<b>63</b>	<b>3</b>	<b>3</b>	<b>32</b>	<b>21</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>40</b>	<b>16</b>	<b>48</b>	<b>48</b>	
BELFAST CITY (GEORGE BES)																		
	HEATHROW	BMI BRITISH MIDLAND		S A	217	7	10	48	17	24	11	0	0	28	78	12	234	
	HEATHROW	BMI BRITISH MIDLAND		S D	221	6	7	64	14	16	6	0	0	19	81	9	235	
	LONDON CITY	CITY JET		S A	68	0	0	82	10	3	3	1	0	12	0	0	0	
	LONDON CITY	CITY JET		S D	70	0	0	66	14	16	4	0	0	17	0	0	0	
	BIRMINGHAM	FLYBE LTD		S A	140	0	3	89	3	3	5	1	0	9	89	4	157	
	BIRMINGHAM	FLYBE LTD		S D	141	0	2	87	4	3	6	0	0	12	79	11	160	
	EDINBURGH	FLYBE LTD		S A	83	0	3	77	8	10	5	0	0	11	85	10	86	
	EDINBURGH	FLYBE LTD		S D	83	2	3	73	7	13	6	0	0	16	80	14	87	
	GATWICK	FLYBE LTD		S A	111	0	0	91	2	3	4	1	0	9	81	10	110	
	GATWICK	FLYBE LTD		S D	111	0	0	83	8	4	5	1	0	13	79	14	110	
	GLASGOW	FLYBE LTD		S A	82	0	1	85	6	5	2	1	0	9	87	6	92	
	GLASGOW	FLYBE LTD		S D	82	1	1	82	9	1	6	2	0	14	87	7	91	
	MANCHESTER	FLYBE LTD		S A	175	0	2	86	7	2	5	0	0	9	89	7	128	
	MANCHESTER	FLYBE LTD		S D	176	0	0	85	7	4	4	0	0	10	91	6	127	
	NEWCASTLE	FLYBE LTD		S A	42	0	2	88	7	2	0	2	0	9	89	5	28	
	NEWCASTLE	FLYBE LTD		S D	42	0	2	86	10	0	0	5	0	14	93	6	28	
	STANSTED	RYANAIR		S A	120	0	3	93	2	1	3	1	1	10	0	0	0	
	STANSTED	RYANAIR		S D	122	0	1	89	6	2	3	0	0	6	0	0	0	
<b>TOTAL BELFAST CITY (GEORGE BEST)</b>					<b>2086</b>	<b>19</b>	<b>41</b>	<b>79</b>	<b>8</b>	<b>7</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>83</b>	<b>9</b>	<b>9</b>	
BELFAST INTERNATIONAL																		
	HEATHROW	AER LINGUS		S A	51	3	3	57	16	12	14	2	0	25	0	0	0	
	HEATHROW	AER LINGUS		S D	51	3	3	67	12	12	4	6	0	24	0	0	0	
	BIRMINGHAM	BMIBABY LTD		S A	74	1	1	92	4	3	1	0	0	4	84	7	77	
	BIRMINGHAM	BMIBABY LTD		S D	75	0	0	89	8	1	1	0	0	5	81	11	77	
	MANCHESTER	BMIBABY LTD		S A	69	0	4	94	1	3	1	0	0	4	93	5	97	
	MANCHESTER	BMIBABY LTD		S D	69	0	1	94	3	1	1	0	0	3	97	2	97	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	86	0	1	90	6	2	2	0	0	7	81	15	110	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	86	0	1	85	9	3	2	0	0	7	77	17	110	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BELFAST INTERNATIONAL																		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	133	0	1	83	11	4	2	1	0	10	63	18	138	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	133	0	1	81	14	5	1	0	8	61	19	138		
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	91	0	0	89	3	4	3	0	7	86	11	113		
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	91	0	0	86	5	5	3	0	8	78	14	114		
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	108	2	3	83	6	5	2	3	1	17	89	9	141	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	108	0	3	77	13	4	6	0	12	81	10	141		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	85	0	1	82	8	4	6	0	10	78	12	94		
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	86	0	0	81	7	5	7	0	13	69	15	95		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	152	0	3	87	4	5	4	1	9	95	3	141		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	153	0	2	76	13	3	7	1	15	82	9	141		
<b>TOTAL BELFAST INTERNATIONAL</b>					<b>1701</b>	<b>9</b>	<b>28</b>	<b>83</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>81</b>	<b>11</b>	<b>11</b>	
BELGRADE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	20	0	0	35	10	40	10	0	5	55	71	13	21	
	HEATHROW	BRITISH AIRWAYS PLC		S D	21	0	0	43	24	29	0	5	34	86	6	21		
	HEATHROW	JATAIRWAYS		S A	29	1	1	28	17	17	34	0	3	69	33	39	30	
	HEATHROW	JATAIRWAYS		S D	29	1	1	28	14	14	41	0	3	89	40	41	30	
<b>TOTAL BELGRADE</b>					<b>99</b>	<b>2</b>	<b>2</b>	<b>32</b>	<b>16</b>	<b>23</b>	<b>24</b>	<b>1</b>	<b>3</b>	<b>65</b>	<b>54</b>	<b>27</b>	<b>27</b>	
BENBECULA																		
	GLASGOW	LOGANAIR		S A	55	0	0	93	4	2	2	0	4	81	13	42		
	GLASGOW	LOGANAIR		S D	55	0	0	84	9	4	4	0	9	50	42	42		
<b>TOTAL BENBECULA</b>					<b>110</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>65</b>	<b>27</b>	<b>27</b>	
BENHAZI																		
BERGAMO																		
	GATWICK	BMI BRITISH MIDLAND		C A	4	0	0	0	25	50	25	0	0	51	0	0	0	
	GATWICK	BMI BRITISH MIDLAND		C D	4	0	0	75	0	25	0	0	0	15	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND		C A	4	0	0	25	25	50	0	0	0	33	0	60	4	
	MANCHESTER	BMI BRITISH MIDLAND		C D	4	0	0	100	0	0	0	0	3	75	9	4		
	LUTON	RYANAIR		S A	53	0	1	68	9	21	2	0	17	71	14	59		
	LUTON	RYANAIR		S D	54	0	0	74	9	13	4	0	13	80	10	60		
	NEWCASTLE	RYANAIR		S A	14	0	0	21	57	14	7	0	30	77	15	13		
	NEWCASTLE	RYANAIR		S D	14	0	0	29	36	21	14	0	33	69	16	13		
	STANSTED	RYANAIR		S A	109	0	1	77	8	10	4	1	14	79	11	120		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
BERGAMO	STANSTED	RYANAIR		S D	109	0	1	71	21	5	4	0	0	13	81	12	122
<b>TOTAL BERGAMO</b>					<b>369</b>	<b>0</b>	<b>3</b>	<b>68</b>	<b>15</b>	<b>12</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>14</b>	<b>14</b>
BERGEN	NEWCASTLE	JET2.COM LTD		S A	8	0	0	100	0	0	0	0	0	75	12	8	
	NEWCASTLE	JET2.COM LTD		S D	8	0	0	88	13	0	0	0	3	100	3	8	
	STANSTED	NORWEGIAN AIR SHUTTLE		S A	31	0	0	90	6	0	3	0	7	67	21	27	
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	31	0	0	77	10	10	3	0	13	63	26	27	
	GATWICK	SAS BRAATHENS		S A	22	0	0	41	32	23	5	0	24	65	13	23	
	GATWICK	SAS BRAATHENS		S D	22	0	0	68	14	18	0	0	11	87	9	23	
<b>TOTAL BERGEN</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>72</b>	<b>14</b>	<b>14</b>	
BERGERAC	STANSTED	RYANAIR		S A	17	0	0	100	0	0	0	0	2	83	14	30	
	STANSTED	RYANAIR		S D	17	0	0	88	12	0	0	0	5	84	12	31	
<b>TOTAL BERGERAC</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>84</b>	<b>13</b>	<b>13</b>	
BERLIN (SCHONEFELD)	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	50	0	1	88	8	4	0	0	6	60	15	53	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	50	0	1	76	12	8	4	0	12	51	21	53	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	71	13	13	3	0	15	77	23	31	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	65	19	10	6	0	18	71	22	31	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	81	0	3	93	4	2	1	0	5	95	7	58	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	81	0	3	84	11	2	1	1	11	91	13	58	
	STANSTED	RYANAIR		S A	62	0	1	92	3	5	0	0	5	80	11	61	
	STANSTED	RYANAIR		S D	62	0	0	84	10	6	0	0	9	74	15	61	
<b>TOTAL BERLIN (SCHONEFELD)</b>					<b>448</b>	<b>0</b>	<b>9</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>15</b>	<b>15</b>	
BERLIN (TEGEL)	STANSTED	AIR BERLIN		S A	61	0	0	75	18	7	0	0	9	83	9	76	
	STANSTED	AIR BERLIN		S D	61	0	0	82	13	5	0	0	7	72	12	76	
	HEATHROW	BRITISH AIRWAYS PLC		S A	169	5	5	48	18	16	16	2	33	65	18	150	
	HEATHROW	BRITISH AIRWAYS PLC		S D	170	5	5	62	16	12	10	0	21	72	14	151	
	LONDON CITY	EUROWINGS LUFTVERKEHRS		S A	29	0	0	7	62	31	0	0	29	0	0	0	
	LONDON CITY	EUROWINGS LUFTVERKEHRS		S D	29	0	0	0	21	55	24	0	46	0	0	0	
<b>TOTAL BERLIN (TEGEL)</b>					<b>519</b>	<b>11</b>	<b>10</b>	<b>55</b>	<b>19</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>24</b>	<b>74</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
BERLIN (TEMPLEHOF)																		
BERMUDA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	20	0	0	90	0	5	5	0	0	13	68	104	22	
	GATWICK	BRITISH AIRWAYS PLC		S D	21	0	0	90	5	0	0	5	0	12	86	10	22	
<b>TOTAL BERMUDA</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>13</b>	<b>77</b>	<b>57</b>	<b>57</b>	
BERNE																		
	EDINBURGH	DARWIN AIRLINE		C A	8	0	0	13	25	13	38	13	0	83	0	0	0	
	EDINBURGH	DARWIN AIRLINE		C D	3	0	0	0	0	33	67	0	0	85	0	0	0	
	STANSTED	DARWIN AIRLINE		C A	4	0	0	100	0	0	0	0	0	0	75	9	4	
	STANSTED	DARWIN AIRLINE		C D	4	0	0	50	0	25	25	0	0	56	50	14	4	
	BIRMINGHAM	FLYBE LTD		C A	3	0	0	33	33	33	0	0	0	18	100	1	4	
	BIRMINGHAM	FLYBE LTD		C D	4	0	0	25	25	25	25	0	0	39	100	11	3	
	GATWICK	FLYBE LTD		C A	4	0	0	100	0	0	0	0	0	3	100	3	4	
	GATWICK	FLYBE LTD		C D	4	0	0	25	25	50	0	0	0	28	50	21	4	
	MANCHESTER	FLYBE LTD		C A	4	0	0	100	0	0	0	0	0	4	100	4	3	
	MANCHESTER	FLYBE LTD		C D	4	0	0	100	0	0	0	0	0	5	100	0	4	
<b>TOTAL BERNE</b>					<b>42</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>12</b>	<b>17</b>	<b>17</b>	<b>2</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>19</b>	<b>19</b>	
BIARRITZ																		
	STANSTED	RYANAIR		S A	17	0	0	47	29	24	0	0	0	21	89	5	28	
	STANSTED	RYANAIR		S D	17	0	0	35	29	29	6	0	0	25	90	7	29	
<b>TOTAL BIARRITZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>29</b>	<b>26</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>89</b>	<b>6</b>	<b>6</b>	
BILBAO																		
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	90	0	6	3	0	0	5	83	9	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	84	6	3	6	0	0	9	58	16	31	
	HEATHROW	IBERIA		S A	30	1	1	50	23	13	13	0	0	27	71	19	31	
	HEATHROW	IBERIA		S D	30	1	1	67	10	13	10	0	0	21	77	15	31	
<b>TOTAL BILBAO</b>					<b>124</b>	<b>2</b>	<b>2</b>	<b>73</b>	<b>10</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>72</b>	<b>15</b>	<b>15</b>	
BILLUND																		
	STANSTED	RYANAIR		S A	31	0	0	90	0	6	0	3	0	16	0	0	0	
	STANSTED	RYANAIR		S D	31	0	0	90	6	3	0	0	0	5	0	0	0	
	GATWICK	STERLING AIRLINES		S A	40	0	0	55	28	10	8	0	0	18	76	11	49	
	GATWICK	STERLING AIRLINES		S D	40	0	0	73	8	15	5	0	0	14	80	8	49	
	MANCHESTER	SUN AIR OF SCANDINAVIA		S A	44	0	0	52	30	18	0	0	0	18	53	31	45	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					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)											
BILLUND	MANCHESTER	SUN AIR OF SCANDINAVIA	S	D	44	0	0	68	16	11	5	0	0	14	69	22	45
<b>TOTAL BILLUND</b>					<b>230</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>16</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>67</b>	<b>22</b>	<b>22</b>
BIRMINGHAM	EDINBURGH	BMIBABY LTD	S	A	72	0	0	92	6	1	1	0	0	4	86	6	71
	EDINBURGH	BMIBABY LTD	S	D	72	0	0	83	10	6	1	0	0	8	82	10	71
	GLASGOW	BMIBABY LTD	S	A	80	0	0	93	5	3	0	0	0	4	0	0	0
	GLASGOW	BMIBABY LTD	S	D	80	0	0	89	4	8	0	0	0	6	0	0	0
	NEWCASTLE	EASTERN AIRWAYS	S	A	72	0	2	92	4	4	0	0	0	4	93	4	71
	NEWCASTLE	EASTERN AIRWAYS	S	D	73	0	1	90	3	7	0	0	0	4	94	3	72
	EDINBURGH	FLYBE LTD	S	A	165	2	2	85	5	4	5	1	0	11	78	10	133
	EDINBURGH	FLYBE LTD	S	D	165	0	2	75	12	8	5	0	1	17	64	15	134
	GLASGOW	FLYBE LTD	S	A	152	0	4	78	7	8	7	0	0	14	84	9	139
	GLASGOW	FLYBE LTD	S	D	151	0	5	75	8	9	8	0	0	15	84	9	138
	GATWICK	MONARCH AIRLINES	C	A	3	0	0	67	0	33	0	0	0	16	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	67	0	33	0	0	0	12	0	0	0
<b>TOTAL BIRMINGHAM</b>					<b>1091</b>	<b>7</b>	<b>16</b>	<b>83</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>82</b>	<b>10</b>	<b>10</b>
BISHKEK (FRUNZE)	HEATHROW	BMI BRITISH MIDLAND	S	A	17	0	0	18	24	12	41	0	6	118	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	D	17	1	1	53	24	12	12	0	0	30	0	0	0
<b>TOTAL BISHKEK (FRUNZE)</b>					<b>34</b>	<b>1</b>	<b>1</b>	<b>35</b>	<b>24</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>3</b>	<b>74</b>	<b>19</b>	<b>83</b>	<b>83</b>
BLACKPOOL					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>16</b>	<b>16</b>
<b>TOTAL BLACKPOOL</b>					<b>2</b>	<b>2</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>81</b>	<b>16</b>	<b>16</b>
BODRUM (MILAS)	GATWICK	ONUR AIR	C	A	3	0	0	33	33	33	0	0	0	17	100	0	3
	GATWICK	ONUR AIR	C	D	2	0	0	50	0	50	0	0	0	21	67	14	3
	MANCHESTER	ONUR AIR	C	A	7	0	0	86	0	0	14	0	0	17	100	0	5
	MANCHESTER	ONUR AIR	C	D	7	0	0	71	14	0	14	0	0	19	100	2	5
<b>TOTAL BODRUM (MILAS)</b>					<b>19</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>94</b>	<b>3</b>	<b>3</b>
BOLOGNA	GATWICK	BRITISH AIRWAYS PLC	S	A	69	0	0	80	10	6	3	1	0	15	65	14	86
	GATWICK	BRITISH AIRWAYS PLC	S	D	69	0	0	78	9	7	6	0	0	12	79	11	86
<b>TOTAL BOLOGNA</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>9</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>72</b>	<b>12</b>	<b>12</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BOLZANO																		
	BIRMINGHAM	AUSTRIAN ARROWS	C	A	4	0	0	50	0	0	25	0	25	232	75	7	4	
	BIRMINGHAM	AUSTRIAN ARROWS	C	D	3	0	0	67	0	0	33	0	0	61	50	10	4	
	GATWICK	AUSTRIAN ARROWS	C	A	3	0	0	67	0	0	0	33	0	84	50	19	4	
	GATWICK	AUSTRIAN ARROWS	C	D	3	0	0	67	0	0	33	0	0	57	75	18	4	
	MANCHESTER	AUSTRIAN ARROWS	C	A	2	0	0	100	0	0	0	0	0	0	75	8	4	
	MANCHESTER	AUSTRIAN ARROWS	C	D	3	0	0	67	0	0	33	0	0	27	75	5	4	
<b>TOTAL BOLZANO</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>6</b>	<b>90</b>	<b>67</b>	<b>11</b>	<b>11</b>	
BORDEAUX																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	62	0	0	92	2	6	0	0	0	4	86	11	51	
	GATWICK	BRITISH AIRWAYS PLC	S	D	62	0	0	92	6	0	2	0	0	5	76	12	51	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	19	1	0	89	5	5	0	0	0	6	96	8	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	19	1	0	84	11	5	0	0	0	8	83	10	24	
<b>TOTAL BORDEAUX</b>					<b>162</b>	<b>2</b>	<b>0</b>	<b>91</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>86</b>	<b>9</b>	<b>9</b>	
BOSTON																		
	HEATHROW	AMERICAN AIRLINES	S	A	55	1	1	91	2	4	4	0	0	6	71	10	59	
	HEATHROW	AMERICAN AIRLINES	S	D	54	2	2	80	17	4	0	0	0	9	78	10	58	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	89	3	2	76	13	6	3	1	0	10	80	11	91	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	89	3	3	43	30	19	8	0	0	25	48	23	92	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	28	1	1	79	11	0	11	0	0	14	55	27	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	28	1	1	71	14	0	11	4	0	21	71	16	31	
<b>TOTAL BOSTON</b>					<b>343</b>	<b>11</b>	<b>10</b>	<b>70</b>	<b>16</b>	<b>8</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>67</b>	<b>15</b>	<b>15</b>	
BOURNEMOUTH																		
<b>TOTAL BOURNEMOUTH</b>					<b>2</b>	<b>3</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>395</b>	<b>0</b>	<b>0</b>	<b>0</b>	
BRATISLAVA																		
	BIRMINGHAM	AIR SLOVAKIA BWJ	C	A	8	1	0	25	13	38	0	25	0	80	0	0	0	
	BIRMINGHAM	AIR SLOVAKIA BWJ	C	D	8	0	0	13	13	25	38	13	0	85	0	0	0	
	STANSTED	AIR SLOVAKIA BWJ	C	A	3	0	0	0	0	0	33	0	67	353	0	0	0	
	STANSTED	RYANAIR	S	A	61	0	1	82	11	7	0	0	0	8	70	17	60	
	STANSTED	RYANAIR	S	D	62	0	0	79	15	6	0	0	0	9	70	16	61	
	BIRMINGHAM	SKY EUROPE	S	A	16	0	0	88	6	0	6	0	0	9	0	0	0	
	BIRMINGHAM	SKY EUROPE	S	D	16	0	0	81	13	0	6	0	0	11	0	0	0	
	LUTON	SKY EUROPE	S	A	52	0	0	90	8	0	2	0	0	6	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
BRATISLAVA																		
	LUTON	SKY EUROPE	S	D	52	0	0	69	21	6	4	0	0	13	0	0	0	
	MANCHESTER	SKY EUROPE	S	A	31	0	0	77	13	3	3	3	0	15	59	23	17	
	MANCHESTER	SKY EUROPE	S	D	31	0	0	84	3	6	3	3	0	16	53	23	17	
<b>TOTAL BRATISLAVA</b>					<b>341</b>	<b>1</b>	<b>1</b>	<b>77</b>	<b>12</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>17</b>	<b>64</b>	<b>20</b>	<b>20</b>	
BREMEN																		
	STANSTED	RYANAIR	S	A	61	0	0	87	8	3	0	2	0	9	0	0	0	
	STANSTED	RYANAIR	S	D	61	0	0	72	20	7	2	0	0	13	0	0	0	
<b>TOTAL BREMEN</b>					<b>122</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>11</b>	<b>55</b>	<b>19</b>	<b>19</b>	
BRESCIA/MONTICHIARI																		
	STANSTED	RYANAIR	S	A	16	0	1	81	19	0	0	0	0	6	55	31	31	
	STANSTED	RYANAIR	S	D	17	0	0	76	18	6	0	0	0	9	45	32	31	
<b>TOTAL BRESCIA/MONTICHIARI</b>					<b>33</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>18</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>31</b>	<b>31</b>	
BREST																		
	MANCHESTER	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	3	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL BREST</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>80</b>	<b>6</b>	<b>6</b>	
BRIDGETOWN																		
	MANCHESTER	BMI BRITISH MIDLAND	S	A	13	0	1	77	15	0	8	0	0	17	85	20	13	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	13	0	0	69	31	0	0	0	0	6	86	21	14	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	77	13	3	6	0	0	10	67	19	39	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	68	19	6	6	0	0	18	62	20	39	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	56	33	0	11	0	0	15	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	63	13	25	0	0	0	13	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	0	17	0	0	15	50	11	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	88	0	13	0	0	0	6	50	12	2	
	GATWICK	MONARCH AIRLINES	C	A	2	0	0	0	50	50	0	0	0	39	33	288	6	
	GATWICK	MONARCH AIRLINES	C	D	3	0	0	33	33	0	33	0	0	37	17	63	6	
	MANCHESTER	MONARCH AIRLINES	C	A	2	0	0	50	50	0	0	0	0	10	0	58	1	
	MANCHESTER	MONARCH AIRLINES	C	D	3	0	0	33	33	0	33	0	0	64	50	24	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	10	0	0	70	0	0	20	0	10	69	78	16	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	10	0	0	60	20	0	20	0	0	28	11	29	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	3	0	0	33	0	33	0	0	33	150	50	23	10	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)												
BRIDGETOWN																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	0	0	25	183	64	76	11	
	BIRMINGHAM	THOMSONFLY LTD	C	A	8	0	0	25	13	13	50	0	0	63	43	27	7	
	BIRMINGHAM	THOMSONFLY LTD	C	D	6	0	0	67	17	0	17	0	0	28	75	33	8	
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	50	0	50	0	0	0	17	0	30	1	
	MANCHESTER	THOMSONFLY LTD	C	A	3	0	0	33	67	0	0	0	0	17	100	5	2	
	MANCHESTER	THOMSONFLY LTD	C	D	2	2	0	50	50	0	0	0	0	12	50	15	2	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	70	17	10	3	0	0	12	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	33	23	23	17	3	0	37	0	0	0	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	5	60	36	5	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	4	0	0	75	25	0	0	0	0	7	50	87	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	9	0	0	67	22	0	11	0	0	19	100	6	3	
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	50	25	0	25	0	0	33	40	306	5	
<b>TOTAL BRIDGETOWN</b>					<b>262</b>	<b>5</b>	<b>3</b>	<b>61</b>	<b>18</b>	<b>8</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>26</b>	<b>60</b>	<b>45</b>	<b>45</b>	
BRINDISI																		
	STANSTED	RYANAIR	S	A	13	0	0	46	31	23	0	0	0	20	77	35	13	
	STANSTED	RYANAIR	S	D	14	0	0	93	7	0	0	0	0	7	85	14	13	
<b>TOTAL BRINDISI</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>24</b>	<b>24</b>	
BRISTOL																		
	MANCHESTER	AIR SOUTHWEST	S	D	25	0	1	92	0	4	4	0	0	5	93	4	28	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	84	0	0	94	0	5	0	1	0	6	86	10	74	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	84	0	0	88	5	4	2	1	0	9	78	13	74	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	82	0	1	93	4	2	0	1	0	6	92	7	73	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	82	0	1	88	5	5	1	1	0	9	74	17	72	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	83	0	0	80	7	7	6	0	0	12	65	34	103	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	83	0	0	77	11	7	5	0	0	13	68	15	106	
<b>TOTAL BRISTOL</b>					<b>524</b>	<b>2</b>	<b>3</b>	<b>87</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>77</b>	<b>15</b>	<b>15</b>	
BRNO (TURANY)																		
	STANSTED	RYANAIR	S	A	30	0	1	100	0	0	0	0	0	2	87	7	30	
	STANSTED	RYANAIR	S	D	31	0	0	94	3	3	0	0	0	5	83	10	30	
<b>TOTAL BRNO (TURANY)</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>85</b>	<b>8</b>	<b>8</b>	
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	148	6	9	45	19	20	16	1	0	29	73	13	173	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
BRUSSELS																		
	HEATHROW	BMI BRITISH MIDLAND	S	D	149	6	8	56	15	17	12	0	0	24	77	11	173	
	EDINBURGH	BMI REGIONAL	S	A	67	0	0	84	6	7	3	0	0	9	87	6	62	
	EDINBURGH	BMI REGIONAL	S	D	67	0	0	87	9	4	0	0	0	5	92	5	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	208	5	5	56	17	12	13	2	0	28	74	16	228	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	208	5	7	54	19	14	12	1	0	27	62	19	229	
	BIRMINGHAM	BRUSSELS AIRLINES	S	A	142	0	1	92	4	2	2	0	0	5	90	6	116	
	BIRMINGHAM	BRUSSELS AIRLINES	S	D	141	0	1	84	9	5	2	0	0	9	89	7	115	
	GATWICK	BRUSSELS AIRLINES	S	A	53	0	0	81	11	6	2	0	0	10	92	5	51	
	GATWICK	BRUSSELS AIRLINES	S	D	53	0	0	68	17	13	2	0	0	14	94	7	51	
	HEATHROW	BRUSSELS AIRLINES	S	A	3	0	1	67	33	0	0	0	0	9	75	13	4	
	HEATHROW	BRUSSELS AIRLINES	S	D	3	0	1	67	0	33	0	0	0	18	100	3	4	
	MANCHESTER	BRUSSELS AIRLINES	S	A	81	0	0	90	4	5	1	0	0	7	81	8	77	
	MANCHESTER	BRUSSELS AIRLINES	S	D	81	0	0	86	9	4	1	0	0	5	95	3	77	
	NEWCASTLE	BRUSSELS AIRLINES	S	A	27	0	0	74	11	7	7	0	0	12	71	12	42	
	NEWCASTLE	BRUSSELS AIRLINES	S	D	27	0	0	74	7	11	7	0	0	14	86	6	42	
	MANCHESTER	FLYBE LTD	S	A	69	0	0	84	6	7	1	1	0	11	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	68	0	1	87	6	4	3	0	0	6	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	78	0	2	78	12	6	3	1	0	13	78	9	91	
	LONDON CITY	VLM (BELGIUM)	S	D	78	0	2	68	18	10	3	1	0	16	77	10	90	
<b>TOTAL BRUSSELS</b>					<b>1751</b>	<b>22</b>	<b>38</b>	<b>71</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>79</b>	<b>11</b>	<b>11</b>	
BUCHAREST (BANEASA)																		
	STANSTED	BLUE AIR TRANSPORT AERIAN	S	A	12	0	1	17	25	17	33	8	0	71	0	0	0	
	STANSTED	BLUE AIR TRANSPORT AERIAN	S	D	12	0	1	17	17	33	25	8	0	75	0	0	0	
	LUTON	WIZZ AIR	S	A	22	0	1	45	18	0	18	14	5	85	0	35	8	
	LUTON	WIZZ AIR	S	D	30	0	1	30	20	7	23	10	10	117	25	24	8	
<b>TOTAL BUCHAREST (BANEASA)</b>					<b>76</b>	<b>1</b>	<b>4</b>	<b>30</b>	<b>20</b>	<b>11</b>	<b>24</b>	<b>11</b>	<b>5</b>	<b>94</b>	<b>13</b>	<b>29</b>	<b>29</b>	
BUCHAREST (OTOPENI)																		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	105	25	33	4	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	0	0	100	0	0	0	46	100	0	4	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	57	2	3	21	23	26	28	0	2	58	49	36	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	58	2	2	22	17	33	24	3	0	54	56	28	61	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	21	0	1	62	24	14	0	0	0	15	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	21	0	1	71	19	10	0	0	0	12	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: B

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
BUCHAREST (OTOPENI)																		
	MANCHESTER	LIBYAN ARAB AIRLINES	C	A	3	0	0	33	0	0	33	33	0	134	0	0	0	
	HEATHROW	TAROM	S	A	29	1	1	34	21	24	17	0	3	57	23	35	30	
	HEATHROW	TAROM	S	D	29	1	1	31	14	31	21	0	3	58	53	32	30	
	LUTON	WIZZ AIR	S	A	8	0	0	0	0	13	63	13	13	206	0	0	0	
<b>TOTAL BUCHAREST (OTOPENI)</b>					<b>235</b>	<b>7</b>	<b>9</b>	<b>31</b>	<b>18</b>	<b>26</b>	<b>21</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>48</b>	<b>32</b>	<b>32</b>	
BUDAPEST																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	3	5	38	24	20	17	0	0	32	58	25	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	3	3	52	21	17	10	0	0	26	67	18	90	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	82	5	5	8	0	0	13	52	21	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	79	15	5	0	0	0	10	58	17	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	65	0	0	66	9	17	8	0	0	20	75	14	48	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	65	0	0	85	9	6	0	0	0	8	83	11	48	
	MANCHESTER	JET2.COM LTD	S	A	23	0	0	70	22	9	0	0	0	11	50	27	20	
	MANCHESTER	JET2.COM LTD	S	D	23	0	0	91	9	0	0	0	0	2	86	11	21	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	A	61	0	0	52	36	10	2	0	0	16	42	22	57	
	GATWICK	MALEV (HUNGARIAN AIRLINES)	S	D	61	0	0	52	28	11	8	0	0	20	37	26	57	
	LUTON	WIZZ AIR	S	A	46	0	0	70	13	7	9	2	0	24	79	13	34	
	LUTON	WIZZ AIR	S	D	46	0	0	59	13	13	11	4	0	33	44	24	34	
<b>TOTAL BUDAPEST</b>					<b>641</b>	<b>6</b>	<b>8</b>	<b>62</b>	<b>18</b>	<b>12</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>60</b>	<b>20</b>	<b>20</b>	
BUENOS AIRES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	17	0	0	59	6	29	0	0	6	52	61	12	18	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	16	1	2	13	38	38	13	0	0	44	33	33	18	
<b>TOTAL BUENOS AIRES</b>					<b>33</b>	<b>1</b>	<b>2</b>	<b>36</b>	<b>21</b>	<b>33</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>48</b>	<b>47</b>	<b>22</b>	<b>22</b>	
BYDGOSZCZ/SZWEREDOWO																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	3	84	8	31	
	STANSTED	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	6	77	13	31	
<b>TOTAL BYDGOSZCZ/SZWEREDOWO</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>81</b>	<b>11</b>	<b>11</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CAGLIARI (ELMAS)																		
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	10	0	0	70	10	20	0	0	0	12	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	10	0	0	70	20	0	10	0	0	14	0	0	0	
<b>TOTAL CAGLIARI (ELMAS)</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>13</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CAIRO																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	29	1	2	0	28	41	31	0	0	51	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	30	1	1	77	10	3	10	0	0	14	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	87	7	3	3	0	0	7	74	8	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	43	23	23	7	3	0	34	32	45	31	
	HEATHROW	EGYPT AIR	S	A	30	1	1	37	17	27	17	3	0	40	24	35	34	
	HEATHROW	EGYPT AIR	S	D	30	1	1	13	20	40	23	3	0	55	18	45	34	
<b>TOTAL CAIRO</b>					<b>179</b>	<b>6</b>	<b>7</b>	<b>43</b>	<b>17</b>	<b>23</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>33</b>	<b>36</b>	<b>33</b>	<b>33</b>	
CALCUTTA																		
	HEATHROW	AIR INDIA	S	A	13	1	1	8	0	31	38	23	0	113	23	130	13	
	HEATHROW	AIR INDIA	S	D	13	1	1	0	15	46	38	0	0	58	0	73	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	85	15	0	0	0	0	8	23	57	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	1	1	23	23	46	8	0	0	32	15	39	13	
<b>TOTAL CALCUTTA</b>					<b>52</b>	<b>3</b>	<b>3</b>	<b>29</b>	<b>13</b>	<b>31</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>53</b>	<b>15</b>	<b>75</b>	<b>75</b>	
CALGARY																		
	HEATHROW	AIR CANADA	S	A	30	1	1	57	10	23	10	0	0	23	61	27	31	
	HEATHROW	AIR CANADA	S	D	30	1	1	63	27	7	3	0	0	15	74	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	22	1	1	73	23	0	5	0	0	8	82	10	22	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	22	0	0	55	23	18	5	0	0	22	43	24	23	
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	11	22	56	11	0	0	38	50	175	8	
	GATWICK	MONARCH AIRLINES	C	D	9	0	0	56	22	22	0	0	0	19	67	17	9	
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	0	25	38	38	0	0	47	25	397	8	
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	89	11	0	0	0	0	6	67	14	9	
	GATWICK	ZOOM AIRLINES (CANADA)	S	A	9	0	0	11	22	33	33	0	0	46	44	91	9	
	GATWICK	ZOOM AIRLINES (CANADA)	S	D	9	0	0	67	22	11	0	0	0	12	38	94	8	
	GLASGOW	ZOOM AIRLINES (CANADA)	S	A	5	0	0	0	0	40	40	0	20	343	20	148	5	
	GLASGOW	ZOOM AIRLINES (CANADA)	S	D	5	0	0	40	0	40	0	0	20	314	25	553	4	
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	A	4	0	0	0	25	25	50	0	0	52	50	20	4	
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	D	4	0	0	25	50	25	0	0	0	24	0	85	3	
<b>TOTAL CALGARY</b>					<b>175</b>	<b>4</b>	<b>3</b>	<b>50</b>	<b>20</b>	<b>19</b>	<b>10</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>57</b>	<b>67</b>	<b>67</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
CAMPBELTOWN																		
	GLASGOW	LOGANAIR	S	A	38	0	0	71	18	8	3	0	0	12	96	7	28	
	GLASGOW	LOGANAIR	S	D	39	0	0	87	8	3	3	0	0	7	93	7	29	
<b>TOTAL CAMPBELTOWN</b>					<b>77</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>95</b>	<b>7</b>	<b>7</b>	
CANCUN																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	33	11	56	0	0	0	31	50	42	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	22	11	11	0	0	22	60	41	10	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	7	80	19	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	28	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	50	50	0	0	0	0	12	75	41	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	7	80	46	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	28	80	19	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	25	100	9	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	25	25	25	0	0	34	60	46	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	60	0	0	40	0	0	31	100	3	5	
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	11	22	11	56	0	0	62	60	30	5	
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	33	22	0	33	0	11	188	75	17	4	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	40	40	20	0	0	0	15	80	10	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	5	0	80	20	0	0	0	0	8	100	0	5	
<b>TOTAL CANCUN</b>					<b>80</b>	<b>5</b>	<b>0</b>	<b>50</b>	<b>20</b>	<b>11</b>	<b>18</b>	<b>0</b>	<b>1</b>	<b>43</b>	<b>74</b>	<b>27</b>	<b>27</b>	
CAPE TOWN																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	1	67	18	7	5	2	2	42	76	15	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	2	2	18	35	27	17	3	0	47	18	43	61	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	31	1	1	74	16	10	0	0	0	9	100	0	31	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	31	1	1	65	23	6	3	3	0	23	75	11	32	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	1	1	75	13	4	8	0	0	12	81	11	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	0	46	33	17	4	0	0	21	35	22	31	
<b>TOTAL CAPE TOWN</b>					<b>231</b>	<b>6</b>	<b>6</b>	<b>54</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>57</b>	<b>21</b>	<b>21</b>	
CARCASSONNE																		
	STANSTED	RYANAIR	S	A	17	0	0	82	12	6	0	0	0	9	92	4	26	
	STANSTED	RYANAIR	S	D	17	0	0	71	18	6	6	0	0	13	73	11	26	
<b>TOTAL CARCASSONNE</b>					<b>34</b>	<b>0</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>83</b>	<b>8</b>	<b>8</b>	
CARDIFF WALES																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CARDIFF WALES																		
	EDINBURGH	BMIBABY LTD		S A	60	0	1	93	0	3	3	0	0	6	96	4	56	
	EDINBURGH	BMIBABY LTD		S D	60	0	1	88	3	5	3	0	0	8	86	6	56	
	GLASGOW	BMIBABY LTD		S A	27	1	1	85	7	4	4	0	0	8	91	6	45	
	GLASGOW	BMIBABY LTD		S D	27	0	1	85	4	4	7	0	0	8	89	8	44	
	NEWCASTLE	EASTERN AIRWAYS		S A	41	0	0	100	0	0	0	0	0	1	93	11	40	
	NEWCASTLE	EASTERN AIRWAYS		S D	41	0	0	95	5	0	0	0	0	3	93	12	40	
<b>TOTAL CARDIFF WALES</b>					<b>256</b>	<b>1</b>	<b>4</b>	<b>92</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>91</b>	<b>7</b>	<b>7</b>	
CASABLANCA MOHAMED V																		
	HEATHROW	ROYAL AIR MAROC		S A	5	0	0	40	0	40	20	0	0	37	48	35	29	
	HEATHROW	ROYAL AIR MAROC		S D	6	0	0	50	0	17	33	0	0	32	0	203	1	
<b>TOTAL CASABLANCA MOHAMED V</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>27</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>35</b>	<b>47</b>	<b>41</b>	<b>41</b>	
CATANIA (FONTANAROSSA)																		
	GATWICK	AIR MALTA		S D	4	0	0	100	0	0	0	0	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S A	12	0	0	75	8	17	0	0	0	11	46	25	13	
	GATWICK	BRITISH AIRWAYS PLC		S D	12	0	0	75	8	17	0	0	0	13	62	16	13	
<b>TOTAL CATANIA (FONTANAROSSA)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>50</b>	<b>22</b>	<b>22</b>	
CHAMBERY																		
	GATWICK	ASTRAEUS LTD		S A	43	1	0	49	7	12	14	16	2	73	0	0	0	
	GATWICK	ASTRAEUS LTD		S D	42	0	0	48	14	12	10	14	2	71	0	0	0	
	MANCHESTER	ASTRAEUS LTD		C A	12	0	0	58	8	8	25	0	0	29	58	31	12	
	MANCHESTER	ASTRAEUS LTD		C D	12	0	0	67	17	0	17	0	0	27	67	15	12	
	EDINBURGH	BA CITYFLYER LTD		C A	4	0	0	25	0	25	25	25	0	109	0	0	0	
	EDINBURGH	BA CITYFLYER LTD		C D	4	0	0	0	75	25	0	0	0	25	0	0	0	
	BIRMINGHAM	FLYBE LTD		C A	4	0	0	0	25	50	25	0	0	46	0	0	0	
	BIRMINGHAM	FLYBE LTD		S A	9	0	0	33	22	11	33	0	0	45	40	129	15	
	BIRMINGHAM	FLYBE LTD		C D	4	0	0	0	25	75	0	0	0	33	0	0	0	
	BIRMINGHAM	FLYBE LTD		S D	9	0	0	22	33	11	33	0	0	45	60	16	15	
	EDINBURGH	JET2.COM LTD		S A	13	0	0	31	15	0	38	15	0	98	0	0	0	
	EDINBURGH	JET2.COM LTD		S D	13	0	0	54	0	8	31	8	0	71	0	0	0	
	MANCHESTER	JET2.COM LTD		S A	14	0	0	57	0	29	7	7	0	49	25	43	12	
	MANCHESTER	JET2.COM LTD		S D	14	0	0	64	14	21	0	0	0	16	46	23	13	
	NEWCASTLE	JET2.COM LTD		S A	8	0	1	63	13	0	25	0	0	24	22	48	9	
	NEWCASTLE	JET2.COM LTD		S D	9	0	0	78	0	11	11	0	0	13	22	53	9	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
CHAMBERY																		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	25	0	75	0	0	82	0	73	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	25	50	25	0	0	0	23	100	5	4	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	23	0	0	0	
	BIRMINGHAM	TITAN AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0	
	STANSTED	TITAN AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	10	80	13	5	
	STANSTED	TITAN AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	22	0	24	3	
	GATWICK	XL AIRWAYS UK LTD	C	A	13	0	0	69	8	15	8	0	0	16	0	34	8	
	GATWICK	XL AIRWAYS UK LTD	C	D	16	0	0	63	19	19	0	0	0	18	25	67	8	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	25	25	25	25	0	0	38	0	0	0	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	25	0	0	0	16	0	0	0	
<b>TOTAL CHAMBERY</b>					<b>275</b>	<b>3</b>	<b>1</b>	<b>50</b>	<b>13</b>	<b>14</b>	<b>15</b>	<b>7</b>	<b>1</b>	<b>48</b>	<b>46</b>	<b>41</b>	<b>41</b>	
CHARLEROI																		
	STANSTED	RYANAIR	S	A	56	0	5	96	2	2	0	0	0	2	0	0	0	
	STANSTED	RYANAIR	S	D	56	0	5	80	13	5	2	0	0	8	0	0	0	
<b>TOTAL CHARLEROI</b>					<b>112</b>	<b>0</b>	<b>10</b>	<b>88</b>	<b>7</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CHARLOTTE																		
	GATWICK	US AIRWAYS	S	A	31	0	0	81	10	6	3	0	0	11	61	12	31	
	GATWICK	US AIRWAYS	S	D	31	0	0	77	13	6	3	0	0	9	87	7	31	
<b>TOTAL CHARLOTTE</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>11</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>74</b>	<b>9</b>	<b>9</b>	
CHENNAI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	21	0	1	48	19	19	14	0	0	30	48	28	23	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	21	0	0	19	24	29	24	5	0	49	18	56	22	
<b>TOTAL CHENNAI</b>					<b>42</b>	<b>0</b>	<b>1</b>	<b>33</b>	<b>21</b>	<b>24</b>	<b>19</b>	<b>2</b>	<b>0</b>	<b>39</b>	<b>31</b>	<b>48</b>	<b>48</b>	
CHICAGO (O'HARE)																		
	HEATHROW	AIR INDIA	S	A	13	0	0	54	0	8	23	15	0	71	29	99	14	
	HEATHROW	AIR INDIA	S	D	13	0	0	8	0	8	54	23	8	140	0	202	13	
	HEATHROW	AMERICAN AIRLINES	S	A	125	4	4	48	18	21	10	2	2	36	59	18	120	
	HEATHROW	AMERICAN AIRLINES	S	D	125	4	4	62	23	10	4	1	0	18	73	11	120	
	MANCHESTER	AMERICAN AIRLINES	S	A	30	0	1	73	0	7	17	3	0	29	87	9	31	
	MANCHESTER	AMERICAN AIRLINES	S	D	30	0	1	90	3	0	7	0	0	7	90	3	31	
	MANCHESTER	BMI BRITISH MIDLAND	S	A	29	0	2	97	0	0	3	0	0	6	93	5	30	
	MANCHESTER	BMI BRITISH MIDLAND	S	D	29	0	2	72	7	10	7	3	0	21	87	10	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
CHICAGO (O'HARE)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	3	2	45	15	18	21	1	0	36	51	32	92	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	86	5	3	35	33	24	7	1	0	29	30	27	92	
	HEATHROW	UNITED AIRLINES	S	A	90	2	1	57	17	11	16	0	0	26	79	10	91	
	HEATHROW	UNITED AIRLINES	S	D	89	3	0	64	19	12	4	0	0	18	80	15	90	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	24	1	2	83	13	4	0	0	0	7	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	0	1	79	13	8	0	0	0	10	0	0	0	
<b>TOTAL CHICAGO (O'HARE)</b>					<b>794</b>	<b>22</b>	<b>23</b>	<b>58</b>	<b>17</b>	<b>13</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>27</b>	<b>64</b>	<b>27</b>	<b>27</b>	
CHISINAU (KISHINEV)																		
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	A	8	0	1	38	25	25	13	0	0	36	0	0	0	
	STANSTED	AIR MOLDOVA INTERNATIONAL	S	D	8	0	1	50	25	0	25	0	0	33	0	0	0	
<b>TOTAL CHISINAU (KISHINEV)</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>44</b>	<b>25</b>	<b>13</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	
CINCINNATI																		
	GATWICK	DELTA AIRLINES	S	A	30	0	0	90	3	0	7	0	0	7	92	7	26	
	GATWICK	DELTA AIRLINES	S	D	30	0	0	93	0	0	3	3	0	11	77	11	26	
<b>TOTAL CINCINNATI</b>					<b>60</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>85</b>	<b>9</b>	<b>9</b>	
CITY OF DERRY (EGLINTON)																		
	GLASGOW	LOGANAIR	S	A	30	0	0	87	7	3	3	0	0	9	73	24	30	
	GLASGOW	LOGANAIR	S	D	31	0	0	84	3	6	6	0	0	11	89	11	28	
	STANSTED	RYANAIR	S	A	55	0	2	85	13	0	0	2	0	7	91	4	56	
	STANSTED	RYANAIR	S	D	57	0	0	86	14	0	0	0	0	6	82	7	57	
<b>TOTAL CITY OF DERRY (EGLINTON)</b>					<b>173</b>	<b>0</b>	<b>2</b>	<b>86</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>85</b>	<b>10</b>	<b>10</b>	
CLERMONT FERRAND																		
CLUJ NAPOCA																		
	GATWICK	TAROM	C	A	2	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	TAROM	C	D	2	0	0	100	0	0	0	0	0	3	0	0	0	
<b>TOTAL CLUJ NAPOCA</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	
COLOGNE (BONN)																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	13	3	6	0	0	14	67	20	57	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	6	10	6	0	0	16	47	21	57	
	EDINBURGH	GERMANWINGS	S	A	13	0	0	100	0	0	0	0	0	5	77	10	13	
	EDINBURGH	GERMANWINGS	S	D	13	0	0	62	31	8	0	0	0	12	38	17	13	
	STANSTED	GERMANWINGS	S	A	74	0	0	84	11	4	1	0	0	7	91	5	76	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)												
COLOGNE (BONN)																		
	STANSTED	GERMANWINGS	S	D	74	0	0	73	16	8	3	0	0	12	86	8	76	
	HEATHROW	LUFTHANSA	S	A	75	3	3	55	16	12	15	3	0	29	73	14	82	
	HEATHROW	LUFTHANSA	S	D	75	3	3	53	19	11	13	4	0	31	78	12	83	
	BIRMINGHAM	TUIFLY (GERMANY)	S	A	9	0	0	78	11	11	0	0	0	10	0	0	0	
	BIRMINGHAM	TUIFLY (GERMANY)	S	D	9	0	0	67	22	11	0	0	0	12	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)	S	A	22	0	0	91	5	5	0	0	0	4	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)	S	D	22	0	0	95	0	5	0	0	0	2	0	0	0	
<b>TOTAL COLOGNE (BONN)</b>					<b>448</b>	<b>8</b>	<b>6</b>	<b>71</b>	<b>13</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>74</b>	<b>14</b>	<b>14</b>	
COLOMBO																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	0	0	50	50	0	0	99	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	3	0	0	33	0	0	67	0	0	84	0	0	0	
	HEATHROW	SRILANKAN AIRLINES	S	A	51	2	2	29	22	31	14	4	0	47	42	37	53	
	HEATHROW	SRILANKAN AIRLINES	S	D	51	2	2	25	16	31	22	4	2	53	32	41	53	
<b>TOTAL COLOMBO</b>					<b>107</b>	<b>5</b>	<b>4</b>	<b>27</b>	<b>18</b>	<b>31</b>	<b>20</b>	<b>4</b>	<b>1</b>	<b>52</b>	<b>38</b>	<b>38</b>	<b>38</b>	
CONINGSBY																		
COPENHAGEN																		
	EDINBURGH	BMI REGIONAL	S	A	48	0	0	29	42	19	8	2	0	33	79	9	47	
	EDINBURGH	BMI REGIONAL	S	D	48	0	0	25	40	23	13	0	0	32	87	7	47	
	GLASGOW	BMI REGIONAL	S	A	24	1	0	38	25	8	25	4	0	43	83	25	29	
	GLASGOW	BMI REGIONAL	S	D	25	1	0	16	32	32	16	4	0	45	97	4	29	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	163	6	6	37	17	28	17	1	0	36	70	18	171	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	163	6	6	44	20	21	14	2	0	31	65	17	171	
	NEWCASTLE	CIMBER AIR A/S	S	A	28	0	2	43	32	14	11	0	0	31	0	0	0	
	NEWCASTLE	CIMBER AIR A/S	S	D	28	0	2	50	14	21	14	0	0	31	0	0	0	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	88	0	1	45	24	23	6	2	0	30	78	15	89	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	88	0	0	48	30	19	2	1	0	22	67	16	89	
	BIRMINGHAM	SAS	S	A	50	0	0	72	22	6	0	0	0	11	34	29	50	
	BIRMINGHAM	SAS	S	D	50	0	0	50	34	16	0	0	0	18	32	36	50	
	HEATHROW	SAS	S	A	154	6	7	24	23	30	22	1	0	41	38	29	144	
	HEATHROW	SAS	S	D	153	5	6	37	23	24	15	1	0	32	51	27	142	
	LONDON CITY	SAS	S	A	41	0	0	51	27	17	2	2	0	25	61	21	41	
	LONDON CITY	SAS	S	D	41	0	0	15	12	51	20	2	0	47	17	41	41	
	MANCHESTER	SAS	S	A	70	0	0	24	33	34	9	0	0	30	69	17	58	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					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)												
COPENHAGEN																		
	MANCHESTER	SAS	S	D	70	0	0	14	36	33	17	0	0	37	74	16	58	
	GATWICK	STERLING AIRLINES	S	A	80	0	0	61	19	13	6	1	0	22	69	12	88	
	GATWICK	STERLING AIRLINES	S	D	79	0	1	42	29	20	9	0	0	28	65	14	88	
<b>TOTAL COPENHAGEN</b>					<b>1493</b>	<b>28</b>	<b>32</b>	<b>38</b>	<b>25</b>	<b>24</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>31</b>	<b>62</b>	<b>20</b>	<b>20</b>	
CORFU																		
<b>TOTAL CORFU</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>38</b>	<b>0</b>	<b>365</b>	<b>365</b>	
CORK																		
	EDINBURGH	AER ARRAN	S	A	36	0	0	86	8	3	0	3	0	11	77	24	44	
	EDINBURGH	AER ARRAN	S	D	35	0	0	86	6	6	3	0	0	8	77	25	44	
	BIRMINGHAM	AER LINGUS	S	A	30	0	1	87	7	3	3	0	0	7	94	8	18	
	BIRMINGHAM	AER LINGUS	S	D	30	0	1	90	3	3	3	0	0	5	94	8	18	
	HEATHROW	AER LINGUS	S	A	114	4	7	37	23	22	18	0	0	34	70	19	124	
	HEATHROW	AER LINGUS	S	D	113	4	7	48	18	22	11	2	0	30	74	16	124	
	MANCHESTER	AER LINGUS	S	A	15	0	1	80	13	0	7	0	0	13	0	0	0	
	MANCHESTER	AER LINGUS	S	D	15	0	1	87	7	0	7	0	0	9	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	20	3	4	85	0	5	5	5	0	20	92	9	26	
	BIRMINGHAM	BMIBABY LTD	S	D	24	0	0	71	0	13	13	4	0	25	81	12	26	
	MANCHESTER	BMIBABY LTD	S	A	31	0	0	94	0	3	3	0	0	4	89	12	27	
	MANCHESTER	BMIBABY LTD	S	D	31	0	0	97	3	0	0	0	0	2	78	13	27	
	NEWCASTLE	JET2.COM LTD	S	A	17	0	0	88	0	0	12	0	0	13	56	35	9	
	NEWCASTLE	JET2.COM LTD	S	D	17	0	0	88	0	0	12	0	0	12	78	24	9	
	GATWICK	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	87	8	30	
	GATWICK	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	4	83	13	30	
	STANSTED	RYANAIR	S	A	88	0	0	90	9	1	0	0	0	4	92	4	85	
	STANSTED	RYANAIR	S	D	88	0	0	88	11	1	0	0	0	5	89	6	88	
<b>TOTAL CORK</b>					<b>766</b>	<b>13</b>	<b>23</b>	<b>75</b>	<b>10</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>81</b>	<b>14</b>	<b>14</b>	
CUNAGUA (CAYO COCO)																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	38	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	20	0	0	0	0	8	50	59	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	20	20	60	0	0	0	31	20	68	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	2	100	0	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	3	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: C

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007				
			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)											
CUNAGUA (CAYO COCO)																	
<b>TOTAL CUNAGUA (CAYO COCO)</b>					23	0	0	65	13	22	0	0	0	14	74	26	26
CURACAO																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	75	25	0	0	0	0	9	25	41	4	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	100	0	0	0	0	0	2	50	20	4	
	GATWICK	ONUR AIR	C	A	3	0	0	67	0	33	0	0	0	22	0	55	4	
	GATWICK	ONUR AIR	C	D	3	0	0	33	33	33	0	0	0	24	0	59	4	
	MANCHESTER	ONUR AIR	C	A	5	0	0	80	0	20	0	0	0	11	50	35	4	
	MANCHESTER	ONUR AIR	C	D	5	0	0	80	0	20	0	0	0	12	25	41	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	40	20	0	0	0	22	0	32	2	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	40	40	20	0	0	0	20	100	10	2	
<b>TOTAL DALAMAN</b>					<b>38</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>16</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>29</b>	<b>39</b>	<b>39</b>	
DALLAS/FORT WORTH																		
	GATWICK	AMERICAN AIRLINES	S	A	54	0	1	74	15	6	6	0	0	13	62	31	60	
	GATWICK	AMERICAN AIRLINES	S	D	56	0	0	70	18	7	5	0	0	16	75	11	60	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	79	4	7	11	0	0	13	53	18	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	61	7	25	7	0	0	23	60	17	30	
<b>TOTAL DALLAS/FORT WORTH</b>					<b>166</b>	<b>0</b>	<b>1</b>	<b>71</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>64</b>	<b>20</b>	<b>20</b>	
DAMASCUS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	17	1	1	24	18	24	29	6	0	51	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	18	1	1	33	28	22	11	6	0	48	0	0	0	
	HEATHROW	SYRIANAIR	S	A	13	0	0	23	38	31	8	0	0	27	14	89	14	
	HEATHROW	SYRIANAIR	S	D	13	1	1	77	15	8	0	0	0	9	23	76	13	
	MANCHESTER	SYRIANAIR	S	A	4	0	0	25	50	0	25	0	0	31	30	121	10	
	MANCHESTER	SYRIANAIR	S	D	5	0	0	40	20	20	20	0	0	28	44	123	9	
<b>TOTAL DAMASCUS</b>					<b>70</b>	<b>3</b>	<b>3</b>	<b>37</b>	<b>26</b>	<b>20</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>35</b>	<b>32</b>	<b>75</b>	<b>75</b>	
DAMMAM																		
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	3	0	0	100	0	0	0	0	0	2	100	1	4	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	4	1	1	75	0	25	0	0	0	18	25	23	4	
<b>TOTAL DAMMAM</b>					<b>7</b>	<b>1</b>	<b>1</b>	<b>86</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>63</b>	<b>12</b>	<b>12</b>	
DAR-ES-SALAAM																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	62	15	15	8	0	0	15	77	7	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	12	1	1	33	17	33	17	0	0	37	62	26	13	
<b>TOTAL DAR-ES-SALAAM</b>					<b>25</b>	<b>1</b>	<b>1</b>	<b>48</b>	<b>16</b>	<b>24</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>69</b>	<b>17</b>	<b>17</b>	
DEER LAKE (NEWFOUNDLAN																		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
DEER LAKE (NEWFOUNDLAN	GATWICK	ASTRAEUS LTD		S A	4	0	0	100	0	0	0	0	0	0	0	0	0	0
	GATWICK	ASTRAEUS LTD		S D	4	0	0	100	0	0	0	0	0	1	0	0	0	0
<b>TOTAL DEER LAKE (NEWFOUNDLAND)</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>39</b>	
DELHI	BIRMINGHAM	AIR INDIA		S A	21	0	0	14	24	0	57	5	0	72	18	144	22	
	BIRMINGHAM	AIR INDIA		S D	22	0	0	27	14	36	23	0	0	39	6	214	17	
	HEATHROW	AIR INDIA		S A	13	0	0	69	15	8	8	0	0	15	0	0	0	
	HEATHROW	AIR INDIA		S D	13	1	1	77	8	0	15	0	0	17	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	58	3	3	33	21	31	16	0	0	34	29	69	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	59	3	2	31	24	31	15	0	0	35	31	39	62	
	HEATHROW	JET AIRWAYS		S A	30	1	1	3	13	33	50	0	0	62	13	62	31	
	HEATHROW	JET AIRWAYS		S D	30	1	1	50	27	23	0	0	0	20	35	23	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	1	23	17	37	10	10	3	78	3	76	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	1	1	40	47	10	3	0	0	22	16	31	31	
<b>TOTAL DELHI</b>					<b>306</b>	<b>12</b>	<b>10</b>	<b>33</b>	<b>22</b>	<b>25</b>	<b>19</b>	<b>1</b>	<b>0</b>	<b>40</b>	<b>22</b>	<b>68</b>	<b>68</b>	
DENVER INTERNATIONAL	HEATHROW	BRITISH AIRWAYS PLC		S A	30	1	1	57	17	10	13	3	0	27	48	34	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	1	1	43	20	20	13	3	0	35	48	27	31	
<b>TOTAL DENVER INTERNATIONAL</b>					<b>60</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>18</b>	<b>15</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>31</b>	<b>51</b>	<b>28</b>	<b>28</b>	
DETROIT	GATWICK	NORTHWEST AIRLINES		S A	31	0	0	84	10	6	0	0	0	5	71	17	31	
	GATWICK	NORTHWEST AIRLINES		S D	31	0	0	94	6	0	0	0	0	2	84	8	31	
<b>TOTAL DETROIT</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>89</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>77</b>	<b>13</b>	<b>13</b>	
DHAKHA	HEATHROW	BIMAN BANGLADESH AIRLINES		S A	19	0	0	0	5	16	37	16	26	210	11	119	19	
	HEATHROW	BIMAN BANGLADESH AIRLINES		S D	19	0	0	21	5	16	21	16	21	160	11	110	19	
	HEATHROW	BRITISH AIRWAYS PLC		S A	12	1	1	58	17	17	0	0	8	113	42	86	12	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	8	23	62	8	0	0	36	15	104	13	
<b>TOTAL DHAKHA</b>					<b>63</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>11</b>	<b>25</b>	<b>19</b>	<b>10</b>	<b>16</b>	<b>140</b>	<b>16</b>	<b>129</b>	<b>129</b>	
DINARD	STANSTED	RYANAIR		S A	17	0	0	100	0	0	0	0	0	2	97	1	30	
	STANSTED	RYANAIR		S D	17	0	0	94	6	0	0	0	0	5	100	1	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)											
DINARD																	
<b>TOTAL DINARD</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>4</b>	<b>98</b>	<b>1</b>	<b>1</b>
DJIBOUTI																	
	GATWICK	DAALLO AIRLINES	S	A	4	0	0	25	0	50	25	0	0	50	0	104	4
	GATWICK	DAALLO AIRLINES	S	D	5	0	0	60	20	20	0	0	0	15	20	35	5
<b>TOTAL DJIBOUTI</b>					<b>9</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>11</b>	<b>33</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>11</b>	<b>65</b>	<b>65</b>
DOHA																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	100	0	0	0	0	0	90	12	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	43	20	37	0	0	0	23	42	37	31
	GATWICK	QATAR AIRWAYS	S	A	31	2	0	87	6	0	6	0	0	12	71	23	31
	GATWICK	QATAR AIRWAYS	S	D	32	0	0	75	16	3	6	0	0	15	55	32	31
	HEATHROW	QATAR AIRWAYS	S	A	84	3	6	37	27	25	10	1	0	31	26	34	93
	HEATHROW	QATAR AIRWAYS	S	D	84	3	6	64	21	8	6	0	0	19	29	31	93
	MANCHESTER	QATAR AIRWAYS	S	A	31	0	0	65	23	13	0	0	0	13	35	32	31
	MANCHESTER	QATAR AIRWAYS	S	D	31	0	0	100	0	0	0	0	0	2	45	34	31
<b>TOTAL DOHA</b>					<b>354</b>	<b>9</b>	<b>13</b>	<b>65</b>	<b>17</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>42</b>	<b>30</b>	<b>30</b>
DORTMUND																	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	6	0	0	0	5	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	76	18	6	0	0	0	8	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	69	0	1	90	6	3	0	1	0	7	92	9	79
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	69	0	1	87	9	4	0	0	0	6	81	9	79
<b>TOTAL DORTMUND</b>					<b>172</b>	<b>0</b>	<b>2</b>	<b>87</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>9</b>
DRESDEN																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	28	0	0	89	7	4	0	0	0	4	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	28	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL DRESDEN</b>					<b>56</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>
DUBAI																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	2	2	29	26	28	17	0	0	33	25	37	75
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	3	3	55	18	16	11	0	0	24	41	27	75
	BIRMINGHAM	EMIRATES	S	A	62	0	0	8	23	45	23	2	0	47	13	45	62
	BIRMINGHAM	EMIRATES	S	D	62	0	0	8	26	39	26	2	0	51	10	47	62
	GATWICK	EMIRATES	S	A	93	0	0	19	20	38	23	0	0	42	18	36	93
	GATWICK	EMIRATES	S	D	93	1	0	45	24	14	16	1	0	31	52	22	93



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
DUBAI	GLASGOW	EMIRATES	S	A	31	0	0	32	32	23	13	0	0	29	13	51	31
	GLASGOW	EMIRATES	S	D	31	0	0	23	29	32	16	0	0	38	16	62	31
	HEATHROW	EMIRATES	S	A	150	5	5	25	22	35	18	0	0	38	21	39	155
	HEATHROW	EMIRATES	S	D	150	5	5	41	23	25	11	1	0	30	26	43	155
	MANCHESTER	EMIRATES	S	A	62	0	0	2	21	45	31	2	0	56	8	53	62
	MANCHESTER	EMIRATES	S	D	62	0	0	6	15	47	29	2	2	61	5	72	62
	NEWCASTLE	EMIRATES	S	A	31	0	0	61	6	26	3	3	0	22	0	0	0
	NEWCASTLE	EMIRATES	S	D	31	0	0	65	10	10	13	3	0	31	0	0	0
	LUTON	SILVERJET	S	A	26	0	0	62	23	12	4	0	0	16	0	0	0
	LUTON	SILVERJET	S	D	27	0	0	63	30	7	0	0	0	10	0	0	0
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	43	17	37	3	0	0	23	0	66	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	53	17	23	7	0	0	20	48	26	31
<b>TOTAL DUBAI</b>					<b>1142</b>	<b>21</b>	<b>17</b>	<b>32</b>	<b>21</b>	<b>30</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>36</b>	<b>23</b>	<b>42</b>	<b>42</b>
DUBLIN	MANCHESTER	AER ARRAN	C	A	4	0	0	75	25	0	0	0	0	10	100	0	2
	MANCHESTER	AER ARRAN	C	D	4	0	0	100	0	0	0	0	0	5	100	0	2
	BIRMINGHAM	AER LINGUS	S	A	112	0	0	82	13	4	0	0	0	9	85	8	119
	BIRMINGHAM	AER LINGUS	S	D	112	0	0	80	10	9	1	0	0	9	82	9	118
	EDINBURGH	AER LINGUS	S	A	53	0	0	74	15	4	8	0	0	15	72	16	58
	EDINBURGH	AER LINGUS	S	D	53	0	0	66	15	9	9	0	0	17	71	18	58
	GATWICK	AER LINGUS	S	A	114	0	1	72	12	15	1	0	0	12	0	0	0
	GATWICK	AER LINGUS	S	D	114	0	1	75	8	13	4	1	0	14	0	0	0
	GLASGOW	AER LINGUS	S	A	83	0	1	78	12	6	4	0	0	11	76	11	80
	GLASGOW	AER LINGUS	S	D	83	0	1	73	14	5	7	0	0	12	76	18	80
	HEATHROW	AER LINGUS	S	A	359	12	18	46	18	18	18	0	0	32	72	16	382
	HEATHROW	AER LINGUS	S	D	361	12	17	62	12	11	13	1	0	24	79	12	382
	MANCHESTER	AER LINGUS	S	A	119	0	0	71	20	6	3	0	0	15	74	13	119
	MANCHESTER	AER LINGUS	S	D	119	0	0	77	9	11	2	1	0	13	85	9	119
	NEWCASTLE	AER LINGUS	S	A	21	0	0	67	29	5	0	0	0	14	90	7	31
	NEWCASTLE	AER LINGUS	S	D	21	0	0	71	24	5	0	0	0	12	94	8	31
	HEATHROW	BMI BRITISH MIDLAND	S	A	213	8	11	40	16	25	18	0	0	35	60	21	187
	HEATHROW	BMI BRITISH MIDLAND	S	D	216	8	10	47	22	22	9	0	0	27	71	14	190
	GATWICK	BRITISH AIRWAYS PLC	S	A	118	0	0	68	19	6	6	1	0	16	66	17	111

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
DUBLIN																		
	GATWICK	BRITISH AIRWAYS PLC		S D	118	0	0	84	10	2	4	0	0	9	74	13	111	
	LONDON CITY	CITY JET		S A	149	1	0	75	13	6	5	1	0	14	82	10	122	
	LONDON CITY	CITY JET		S D	145	1	0	49	27	14	10	0	0	23	58	21	122	
	BIRMINGHAM	RYANAIR		S A	103	0	2	86	8	5	1	0	0	6	88	6	73	
	BIRMINGHAM	RYANAIR		S D	103	0	2	78	9	10	4	0	0	12	77	10	73	
	EDINBURGH	RYANAIR		S A	103	1	1	80	13	5	2	1	0	11	88	6	93	
	EDINBURGH	RYANAIR		S D	104	0	1	76	13	5	5	1	0	14	84	8	93	
	GATWICK	RYANAIR		S A	178	0	8	78	13	8	1	0	0	10	82	8	179	
	GATWICK	RYANAIR		S D	178	0	8	76	12	10	2	0	0	11	78	9	179	
	LUTON	RYANAIR		S A	111	0	0	68	21	9	3	0	0	13	80	8	102	
	LUTON	RYANAIR		S D	111	0	0	86	8	5	1	0	0	7	81	11	102	
	MANCHESTER	RYANAIR		S A	130	0	0	80	12	7	2	0	0	10	84	8	105	
	MANCHESTER	RYANAIR		S D	130	0	0	79	11	8	2	0	0	9	85	7	105	
	NEWCASTLE	RYANAIR		S A	61	0	0	77	13	7	3	0	0	11	60	78	52	
	NEWCASTLE	RYANAIR		S D	61	0	0	77	11	5	7	0	0	13	56	22	55	
	STANSTED	RYANAIR		S A	255	1	1	78	16	4	0	0	0	11	80	10	270	
	STANSTED	RYANAIR		S D	255	0	0	78	14	7	1	1	0	11	74	13	270	
<b>TOTAL DUBLIN</b>					<b>4578</b>	<b>48</b>	<b>83</b>	<b>69</b>	<b>14</b>	<b>10</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>13</b>	
DUBROVNIK																		
	GATWICK	BRITISH AIRWAYS PLC		S A	14	0	0	71	14	7	0	7	0	24	42	18	12	
	GATWICK	BRITISH AIRWAYS PLC		S D	14	0	0	71	14	14	0	0	0	14	62	16	13	
<b>TOTAL DUBROVNIK</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>52</b>	<b>17</b>	<b>17</b>	
DUNDEE																		
	LONDON CITY	CITY JET		S A	91	0	0	54	26	15	3	1	0	20	0	0	0	
	LONDON CITY	CITY JET		S D	91	0	0	40	36	20	4	0	0	22	0	0	0	
<b>TOTAL DUNDEE</b>					<b>182</b>	<b>0</b>	<b>0</b>	<b>47</b>	<b>31</b>	<b>18</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>75</b>	<b>11</b>	<b>11</b>	
DURHAM TEES VALLEY																		
	HEATHROW	BMI BRITISH MIDLAND		S A	84	3	3	58	12	14	15	0	0	26	80	9	94	
	HEATHROW	BMI BRITISH MIDLAND		S D	84	3	3	71	10	11	8	0	0	20	85	8	97	
<b>TOTAL DURHAM TEES VALLEY</b>					<b>168</b>	<b>6</b>	<b>6</b>	<b>65</b>	<b>11</b>	<b>13</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>82</b>	<b>8</b>	<b>8</b>	
DUSSELDORF																		
	STANSTED	AIR BERLIN		S A	79	0	0	96	4	0	0	0	0	1	91	4	88	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: D

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
DUSSELDORF	STANSTED	AIR BERLIN		S D	79	0	0	91	5	3	1	0	0	4	86	6	88
	HEATHROW	BRITISH AIRWAYS PLC		S A	153	4	4	51	16	18	14	1	0	29	69	18	192
	HEATHROW	BRITISH AIRWAYS PLC		S D	154	4	4	55	20	14	10	1	0	24	74	14	194
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S A	88	0	0	86	8	2	3	0	0	9	75	10	68
	BIRMINGHAM	EUROWINGS LUFTVERKEHRS		S D	88	0	0	83	10	2	5	0	0	10	75	10	68
	LONDON CITY	EUROWINGS LUFTVERKEHRS		S A	56	0	0	86	13	2	0	0	0	6	93	3	45
	LONDON CITY	EUROWINGS LUFTVERKEHRS		S D	56	0	0	48	34	14	4	0	0	20	47	18	45
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S A	51	0	0	76	14	8	2	0	0	10	68	12	19
	NEWCASTLE	EUROWINGS LUFTVERKEHRS		S D	51	0	0	84	8	6	2	0	0	9	68	11	19
	BIRMINGHAM	FLYBE LTD		S A	90	0	1	94	3	2	0	0	0	3	0	0	0
	BIRMINGHAM	FLYBE LTD		S D	92	0	0	89	10	1	0	0	0	5	0	0	0
	MANCHESTER	FLYBE LTD		S A	78	0	0	87	5	4	4	0	0	9	0	0	0
	MANCHESTER	FLYBE LTD		S D	78	0	0	92	1	3	4	0	0	5	0	0	0
	HEATHROW	LUFTHANSA		S A	113	5	4	67	13	15	4	0	0	16	72	14	139
	HEATHROW	LUFTHANSA		S D	113	4	4	68	18	6	8	0	0	15	81	11	139
	MANCHESTER	LUFTHANSA CITY LINE		S A	94	0	0	87	11	2	0	0	0	5	79	9	86
	MANCHESTER	LUFTHANSA CITY LINE		S D	94	0	0	96	2	1	1	0	0	2	92	4	86
<b>TOTAL DUSSELDORF</b>					<b>1609</b>	<b>17</b>	<b>17</b>	<b>78</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>80</b>	<b>10</b>	<b>10</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
EDINBURGH	LONDON CITY	BA CITYFLYER LTD	S	A	183	1	0	73	9	11	7	0	0	15	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	177	0	0	40	30	20	10	0	0	27	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	216	7	8	50	21	16	12	0	0	26	73	16	221
	HEATHROW	BMI BRITISH MIDLAND	S	D	222	6	8	60	19	13	8	0	0	18	86	8	221
	MANCHESTER	BMI REGIONAL	S	A	171	0	0	90	5	4	1	0	0	5	94	6	124
	MANCHESTER	BMI REGIONAL	S	D	172	0	0	94	2	0	4	0	0	5	92	7	123
	BIRMINGHAM	BMIBABY LTD	S	A	72	0	0	92	4	3	1	0	0	4	89	6	70
	BIRMINGHAM	BMIBABY LTD	S	D	71	1	0	92	6	1	1	0	0	6	87	8	71
	GATWICK	BRITISH AIRWAYS PLC	S	A	157	0	1	71	18	9	2	0	0	12	58	21	159
	GATWICK	BRITISH AIRWAYS PLC	S	D	158	0	0	84	9	6	1	0	0	8	74	14	159
	HEATHROW	BRITISH AIRWAYS PLC	S	A	273	8	14	41	15	23	21	0	0	37	60	23	330
	HEATHROW	BRITISH AIRWAYS PLC	S	D	280	8	9	45	20	18	16	0	0	32	71	16	331
	LONDON CITY	CITY JET	S	A	152	0	0	64	22	7	7	0	0	16	0	0	0
	LONDON CITY	CITY JET	S	D	157	0	0	49	29	16	6	0	0	22	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	118	0	1	86	6	7	1	0	0	7	71	17	116
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	82	12	5	2	0	0	8	69	14	116
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	112	0	3	83	4	6	6	1	0	12	84	11	172
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	112	0	3	74	6	14	5	0	0	15	81	12	172
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	140	1	0	85	4	6	4	1	0	10	83	11	164
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	140	0	0	77	12	6	4	0	0	12	78	16	164
	BIRMINGHAM	FLYBE LTD	S	A	165	0	1	87	7	3	3	0	1	11	92	5	133
	BIRMINGHAM	FLYBE LTD	S	D	163	0	2	81	8	6	6	0	0	12	80	11	130
	MANCHESTER	FLYBE LTD	S	A	140	0	0	86	4	3	6	0	0	9	0	0	0
	MANCHESTER	FLYBE LTD	S	D	140	0	0	89	2	5	4	0	0	7	0	0	0
<b>TOTAL EDINBURGH</b>					<b>3811</b>	<b>100</b>	<b>50</b>	<b>70</b>	<b>13</b>	<b>10</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>13</b>
EDMONTON	HEATHROW	AIR CANADA	S	A	30	1	1	27	20	37	13	3	0	43	38	36	13
	HEATHROW	AIR CANADA	S	D	30	1	1	47	30	7	17	0	0	26	85	10	13
<b>TOTAL EDMONTON</b>					<b>60</b>	<b>2</b>	<b>2</b>	<b>37</b>	<b>25</b>	<b>22</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>62</b>	<b>23</b>	<b>23</b>
EINDHOVEN	HEATHROW	KLM CITYHOPPER	S	A	42	3	0	60	19	17	5	0	0	17	52	23	33
	HEATHROW	KLM CITYHOPPER	S	D	42	3	0	60	14	21	5	0	0	16	53	26	32
	STANSTED	RYANAIR	S	A	52	0	1	92	6	0	0	2	0	8	90	6	50

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: E

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	STANSTED	RYANAIR		S D	52	0	1	90	8	2	0	0	0	5	76	9	51
<b>TOTAL EINDHOVEN</b>					<b>188</b>	<b>6</b>	<b>2</b>	<b>77</b>	<b>11</b>	<b>9</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>71</b>	<b>14</b>	<b>14</b>
ENONTEKIO	GATWICK	EUROPEAN AIR CHARTER	C	A	2	0	0	0	100	0	0	0	0	16	0	0	0
	MANCHESTER	EUROPEAN AIR CHARTER	C	A	2	0	0	50	50	0	0	0	0	11	0	0	0
<b>TOTAL ENONTEKIO</b>					<b>6</b>	<b>0</b>	<b>0</b>	<b>33</b>	<b>50</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
ENTEBBE	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	31	15	31	8	15	0	63	50	24	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	46	8	15	0	0	28	38	28	13
<b>TOTAL ENTEBBE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>31</b>	<b>19</b>	<b>12</b>	<b>8</b>	<b>0</b>	<b>46</b>	<b>44</b>	<b>26</b>	<b>26</b>
ESBJERG																	
EVENES																	
EXETER	EDINBURGH	FLYBE LTD	S	A	56	0	0	86	7	2	2	4	0	14	84	14	57
	EDINBURGH	FLYBE LTD	S	D	56	0	0	63	23	11	4	0	0	15	59	21	56
	GLASGOW	FLYBE LTD	S	A	31	0	0	55	16	16	13	0	0	23	86	7	51
	GLASGOW	FLYBE LTD	S	D	31	0	0	48	19	23	10	0	0	27	82	10	51
	MANCHESTER	FLYBE LTD	S	A	49	1	0	86	8	0	4	2	0	12	98	2	50
	MANCHESTER	FLYBE LTD	S	D	49	0	0	84	8	0	6	2	0	13	100	1	49
	NEWCASTLE	FLYBE LTD	S	A	45	0	0	84	2	4	9	0	0	12	94	4	54
	NEWCASTLE	FLYBE LTD	S	D	45	0	1	80	2	2	13	2	0	22	94	4	53
<b>TOTAL EXETER</b>					<b>363</b>	<b>2</b>	<b>1</b>	<b>75</b>	<b>10</b>	<b>6</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>87</b>	<b>8</b>	<b>8</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
FAGERNES/LEIRIN	GATWICK	SAS	C	A	2	0	0	50	50	0	0	0	0	14	0	0	0
<b>TOTAL FAGERNES/LEIRIN</b>					<b>3</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>33</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>100</b>	<b>5</b>	<b>5</b>
FARNBOROUGH					<b>3</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>33</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 FARNBOROUGH</b>					<b>3</b>	<b>4</b>	<b>0</b>	<b>67</b>	<b>33</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>
FARO																	
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	64	14	7	14	0	0	25	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	57	29	7	7	0	0	17	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	10	0	0	0	0	3	84	16	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	13	0	0	0	0	5	77	15	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	94	3	0	3	0	0	4	96	2	27
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	6	3	0	0	0	6	96	5	27
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	13	0	0	77	15	8	0	0	0	8	76	11	17
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	13	0	0	69	8	15	8	0	0	16	65	15	17
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	83	6	9	3	0	0	8	86	6	35
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	71	11	17	0	0	0	13	80	11	35
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	18	80	6	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	0	100	1	5
	EDINBURGH	FLYGLOBESPAN	S	A	7	2	2	71	0	0	14	0	14	215	78	15	9
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	67	22	11	0	0	0	10	78	20	9
	GLASGOW	FLYGLOBESPAN	S	A	10	0	0	90	0	0	10	0	0	12	67	20	9
	GLASGOW	FLYGLOBESPAN	S	D	10	0	0	60	10	20	10	0	0	24	78	21	9
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	94	0	6	0	0	0	4	70	19	33
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	87	6	6	0	0	0	9	58	25	33
	MANCHESTER	JET2.COM LTD	S	A	10	0	0	60	10	0	30	0	0	40	70	25	10
	MANCHESTER	JET2.COM LTD	S	D	10	0	0	90	0	0	10	0	0	11	90	14	10
	BIRMINGHAM	MONARCH AIRLINES	S	A	15	0	0	93	7	0	0	0	0	3	100	0	11
	BIRMINGHAM	MONARCH AIRLINES	S	D	15	0	0	87	7	7	0	0	0	7	100	1	11
	GATWICK	MONARCH AIRLINES	S	A	17	0	0	76	18	0	6	0	0	12	79	10	14
	GATWICK	MONARCH AIRLINES	S	D	17	0	0	94	0	6	0	0	0	4	79	12	14
	MANCHESTER	MONARCH AIRLINES	S	A	22	0	0	91	9	0	0	0	0	3	76	18	25
	MANCHESTER	MONARCH AIRLINES	S	D	22	0	0	91	5	5	0	0	0	4	100	1	25
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	0	100	5	3
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	4	75	7	4

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																	
<b>TOTAL FARO</b>					<b>509</b>	<b>8</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>81</b>	<b>11</b>	<b>11</b>
FEZ																	
	GATWICK	GB AIRWAYS LTD	S	A	8	1	1	75	25	0	0	0	0	4	0	0	0
	GATWICK	GB AIRWAYS LTD	S	D	9	0	0	89	11	0	0	0	0	6	0	0	0
<b>TOTAL FEZ</b>					<b>17</b>	<b>1</b>	<b>1</b>	<b>82</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>100</b>	<b>1</b>	<b>1</b>
FLORENCE																	
	GATWICK	MERIDIANA AIR	S	A	65	0	3	82	8	8	3	0	0	12	54	16	68
	GATWICK	MERIDIANA AIR	S	D	65	0	3	75	12	8	5	0	0	14	57	17	68
<b>TOTAL FLORENCE</b>					<b>130</b>	<b>0</b>	<b>6</b>	<b>78</b>	<b>10</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>56</b>	<b>17</b>	<b>17</b>
FORLI																	
	STANSTED	RYANAIR	S	A	30	0	1	93	7	0	0	0	0	3	68	58	31
	STANSTED	RYANAIR	S	D	31	1	0	90	3	6	0	0	0	6	68	12	34
<b>TOTAL FORLI</b>					<b>61</b>	<b>1</b>	<b>1</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>68</b>	<b>34</b>	<b>34</b>
FORT LAUDERDALE																	
FRANKFURT MAIN																	
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	A	84	0	0	76	15	7	1	0	0	10	67	15	46
	LONDON CITY	AUGSBURG AIRWAYS GMBH	S	D	83	0	0	28	35	29	8	0	0	29	30	36	44
	LONDON CITY	BA CITYFLYER LTD	S	A	65	0	0	40	22	14	23	2	0	41	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	66	0	0	17	26	26	29	3	0	52	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	196	5	8	42	23	17	15	2	1	36	65	19	217
	HEATHROW	BRITISH AIRWAYS PLC	S	D	199	4	6	38	25	27	10	1	0	29	59	17	218
	BIRMINGHAM	FLYBE LTD	S	A	74	0	0	88	7	3	1	1	0	10	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	74	0	0	80	11	7	3	0	0	11	0	0	0
	MANCHESTER	FLYBE LTD	S	A	77	0	0	75	13	5	5	1	0	16	0	0	0
	MANCHESTER	FLYBE LTD	S	D	77	0	0	75	9	9	6	0	0	13	0	0	0
	BIRMINGHAM	LUFTHANSA	S	A	93	0	0	80	13	5	2	0	0	10	79	10	92
	BIRMINGHAM	LUFTHANSA	S	D	92	0	0	62	22	14	2	0	0	17	69	16	91
	EDINBURGH	LUFTHANSA	S	A	93	0	0	72	17	8	3	0	0	12	71	15	91
	EDINBURGH	LUFTHANSA	S	D	91	0	0	55	30	13	2	0	0	17	66	20	91
	HEATHROW	LUFTHANSA	S	A	281	9	9	36	29	21	13	1	0	31	61	18	300
	HEATHROW	LUFTHANSA	S	D	280	8	8	49	16	21	13	1	0	29	65	18	300
	MANCHESTER	LUFTHANSA	S	A	124	0	0	72	15	10	3	0	0	14	58	22	122

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	MANCHESTER	LUFTHANSA		S D	123	0	0	76	11	10	2	1	0	12	72	16	121
<b>TOTAL FRANKFURT MAIN</b>					<b>2172</b>	<b>33</b>	<b>31</b>	<b>55</b>	<b>20</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>18</b>	<b>18</b>
FREETOWN	HEATHROW	BMI BRITISH MIDLAND		S A	13	1	1	54	23	0	23	0	0	20	0	0	0
	HEATHROW	BMI BRITISH MIDLAND		S D	13	0	0	23	54	23	0	0	0	25	0	0	0
<b>TOTAL FREETOWN</b>					<b>26</b>	<b>1</b>	<b>2</b>	<b>38</b>	<b>38</b>	<b>12</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>26</b>	<b>26</b>
FRIEDRICHSHAFEN	GATWICK	ASTRAEUS LTD		C A	4	0	0	50	0	25	25	0	0	57	100	1	4
	GATWICK	ASTRAEUS LTD		C D	4	0	0	50	0	0	25	25	0	87	100	5	4
	STANSTED	RYANAIR		S A	61	0	0	93	7	0	0	0	0	3	85	8	61
	STANSTED	RYANAIR		S D	61	0	0	84	13	3	0	0	0	8	70	11	61
<b>TOTAL FRIEDRICHSHAFEN</b>					<b>130</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>9</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>79</b>	<b>9</b>	<b>9</b>
FUERTEVENTURA	GATWICK	AIR EUROPA		C A	2	0	0	50	0	50	0	0	0	19	0	16	1
	MANCHESTER	AIR EUROPA		C A	3	0	0	33	0	33	33	0	0	37	0	0	0
	GATWICK	BMI BRITISH MIDLAND		C A	2	0	0	50	50	0	0	0	0	17	0	0	0
	MANCHESTER	BMI BRITISH MIDLAND		C A	2	0	0	50	50	0	0	0	0	20	0	0	0
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	75	13	13	0	0	0	8	90	6	10
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	7	0	0	86	14	0	0	0	0	9	90	17	10
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	88	0	13	0	0	0	6	100	0	8
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	7	0	0	86	0	0	14	0	0	14	88	4	8
	BIRMINGHAM	MYTRAVEL AIRWAYS		C A	5	0	0	100	0	0	0	0	0	1	100	0	5
	BIRMINGHAM	MYTRAVEL AIRWAYS		C D	5	0	0	100	0	0	0	0	0	7	100	0	5
	GLASGOW	MYTRAVEL AIRWAYS		C A	6	0	0	67	17	17	0	0	0	11	100	0	5
	GLASGOW	MYTRAVEL AIRWAYS		C D	5	0	0	60	0	40	0	0	0	17	80	12	5
	MANCHESTER	MYTRAVEL AIRWAYS		C A	6	0	0	50	33	0	0	17	0	37	100	4	4
	MANCHESTER	MYTRAVEL AIRWAYS		C D	6	0	0	83	17	0	0	0	0	6	100	0	4
	NEWCASTLE	MYTRAVEL AIRWAYS		C A	6	0	0	83	0	17	0	0	0	10	100	0	5
	NEWCASTLE	MYTRAVEL AIRWAYS		C D	5	0	0	100	0	0	0	0	0	5	80	7	5
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	10	0	0	90	10	0	0	0	0	4	78	5	9
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	10	0	0	100	0	0	0	0	0	2	78	6	9
	GATWICK	THOMAS COOK AIRLINES LTD		C A	11	0	0	64	9	9	18	0	0	36	64	107	11
	GATWICK	THOMAS COOK AIRLINES LTD		C D	9	0	0	56	0	11	22	11	0	59	50	36	10



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
FUERTEVENTURA	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	7	0	0	86	0	14	0	0	0	9	50	197	6
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	7	0	0	86	0	0	14	0	0	16	80	7	5
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	11	0	0	73	0	9	18	0	0	19	73	21	11
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	10	0	0	80	0	10	10	0	0	15	100	1	10
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	22	4
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	4	75	22	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	5	60	37	5
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	60	47	5
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	78	0	11	11	0	0	14	89	6	9
	GATWICK	THOMSONFLY LTD	C	D	9	0	0	78	0	11	11	0	0	17	78	11	9
	MANCHESTER	THOMSONFLY LTD	C	A	13	0	0	92	0	8	0	0	0	5	89	10	9
	MANCHESTER	THOMSONFLY LTD	C	D	12	0	0	100	0	0	0	0	0	2	89	9	9
	GATWICK	XL AIRWAYS UK LTD	C	A	2	0	0	100	0	0	0	0	0	7	50	30	2
	MANCHESTER	XL AIRWAYS UK LTD	C	A	2	0	0	100	0	0	0	0	0	0	50	10	2
<b>TOTAL FUERTEVENTURA</b>					<b>228</b>	<b>1</b>	<b>0</b>	<b>80</b>	<b>6</b>	<b>7</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>82</b>	<b>20</b>	<b>20</b>
FUNCHAL	GATWICK	AIR PORTUGAL	S	A	22	0	0	77	9	5	5	5	0	20	57	17	23
	GATWICK	AIR PORTUGAL	S	D	21	0	0	90	5	5	0	0	0	5	77	8	22
	HEATHROW	AIR PORTUGAL	S	A	8	1	1	50	25	25	0	0	0	17	13	71	8
	HEATHROW	AIR PORTUGAL	S	D	8	1	1	50	25	13	13	0	0	23	29	42	7
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	23	8	8	96	0	4	0	0	0	2	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	0	6	0	0	0	6	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	60	19	5
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	4	83	6	6
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	25	0	0	25	100	3	5
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	20	100	6	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	75	0	0	0	0	19	80	8	5
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	9	100	3	5
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	50	50	0	0	0	0	15	0	0	0
	GATWICK	GB AIRWAYS LTD	S	A	31	0	0	74	6	6	6	6	0	28	84	14	32
	GATWICK	GB AIRWAYS LTD	S	D	31	0	0	65	19	3	6	6	0	27	72	19	32
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	27	60	19	5

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: F

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
FUNCHAL	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	25	0	0	16	60	15	5	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	20	0	20	0	0	26	60	11	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	13	5	
	MANCHESTER	THOMSONFLY LTD	C	A	8	0	0	88	0	13	0	0	0	6	80	5	5	
	MANCHESTER	THOMSONFLY LTD	C	D	8	0	0	75	13	0	13	0	0	13	80	8	5	
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	50	25	25	0	0	0	14	80	10	5	
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	12	80	8	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	50	25	25	0	0	0	18	100	0	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	1	5	
<b>TOTAL FUNCHAL</b>					<b>259</b>	<b>10</b>	<b>10</b>	<b>76</b>	<b>11</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>75</b>	<b>14</b>	<b>14</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	23	0	0	70	13	9	9	0	0	18	80	11	20	
	EDINBURGH	AER ARRAN	S	D	23	0	0	83	0	13	4	0	0	12	81	19	21	
	LUTON	AER ARRAN	S	A	80	0	0	83	3	9	6	0	0	10	87	9	62	
	LUTON	AER ARRAN	S	D	79	0	1	80	4	11	5	0	0	13	85	16	61	
	MANCHESTER	AER ARRAN	S	A	48	0	0	88	6	0	4	2	0	11	79	18	43	
	MANCHESTER	AER ARRAN	S	D	47	0	1	91	2	2	4	0	0	5	88	10	43	
	NEWCASTLE	AER ARRAN	S	A	12	0	0	92	0	0	8	0	0	10	0	0	0	
	NEWCASTLE	AER ARRAN	S	D	12	0	0	92	0	0	8	0	0	10	0	0	0	
<b>TOTAL GALWAY</b>					<b>324</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>84</b>	<b>13</b>	<b>13</b>	
GANDER																		
GATWICK																		
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	158	0	0	83	8	8	1	0	0	8	72	15	159	
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	158	0	0	76	14	7	3	0	0	10	62	19	159	
	GLASGOW	BRITISH AIRWAYS PLC	S	A	138	0	0	91	6	3	1	0	0	5	72	17	155	
	GLASGOW	BRITISH AIRWAYS PLC	S	D	136	0	0	84	12	1	2	0	1	10	68	23	154	
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	196	0	0	81	10	7	2	0	0	10	64	21	192	
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	196	0	0	87	6	5	3	0	0	7	69	18	191	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	119	0	0	86	9	4	1	0	0	5	74	12	116	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	119	0	0	78	12	8	3	0	0	9	66	18	116	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	89	7	4	0	0	0	5	74	12	88	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	55	9	29	6	0	0	23	61	17	88	
	NEWCASTLE	JET2.COM LTD	S	A	73	0	1	96	3	1	0	0	0	3	0	0	0	
	NEWCASTLE	JET2.COM LTD	S	D	74	0	1	97	0	1	1	0	0	2	0	0	0	
<b>TOTAL GATWICK</b>					<b>1546</b>	<b>49</b>	<b>2</b>	<b>83</b>	<b>9</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>18</b>	<b>18</b>	
GAZIANTEP																		
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	50	0	50	0	0	0	24	0	0	0	
	STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	50	50	0	0	0	0	13	0	0	0	
<b>TOTAL GAZIANTEP</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>18</b>	<b>0</b>	<b>191</b>	<b>191</b>	
GDANSK																		
	EDINBURGH	CENTRALWINGS	S	A	13	0	0	100	0	0	0	0	0	3	91	7	11	
	EDINBURGH	CENTRALWINGS	S	D	12	0	0	50	17	17	17	0	0	29	64	34	11	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	13	0	2	38	31	23	8	0	0	27	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2007						
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	EASYJET AIRLINE COMPANY LTD	S	D	14	0	0	79	7	7	7	0	0	14	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	30	0	1	87	10	3	0	0	0	6	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	3	3	0	0	0	5	0	0	0		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	3	0	0	3	86	9	29		
	STANSTED	RYANAIR	S	D	31	0	0	90	10	0	0	0	0	5	87	11	30		
	LUTON	WIZZ AIR	S	A	58	0	0	93	3	3	0	0	0	4	76	10	46		
	LUTON	WIZZ AIR	S	D	58	1	0	78	14	5	3	0	0	10	37	24	46		
<b>TOTAL GDANSK</b>					<b>291</b>	<b>1</b>	<b>3</b>	<b>85</b>	<b>8</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>69</b>	<b>15</b>	<b>15</b>		
GENEVA																			
	STANSTED	AIR BERLIN	C	A	4	0	0	75	0	0	25	0	0	32	0	31	4		
	STANSTED	AIR BERLIN	C	D	4	0	0	75	0	25	0	0	0	14	100	9	4		
	EDINBURGH	BA CITYFLYER LTD	C	A	4	0	0	25	25	50	0	0	0	30	0	0	0		
	EDINBURGH	BA CITYFLYER LTD	C	D	4	0	0	0	100	0	0	0	0	22	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND	C	A	8	0	0	25	25	13	38	0	0	37	44	16	9		
	HEATHROW	BMI BRITISH MIDLAND	C	D	7	0	0	86	0	0	14	0	0	14	100	6	9		
	MANCHESTER	BMI BRITISH MIDLAND	C	A	4	0	0	0	0	25	75	0	0	68	0	0	0		
	MANCHESTER	BMI BRITISH MIDLAND	C	D	4	0	0	0	75	25	0	0	0	27	0	0	0		
	BIRMINGHAM	BMIBABY LTD	S	A	34	0	0	88	3	0	9	0	0	10	64	13	25		
	BIRMINGHAM	BMIBABY LTD	S	D	34	0	0	94	3	0	3	0	0	8	73	9	26		
	MANCHESTER	BMIBABY LTD	S	A	21	0	0	71	14	0	14	0	0	18	64	11	22		
	MANCHESTER	BMIBABY LTD	S	D	22	0	0	86	0	5	9	0	0	13	100	2	22		
	GATWICK	BRITISH AIRWAYS PLC	S	A	101	1	0	68	14	13	5	0	0	13	60	18	100		
	GATWICK	BRITISH AIRWAYS PLC	C	A	15	0	0	27	27	33	7	0	7	56	50	41	18		
	GATWICK	BRITISH AIRWAYS PLC	S	D	101	0	0	71	12	11	6	0	0	14	70	15	101		
	GATWICK	BRITISH AIRWAYS PLC	C	D	16	0	0	38	44	6	6	0	6	42	50	42	18		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	7	7	46	16	17	18	2	0	39	66	21	249		
	HEATHROW	BRITISH AIRWAYS PLC	S	D	237	7	7	53	16	18	12	1	0	28	64	20	249		
	LONDON CITY	CITY JET	S	A	75	0	0	84	7	5	4	0	0	11	0	0	0		
	LONDON CITY	CITY JET	S	D	74	1	0	31	16	35	18	0	0	34	0	0	0		
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	3	16	3	0	0	13	0	0	0		
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	61	16	16	6	0	0	19	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	16	6	6	0	0	17	0	0	0		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	58	29	10	3	0	0	16	0	0	0		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)												
GENEVA																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	78	2	0	71	17	6	6	0	0	15	44	29	54	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	78	0	0	78	15	3	4	0	0	10	41	24	54	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	63	13	13	13	0	0	21	62	16	13	
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	0	0	13	0	0	18	54	21	13	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	159	0	0	75	13	9	3	0	0	11	74	13	158	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	159	0	0	75	12	12	1	0	0	11	77	13	159	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	36	0	1	75	17	3	6	0	0	11	40	25	40	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	36	0	1	83	6	6	6	0	0	10	41	26	39	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	74	9	14	3	0	0	12	66	19	65	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	71	13	13	3	0	0	13	70	15	66	
	BIRMINGHAM	EASYJET SWITZERLAND	S	A	6	1	0	83	17	0	0	0	0	4	0	0	0	
	BIRMINGHAM	EASYJET SWITZERLAND	S	D	6	1	0	67	17	17	0	0	0	12	0	0	0	
	EDINBURGH	EASYJET SWITZERLAND	S	A	4	0	0	25	0	75	0	0	0	36	77	7	31	
	EDINBURGH	EASYJET SWITZERLAND	S	D	4	0	0	25	0	75	0	0	0	39	52	20	31	
	GATWICK	EASYJET SWITZERLAND	S	A	130	0	1	69	13	9	6	2	0	22	58	23	124	
	GATWICK	EASYJET SWITZERLAND	S	D	131	0	0	69	9	13	8	0	0	16	44	25	124	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	25	0	75	0	0	69	50	16	4	
	EDINBURGH	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	0	25	50	0	0	59	33	24	3	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	25	38	13	25	0	0	33	44	49	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	13	38	38	13	0	0	34	56	43	9	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	0	25	50	0	0	90	75	12	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	0	75	25	0	0	0	24	50	14	4	
	BIRMINGHAM	FLYBE LTD	C	A	4	0	0	50	0	50	0	0	0	27	100	4	4	
	BIRMINGHAM	FLYBE LTD	C	D	4	0	0	50	0	50	0	0	0	23	100	9	4	
	EDINBURGH	FLYGLOBESPAN	S	A	12	0	0	0	33	42	25	0	0	50	25	62	4	
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	0	56	22	0	22	0	0	28	50	52	4	
	MANCHESTER	JET2.COM LTD	S	A	27	0	0	85	11	4	0	0	0	7	78	9	27	
	MANCHESTER	JET2.COM LTD	S	D	26	0	1	88	4	8	0	0	0	6	93	7	28	
	STANSTED	JET2.COM LTD	C	A	4	0	0	75	0	25	0	0	0	15	50	31	4	
	STANSTED	JET2.COM LTD	C	D	4	0	0	0	50	50	0	0	0	27	50	41	4	
	BIRMINGHAM	MONARCH AIRLINES	C	A	8	0	0	75	13	0	13	0	0	14	88	4	8	
	BIRMINGHAM	MONARCH AIRLINES	C	D	8	0	0	88	13	0	0	0	0	4	100	1	8	
	GATWICK	MONARCH AIRLINES	C	A	12	0	0	25	33	17	25	0	0	39	13	28	8	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					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)												
GENEVA																		
	GATWICK	MONARCH AIRLINES		C D	12	0	0	75	0	8	17	0	0	22	63	17	8	
	STANSTED	MONARCH AIRLINES		C A	4	0	0	50	0	25	25	0	0	32	100	5	4	
	STANSTED	MONARCH AIRLINES		C D	4	0	0	75	0	0	25	0	0	28	100	4	4	
	HEATHROW	SWISS AIRLINES		S A	6	0	0	0	17	33	50	0	0	68	38	25	8	
	HEATHROW	SWISS AIRLINES		S D	6	0	0	0	0	50	50	0	0	73	50	19	8	
	LONDON CITY	SWISS AIRLINES		S A	146	1	0	84	8	4	2	1	1	20	73	14	147	
	LONDON CITY	SWISS AIRLINES		S D	148	0	0	51	27	16	5	1	0	23	54	24	145	
	MANCHESTER	SWISS AIRLINES		C A	2	0	0	50	0	50	0	0	0	21	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	25	25	25	0	0	64	25	45	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	0	75	0	0	25	0	69	25	42	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	0	0	50	50	0	0	65	25	20	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	8	100	2	4	
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	50	0	50	0	0	0	19	50	13	4	
	BIRMINGHAM	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	13	25	23	4	
	GATWICK	THOMSONFLY LTD		C A	12	0	0	25	17	42	17	0	0	35	33	23	9	
	GATWICK	THOMSONFLY LTD		C D	12	0	0	58	25	17	0	0	0	14	11	22	9	
	GLASGOW	THOMSONFLY LTD		C A	4	0	0	50	0	25	25	0	0	47	25	99	4	
	GLASGOW	THOMSONFLY LTD		C D	4	0	0	25	25	0	50	0	0	61	75	79	4	
	MANCHESTER	THOMSONFLY LTD		C A	8	0	0	25	0	50	25	0	0	47	100	3	8	
	MANCHESTER	THOMSONFLY LTD		C D	8	0	0	100	0	0	0	0	0	6	100	7	8	
	NEWCASTLE	THOMSONFLY LTD		C A	4	0	0	50	50	0	0	0	0	15	50	28	4	
	NEWCASTLE	THOMSONFLY LTD		C D	4	0	0	100	0	0	0	0	0	7	25	30	4	
	GATWICK	XL AIRWAYS UK LTD		C A	11	0	0	18	36	27	0	18	0	69	62	28	13	
	GATWICK	XL AIRWAYS UK LTD		C D	8	0	0	63	38	0	0	0	0	11	54	16	13	
	MANCHESTER	XL AIRWAYS UK LTD		C A	4	0	0	0	0	75	0	25	0	113	0	54	4	
	MANCHESTER	XL AIRWAYS UK LTD		C D	4	0	0	75	25	0	0	0	0	8	50	20	4	
<b>TOTAL GENEVA</b>					<b>2698</b>	<b>31</b>	<b>19</b>	<b>64</b>	<b>14</b>	<b>13</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>63</b>	<b>19</b>	<b>19</b>	
GENOA																		
GERONA																		
	BIRMINGHAM	FLYBE LTD		C A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	BIRMINGHAM	FLYBE LTD		C D	4	0	0	75	25	0	0	0	0	11	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS		C D	4	0	0	100	0	0	0	0	0	0	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GERONA	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	25	0	0	0	9	100	0	3
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4
	LUTON	RYANAIR	S	A	31	0	0	90	3	6	0	0	4	93	4	28	
	LUTON	RYANAIR	S	D	31	0	0	77	16	6	0	0	8	93	7	28	
	NEWCASTLE	RYANAIR	S	A	17	0	0	100	0	0	0	0	1	0	0	0	
	NEWCASTLE	RYANAIR	S	D	17	0	0	94	0	0	6	0	12	0	0	0	
	STANSTED	RYANAIR	S	A	68	0	0	85	3	7	1	1	21	86	7	81	
	STANSTED	RYANAIR	S	D	68	0	0	81	7	10	1	0	11	80	11	83	
<b>TOTAL GERONA</b>					<b>257</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>5</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>86</b>	<b>8</b>	<b>8</b>	
GIBRALTAR	GATWICK	GB AIRWAYS LTD	S	A	54	0	0	69	13	7	9	2	24	78	19	49	
	GATWICK	GB AIRWAYS LTD	S	D	54	0	0	67	15	9	9	0	19	70	19	47	
	LUTON	MONARCH AIRLINES	S	A	24	0	0	88	8	0	4	0	6	79	12	19	
	LUTON	MONARCH AIRLINES	S	D	24	0	0	96	0	0	4	0	6	75	14	20	
<b>TOTAL GIBRALTAR</b>					<b>156</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>11</b>	<b>6</b>	<b>8</b>	<b>1</b>	<b>17</b>	<b>75</b>	<b>17</b>	<b>17</b>	
GLASGOW	LONDON CITY	BA CITYFLYER LTD	S	A	91	1	0	88	4	2	4	1	9	0	0	0	
	LONDON CITY	BA CITYFLYER LTD	S	D	90	0	0	36	30	18	17	0	33	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	A	198	8	13	49	19	19	13	1	27	80	11	210	
	HEATHROW	BMI BRITISH MIDLAND	S	D	200	8	10	63	17	11	10	0	20	81	8	211	
	MANCHESTER	BMI REGIONAL	S	A	102	0	0	85	4	7	4	0	9	94	7	97	
	MANCHESTER	BMI REGIONAL	S	D	102	0	0	86	6	6	2	0	6	94	7	99	
	BIRMINGHAM	BMIBABY LTD	S	A	79	0	1	87	5	3	0	5	16	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	80	0	0	86	9	4	1	0	7	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	A	136	1	0	78	16	3	2	0	12	59	26	154	
	GATWICK	BRITISH AIRWAYS PLC	S	D	139	0	0	88	8	4	0	0	6	75	16	155	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	237	7	9	41	21	19	16	2	40	62	24	261	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	242	6	6	46	20	17	15	2	33	63	18	262	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	85	0	0	84	14	2	0	0	6	70	15	88	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	85	0	0	86	12	2	0	0	6	72	13	88	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	141	0	1	94	2	2	1	0	3	87	11	159	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	141	0	1	81	11	4	4	0	8	84	12	159	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	135	0	1	90	4	5	1	0	5	90	10	139	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2007					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
GLASGOW																		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	135	0	1	81	10	6	4	0	0	10	81	14	139	
	BIRMINGHAM	FLYBE LTD	S	A	151	0	5	83	5	7	5	0	0	10	88	5	138	
	BIRMINGHAM	FLYBE LTD	S	D	154	0	3	73	8	10	8	0	0	17	85	10	139	
	MANCHESTER	FLYBE LTD	S	A	79	0	3	84	8	1	6	1	0	16	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	80	0	2	81	5	4	10	0	0	16	0	0	0	
<b>TOTAL GLASGOW</b>					<b>2882</b>	<b>96</b>	<b>56</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>16</b>	<b>78</b>	<b>13</b>	<b>13</b>	
GOA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	0	0	50	50	0	0	74	0	35	6	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	0	50	0	0	58	50	24	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	26	0	32	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	3	60	12	5	
	GATWICK	MONARCH AIRLINES	C	A	16	0	0	19	13	31	38	0	0	49	6	112	17	
	GATWICK	MONARCH AIRLINES	C	D	17	0	0	41	12	24	24	0	0	33	6	62	16	
	MANCHESTER	MONARCH AIRLINES	C	A	12	0	0	17	17	8	17	25	17	343	0	471	12	
	MANCHESTER	MONARCH AIRLINES	C	D	13	0	0	46	8	23	23	0	0	48	58	260	12	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	50	25	25	0	0	0	19	25	433	4	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	0	12	0	466	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	9	0	0	56	33	11	0	0	0	12	50	28	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	9	0	0	89	11	0	0	0	0	6	25	44	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	0	0	75	0	0	74	0	51	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	50	24	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	20	20	60	0	0	0	35	40	25	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	40	60	0	0	0	0	13	80	13	5	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	25	25	50	0	0	67	0	69	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	2	75	12	4	
<b>TOTAL GOA</b>					<b>127</b>	<b>0</b>	<b>0</b>	<b>44</b>	<b>16</b>	<b>17</b>	<b>20</b>	<b>2</b>	<b>2</b>	<b>62</b>	<b>25</b>	<b>139</b>	<b>139</b>	
GOTEBORG																		
	BIRMINGHAM	CITY AIRLINE	S	A	45	0	1	42	42	9	4	2	0	26	50	19	44	
	BIRMINGHAM	CITY AIRLINE	S	D	45	0	1	42	33	18	4	2	0	26	75	12	44	
	MANCHESTER	CITY AIRLINE	S	A	46	0	0	41	39	15	4	0	0	24	35	22	43	
	MANCHESTER	CITY AIRLINE	S	D	46	0	0	63	26	7	4	0	0	17	83	8	42	
	HEATHROW	SAS	S	A	56	2	2	41	25	21	13	0	0	26	54	28	57	
	HEATHROW	SAS	S	D	56	2	2	59	20	13	9	0	0	21	67	26	57	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GOTEBORG																	
<b>TOTAL GOTEBORG</b>					<b>294</b>	<b>4</b>	<b>6</b>	<b>48</b>	<b>30</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>24</b>	<b>64</b>	<b>19</b>	<b>19</b>
GOTEBORG (SAVE)																	
	STANSTED	RYANAIR	S	A	84	0	0	76	15	6	2	0	0	11	81	10	81
	STANSTED	RYANAIR	S	D	84	0	0	70	18	10	2	0	0	14	68	13	84
<b>TOTAL GOTEBORG (SAVE)</b>					<b>168</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>13</b>	<b>75</b>	<b>11</b>	<b>11</b>
GRANADA																	
	STANSTED	RYANAIR	S	A	17	0	0	94	6	0	0	0	0	4	45	22	31
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	5	74	11	31
<b>TOTAL GRANADA</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>55</b>	<b>29</b>	<b>29</b>
GRAND CAYMAN																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	16	2	2	94	6	0	0	0	0	2	88	27	17
	HEATHROW	BRITISH AIRWAYS PLC	S	D	18	0	0	50	17	22	11	0	0	29	50	42	18
<b>TOTAL GRAND CAYMAN</b>					<b>34</b>	<b>2</b>	<b>2</b>	<b>71</b>	<b>12</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>69</b>	<b>35</b>	<b>35</b>
GRAZ																	
	STANSTED	RYANAIR	S	A	18	0	0	67	22	6	0	6	0	28	84	8	31
	STANSTED	RYANAIR	S	D	17	0	0	65	29	6	0	0	0	13	84	10	31
<b>TOTAL GRAZ</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>26</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>84</b>	<b>9</b>	<b>9</b>
GRENADA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	100	0	0	0	0	0	3	56	25	9
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	89	0	11	0	0	0	10	56	34	9
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	25	50	0	0	0	29	0	33	5
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	0	60	40	0	0	0	31	60	20	5
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	75	25	0	0	0	0	6	89	135	9
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	328	4
<b>TOTAL GRENADA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>59</b>	<b>81</b>	<b>81</b>
GRENOBLE																	
	BIRMINGHAM	BA CITYFLYER LTD	C	A	4	0	0	50	0	0	50	0	0	58	0	0	0
	BIRMINGHAM	BA CITYFLYER LTD	C	D	4	0	0	75	0	0	25	0	0	28	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	0	50	0	0	47	0	0	0
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	25	25	0	50	0	0	46	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	76	6	6	12	0	0	15	67	16	15

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	GATWICK	BRITISH AIRWAYS PLC	C	D	4	0	0	100	0	0	0	0	0	5	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	65	24	0	12	0	0	18	67	19	15
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	A	8	0	0	100	0	0	0	0	0	1	0	0	0
	BIRMINGHAM	EASYJET AIRLINE COMPANY LTD	S	D	8	0	0	88	13	0	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	39	0	0	74	15	8	3	0	0	10	63	21	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	39	0	0	85	10	3	3	0	0	8	52	20	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	9	0	1	89	0	11	0	0	0	5	71	26	31
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	9	0	1	89	0	0	11	0	0	14	56	28	32
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	16	0	0	38	6	25	25	6	0	46	63	31	16
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	15	0	0	47	13	13	27	0	0	39	44	34	16
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	40	20	20	0	0	37	40	55	5
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	40	20	20	0	0	39	40	62	5
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	0	0	25	0	75	50	82	4
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	25	0	25	0	75	50	77	4
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	50	0	25	0	25	0	77	0	0	0
	GATWICK	MONARCH AIRLINES	C	A	19	0	0	53	11	21	5	5	5	60	50	22	4
	GATWICK	MONARCH AIRLINES	C	D	19	0	0	68	11	16	5	0	0	14	100	0	4
	MANCHESTER	MONARCH AIRLINES	C	A	8	0	0	88	0	13	0	0	0	7	75	34	4
	MANCHESTER	MONARCH AIRLINES	C	D	8	0	0	88	0	13	0	0	0	5	75	18	4
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	21	25	33	4
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	0	100	3	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	25	75	12	4
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4
	STANSTED	RYANAIR	S	A	44	1	1	98	2	0	0	0	0	1	89	3	46
	STANSTED	RYANAIR	S	D	45	0	0	82	16	2	0	0	0	6	79	9	47
	GATWICK	THOMSONFLY LTD	C	A	9	0	0	11	22	33	22	11	0	76	25	52	8
	GATWICK	THOMSONFLY LTD	C	D	8	0	0	75	13	0	0	13	0	36	50	22	8
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	50	0	0	50	0	0	75	50	11	4
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	75	0	0	25	0	0	25	100	7	4
<b>TOTAL GRENOBLE</b>					<b>409</b>	<b>1</b>	<b>3</b>	<b>73</b>	<b>10</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>66</b>	<b>23</b>	<b>23</b>
GRONINGEN	LONDON CITY	VLM (BELGIUM)	S	A	21	0	1	81	10	5	0	5	0	20	88	15	24
	LONDON CITY	VLM (BELGIUM)	S	D	23	0	1	48	30	17	4	0	0	19	57	20	23

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: G

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
GRONINGEN																	
<b>TOTAL GRONINGEN</b>					<b>44</b>	<b>0</b>	<b>2</b>	<b>64</b>	<b>20</b>	<b>11</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>72</b>	<b>18</b>	<b>18</b>
GUERNSEY																	
	GATWICK	AURIGNY AIR SERVICES	S	A	121	0	0	90	2	4	2	1	0	8	88	7	118
	GATWICK	AURIGNY AIR SERVICES	S	D	121	0	0	84	8	3	4	0	0	9	81	16	118
	MANCHESTER	AURIGNY AIR SERVICES	S	A	48	0	3	92	4	0	4	0	0	6	93	3	57
	MANCHESTER	AURIGNY AIR SERVICES	S	D	48	0	2	92	2	0	6	0	0	7	96	2	57
	STANSTED	AURIGNY AIR SERVICES	S	A	30	0	0	93	3	3	0	0	0	3	100	1	30
	STANSTED	AURIGNY AIR SERVICES	S	D	30	0	0	93	3	3	0	0	0	3	97	3	30
	BIRMINGHAM	FLYBE LTD	S	A	23	0	0	48	22	13	13	4	0	33	77	12	26
	BIRMINGHAM	FLYBE LTD	S	D	23	0	0	78	0	4	17	0	0	25	92	6	25
	GATWICK	FLYBE LTD	S	A	107	0	0	96	1	2	0	1	0	3	96	2	109
	GATWICK	FLYBE LTD	S	D	111	0	0	90	5	3	1	1	0	7	88	5	113
	MANCHESTER	FLYBE LTD	S	A	3	0	0	100	0	0	0	0	0	3	0	0	0
	MANCHESTER	FLYBE LTD	S	D	3	0	0	100	0	0	0	0	0	2	0	0	0
<b>TOTAL GUERNSEY</b>					<b>668</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>4</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>90</b>	<b>6</b>	<b>6</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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	124	0	0	87	6	5	1	1	0	8	88	9	161	
	STANSTED	RYANAIR	S	D	123	0	0	76	15	9	1	0	0	10	74	12	162	
<b>TOTAL HAHN</b>					<b>247</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>10</b>	<b>10</b>	
HALIFAX INT																		
	HEATHROW	AIR CANADA	S	A	23	0	0	61	17	17	4	0	0	18	33	77	24	
	HEATHROW	AIR CANADA	S	D	22	1	1	68	27	5	0	0	0	12	76	9	25	
<b>TOTAL HALIFAX INT</b>					<b>45</b>	<b>1</b>	<b>1</b>	<b>64</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>55</b>	<b>43</b>	<b>43</b>	
HAMBURG																		
	MANCHESTER	AIR BERLIN	S	A	27	0	0	96	0	4	0	0	0	2	45	21	11	
	MANCHESTER	AIR BERLIN	S	D	27	0	0	96	0	4	0	0	0	2	73	17	11	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	110	3	3	53	17	15	15	1	0	28	66	17	118	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	111	3	3	55	19	15	11	0	0	24	69	14	119	
	LONDON CITY	CIRRUS LUFTFAHRT	S	A	40	0	0	58	23	18	3	0	0	18	81	12	42	
	LONDON CITY	CIRRUS LUFTFAHRT	S	D	40	0	0	23	35	30	13	0	0	35	48	26	42	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	27	0	0	81	7	0	11	0	0	13	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	27	0	0	78	11	0	11	0	0	19	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	A	23	0	0	100	0	0	0	0	0	1	0	0	0	
	BIRMINGHAM	FLYBE LTD	S	D	23	0	0	96	4	0	0	0	0	3	0	0	0	
	GATWICK	GERMANWINGS	S	A	9	0	0	100	0	0	0	0	0	1	89	6	45	
	GATWICK	GERMANWINGS	S	D	9	0	0	89	11	0	0	0	0	7	78	12	45	
	HEATHROW	LUFTHANSA	S	A	86	3	3	55	24	9	9	2	0	26	61	18	90	
	HEATHROW	LUFTHANSA	S	D	86	3	3	67	15	9	7	1	0	18	79	12	90	
	MANCHESTER	LUFTHANSA CITY LINE	S	A	53	0	0	94	2	4	0	0	0	6	76	12	51	
	MANCHESTER	LUFTHANSA CITY LINE	S	D	53	0	0	96	2	2	0	0	0	2	92	5	50	
<b>TOTAL HAMBURG</b>					<b>751</b>	<b>12</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>73</b>	<b>13</b>	<b>13</b>	
HAMILTON (CANADA)																		
HANOVER																		
	STANSTED	AIR BERLIN	S	A	53	0	0	89	6	2	4	0	0	8	82	9	50	
	STANSTED	AIR BERLIN	S	D	53	0	0	85	4	8	4	0	0	10	70	12	50	
	HEATHROW	BMI BRITISH MIDLAND	S	A	65	3	3	57	12	14	15	2	0	32	69	15	72	
	HEATHROW	BMI BRITISH MIDLAND	S	D	65	3	3	83	8	6	2	2	0	13	82	7	72	
	BIRMINGHAM	FLYBE LTD	S	A	25	0	0	84	8	4	4	0	0	8	77	23	30	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HANOVER																		
	BIRMINGHAM	FLYBE LTD	S	D	25	0	0	72	16	8	4	0	0	12	67	18	30	
	MANCHESTER	FLYBE LTD	S	A	20	0	0	85	0	15	0	0	0	7	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	20	0	0	90	0	5	5	0	0	7	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)	S	A	22	0	0	86	14	0	0	0	0	3	0	0	0	
	MANCHESTER	TUIFLY (GERMANY)	S	D	22	0	0	100	0	0	0	0	0	1	0	0	0	
	NEWCASTLE	TUIFLY (GERMANY)	S	A	13	0	0	100	0	0	0	0	0	0	0	0	0	
	NEWCASTLE	TUIFLY (GERMANY)	S	D	13	0	0	100	0	0	0	0	0	2	0	0	0	
<b>TOTAL HANOVER</b>					<b>398</b>	<b>7</b>	<b>6</b>	<b>82</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>73</b>	<b>15</b>	<b>15</b>	
HARARE																		
	GATWICK	AIR ZIMBABWE	S	A	16	0	0	19	0	6	63	13	0	96	50	49	12	
	GATWICK	AIR ZIMBABWE	S	D	16	0	0	25	13	38	25	0	0	44	42	60	12	
<b>TOTAL HARARE</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>22</b>	<b>44</b>	<b>6</b>	<b>0</b>	<b>70</b>	<b>44</b>	<b>46</b>	<b>46</b>	
HASSI MESSAOUD																		
	GATWICK	AIR ALGERIE	C	A	8	0	0	50	0	38	13	0	0	31	33	20	9	
	GATWICK	AIR ALGERIE	C	D	8	0	0	75	13	13	0	0	0	10	89	8	9	
	GATWICK	ASTRAEUS LTD	S	A	9	0	0	89	11	0	0	0	0	9	23	26	13	
	GATWICK	ASTRAEUS LTD	S	D	9	0	0	78	22	0	0	0	0	8	77	13	13	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	0	20	20	60	0	0	65	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	5	0	0	60	0	20	20	0	0	30	0	0	0	
<b>TOTAL HASSI MESSAOUD</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>64</b>	<b>11</b>	<b>14</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>64</b>	<b>14</b>	<b>14</b>	
HAUGESUND																		
	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	2	100	1	13	
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	100	3	13	
<b>TOTAL HAUGESUND</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>100</b>	<b>2</b>	<b>2</b>	
HAVANA																		
	GATWICK	AIR EUROPA	C	A	4	0	0	25	25	25	0	25	0	85	0	0	0	
	GATWICK	AIR EUROPA	C	D	4	0	0	0	25	50	0	25	0	88	0	0	0	
	GATWICK	CUBANA	S	A	5	0	0	40	20	40	0	0	0	22	67	44	9	
	GATWICK	CUBANA	S	D	5	0	0	0	0	20	80	0	0	93	22	69	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	25	0	25	25	25	0	89	67	81	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0	22	22	44	11	0	87	38	98	8	
<b>TOTAL HAVANA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>14</b>	<b>29</b>	<b>29</b>	<b>14</b>	<b>0</b>	<b>79</b>	<b>49</b>	<b>72</b>	<b>72</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
HEATHROW																	
	EDINBURGH	BMI BRITISH MIDLAND	S	A	228	1	5	61	20	12	7	0	0	19	84	9	221
	EDINBURGH	BMI BRITISH MIDLAND	S	D	222	1	6	54	19	17	11	0	0	25	77	15	220
	GLASGOW	BMI BRITISH MIDLAND	S	A	207	0	8	61	17	13	9	0	0	20	81	9	211
	GLASGOW	BMI BRITISH MIDLAND	S	D	206	0	8	56	16	17	11	0	0	25	80	11	210
	MANCHESTER	BMI BRITISH MIDLAND	S	A	185	0	6	61	16	17	6	0	0	19	75	11	194
	MANCHESTER	BMI BRITISH MIDLAND	S	D	185	0	8	60	15	15	10	0	0	20	84	9	194
	EDINBURGH	BRITISH AIRWAYS PLC	S	A	287	2	2	42	21	18	18	0	0	35	65	19	330
	EDINBURGH	BRITISH AIRWAYS PLC	S	D	281	0	7	49	16	18	16	0	0	31	67	21	331
	GLASGOW	BRITISH AIRWAYS PLC	S	A	248	1	0	43	22	17	15	2	0	35	55	21	262
	GLASGOW	BRITISH AIRWAYS PLC	S	D	244	2	1	50	15	18	14	2	1	38	68	21	261
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	235	2	0	40	21	23	15	0	0	32	47	22	236
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	236	1	1	58	11	13	15	3	0	33	76	11	236
	NEWCASTLE	BRITISH AIRWAYS PLC	S	A	171	0	0	43	16	19	20	2	0	36	59	23	174
	NEWCASTLE	BRITISH AIRWAYS PLC	S	D	171	0	0	60	7	18	14	1	0	27	75	16	173
	STANSTED	BRITISH AIRWAYS PLC	S	D	2	3	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL HEATHROW</b>					<b>3111</b>	<b>17</b>	<b>52</b>	<b>52</b>	<b>17</b>	<b>17</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>70</b>	<b>16</b>	<b>16</b>
HELSINKI																	
	STANSTED	BLUE 1	S	A	18	0	0	72	17	6	6	0	0	11	65	27	23
	STANSTED	BLUE 1	S	D	18	0	0	50	28	22	0	0	0	19	52	30	23
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	2	2	34	10	25	22	7	2	55	50	29	60
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	2	2	42	25	12	15	5	0	40	67	23	60
	HEATHROW	FINNAIR	S	A	117	4	6	33	26	21	20	0	0	35	51	22	121
	HEATHROW	FINNAIR	S	D	116	4	6	34	14	29	22	1	0	41	66	19	119
	MANCHESTER	FINNAIR	S	A	55	1	1	53	22	16	5	4	0	28	37	26	54
	MANCHESTER	FINNAIR	S	D	56	0	0	88	0	4	7	2	0	14	85	10	54
<b>TOTAL HELSINKI</b>					<b>498</b>	<b>15</b>	<b>17</b>	<b>45</b>	<b>18</b>	<b>19</b>	<b>16</b>	<b>2</b>	<b>0</b>	<b>35</b>	<b>59</b>	<b>22</b>	<b>22</b>
HOLGUIN (FRANK PAIS)																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	0	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	75	0	0	0	0	18	0	30	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	50	0	0	0	0	12	100	0	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	50	0	0	0	24	100	3	2
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	25	72	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	20	0	0	17	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
HOLGUIN (FRANK PAIS)																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	330	80	80	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	0	20	78	0	0	0	
<b>TOTAL HOLGUIN (FRANK PAIS)</b>					<b>31</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>74</b>	<b>65</b>	<b>44</b>	<b>44</b>	
HONG KONG (CHEP LAP KOK)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	93	0	0	89	2	4	0	1	3	29	83	7	93	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	90	3	3	36	28	21	10	3	2	61	42	24	93	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	A	120	4	4	83	8	7	2	1	0	9	80	11	124	
	HEATHROW	CATHAY PACIFIC AIRWAYS	S	D	120	4	4	43	28	21	9	0	0	26	60	20	124	
	GATWICK	OASIS HONG KONG AIRLINES LTD	S	A	38	0	2	92	5	3	0	0	0	3	50	19	30	
	GATWICK	OASIS HONG KONG AIRLINES LTD	S	D	38	0	0	76	18	3	3	0	0	11	87	6	30	
<b>TOTAL HONG KONG (CHEP LAP KOK)</b>					<b>499</b>	<b>11</b>	<b>13</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>67</b>	<b>15</b>	<b>15</b>	
HOUSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	53	0	0	62	21	15	2	0	0	15	66	37	53	
	GATWICK	BRITISH AIRWAYS PLC	S	D	53	0	0	79	15	4	2	0	0	11	62	18	53	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	90	3	3	3	0	0	5	65	53	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	73	13	10	3	0	0	15	55	30	31	
	GATWICK	CONTINENTAL AIRLINES	S	A	62	0	0	79	15	5	2	0	0	7	77	11	62	
	GATWICK	CONTINENTAL AIRLINES	S	D	62	0	0	82	11	6	0	0	0	10	71	14	62	
<b>TOTAL HOUSTON</b>					<b>290</b>	<b>2</b>	<b>2</b>	<b>77</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>67</b>	<b>24</b>	<b>24</b>	
HURGHADA																		
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	0	75	25	0	0	0	29	0	0	0	
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	6	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	29	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	4	0	0	75	25	0	0	0	0	7	75	12	8	
	GATWICK	GB AIRWAYS LTD	S	D	4	0	0	50	50	0	0	0	0	8	38	17	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	11	56	22	11	0	0	30	0	19	1	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	11	0	0	0	0	8	71	11	7	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	0	44	11	44	0	0	49	75	10	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	67	22	11	0	0	0	9	100	5	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	4	0	0	0	75	0	0	0	25	466	50	41	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: H

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
HURGHADA																		
	GATWICK	XL AIRWAYS UK LTD	C	D	4	0	0	75	25	0	0	0	0	8	40	18	5	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	4	0	0	25	25	50	0	0	0	27	0	47	4	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	4	0	0	100	0	0	0	0	0	100	3	4		
<b>TOTAL HURGHADA</b>					<b>80</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>30</b>	<b>10</b>	<b>8</b>	<b>0</b>	<b>1</b>	<b>40</b>	<b>67</b>	<b>15</b>	<b>15</b>	
HYDERABAD																		
	HEATHROW	AIR INDIA	S	A	4	0	0	0	0	0	100	0	0	103	0	0	0	
<b>TOTAL HYDERABAD</b>					<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>0</b>	<b>0</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
ILHA DO SAL C.VERDE																			
	GATWICK	ASTRAEUS LTD		S A	5	0	0	20	20	0	60	0	0	52	0	80	4		
	GATWICK	ASTRAEUS LTD		S D	5	0	0	20	20	20	40	0	0	49	0	46	4		
	MANCHESTER	ASTRAEUS LTD		S A	4	0	0	100	0	0	0	0	0	5	50	16	4		
	MANCHESTER	ASTRAEUS LTD		S D	5	0	0	100	0	0	0	0	0	4	75	10	4		
	STANSTED	TACV - CABO VERDE AIRLINES		S A	3	0	2	0	0	0	67	0	33	272	0	0	0		
	STANSTED	TACV - CABO VERDE AIRLINES		S D	3	0	2	0	0	0	67	0	33	259	0	0	0		
	GATWICK	THOMSONFLY LTD		C A	8	0	0	38	0	50	13	0	0	35	0	0	0		
	GATWICK	THOMSONFLY LTD		C D	8	0	0	50	25	13	13	0	0	27	0	0	0		
	MANCHESTER	THOMSONFLY LTD		S A	5	0	0	40	40	20	0	0	0	19	0	0	0		
	MANCHESTER	THOMSONFLY LTD		S D	5	0	0	100	0	0	0	0	0	2	0	0	0		
<b>TOTAL ILHA DO SAL C.VERDE</b>					<b>51</b>	<b>0</b>	<b>4</b>	<b>49</b>	<b>12</b>	<b>14</b>	<b>22</b>	<b>0</b>	<b>4</b>	<b>54</b>	<b>31</b>	<b>38</b>	<b>38</b>		
IMAM KHOMIENI																			
	HEATHROW	BMI BRITISH MIDLAND		S A	27	1	2	30	22	11	22	15	0	74	0	0	0		
	HEATHROW	BMI BRITISH MIDLAND		S D	28	1	1	46	21	29	0	4	0	31	0	0	0		
	HEATHROW	IRAN AIR		S A	12	1	3	0	0	0	67	17	17	202	0	0	0		
	HEATHROW	IRAN AIR		S D	12	1	3	33	8	17	8	17	17	136	0	0	0		
<b>TOTAL IMAM KHOMIENI</b>					<b>79</b>	<b>4</b>	<b>9</b>	<b>32</b>	<b>16</b>	<b>16</b>	<b>19</b>	<b>11</b>	<b>5</b>	<b>88</b>	<b>22</b>	<b>93</b>	<b>93</b>		
INGOLSTADT																			
INNSBRUCK																			
	MANCHESTER	AUSTRIAN ARROWS		C A	5	1	0	40	20	20	20	0	0	31	0	0	0		
	MANCHESTER	AUSTRIAN ARROWS		C D	4	0	0	50	25	0	25	0	0	26	0	0	0		
	BIRMINGHAM	BA CITYFLYER LTD		C A	4	0	0	75	0	0	25	0	0	20	0	0	0		
	BIRMINGHAM	BA CITYFLYER LTD		C D	4	0	0	50	25	25	0	0	0	18	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	26	0	1	96	0	4	0	0	0	1	0	0	0		
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	27	0	0	81	15	4	0	0	0	7	0	0	0		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	50	25	0	0	25	0	92	67	14	3		
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	25	0	0	43	75	16	4		
	EDINBURGH	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	25	0	25	25	25	0	79	75	13	4		
	EDINBURGH	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	0	25	0	75	0	0	72	50	23	4		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	50	0	25	0	25	0	86	50	32	8		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	38	13	13	25	13	0	69	50	29	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	8	0	0	50	0	13	38	0	0	64	88	5	8		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	8	0	0	50	13	0	38	0	0	51	100	4	8		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
INNSBRUCK																		
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	0	0	25	0	69	75	356	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	16	75	17	4	
	GATWICK	GB AIRWAYS LTD	S	A	39	0	0	62	23	10	5	0	0	16	53	33	34	
	GATWICK	GB AIRWAYS LTD	C	A	4	0	0	50	0	25	25	0	0	35	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	D	39	0	0	79	10	5	5	0	0	12	71	18	34	
	GATWICK	GB AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	24	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	A	4	0	0	50	25	0	25	0	0	44	0	0	0	
	MANCHESTER	GB AIRWAYS LTD	S	D	4	0	0	75	0	0	25	0	0	35	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	20	0	0	65	0	15	15	0	5	41	15	53	20	
	GATWICK	MONARCH AIRLINES	C	D	20	0	0	60	10	10	20	0	0	25	40	36	20	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	75	0	0	0	13	13	103	63	25	8	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	63	13	0	13	13	0	57	88	20	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	0	25	134	50	32	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	4	75	26	4	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	21	50	43	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	2	4	
<b>TOTAL INNSBRUCK</b>					<b>292</b>	<b>3</b>	<b>1</b>	<b>67</b>	<b>10</b>	<b>8</b>	<b>11</b>	<b>3</b>	<b>1</b>	<b>31</b>	<b>61</b>	<b>32</b>	<b>32</b>	
INVERNESS																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	1	1	18	9	45	23	5	0	58	91	9	23	
	HEATHROW	BMI BRITISH MIDLAND	S	D	22	1	1	64	18	14	0	5	0	25	91	5	23	
	BIRMINGHAM	EASTERN AIRWAYS	S	A	44	0	4	93	5	2	0	0	0	3	88	8	48	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	44	0	4	91	7	2	0	0	0	3	83	11	47	
	MANCHESTER	EASTERN AIRWAYS	S	A	44	0	1	84	14	0	2	0	0	7	91	7	46	
	MANCHESTER	EASTERN AIRWAYS	S	D	45	0	0	93	0	7	0	0	0	4	83	10	47	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	97	3	0	0	0	0	1	68	13	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	94	6	0	0	0	0	3	81	10	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	32	0	0	94	3	0	3	0	0	4	81	10	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	32	0	0	78	19	0	3	0	0	9	81	12	31	
	GATWICK	FLYBE LTD	S	A	76	0	0	76	12	11	1	0	0	10	0	0	0	
	GATWICK	FLYBE LTD	S	D	75	0	1	77	7	12	4	0	0	12	0	0	0	
	EDINBURGH	LOGANAIR	S	A	23	0	0	83	9	4	4	0	0	13	62	15	13	
	EDINBURGH	LOGANAIR	S	D	25	0	0	84	8	4	4	0	0	9	100	0	4	
<b>TOTAL INVERNESS</b>					<b>548</b>	<b>2</b>	<b>12</b>	<b>82</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>84</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)												
IRELAND WEST AIRPORT KN																		
	BIRMINGHAM	BMIBABY LTD	S	A	26	0	1	77	4	8	12	0	0	20	87	13	31	
	BIRMINGHAM	BMIBABY LTD	S	D	26	0	1	81	4	4	8	4	0	20	90	8	30	
	MANCHESTER	BMIBABY LTD	S	A	24	0	1	96	0	0	4	0	0	3	97	7	30	
	MANCHESTER	BMIBABY LTD	S	D	24	0	1	92	4	0	4	0	0	5	94	2	31	
	LUTON	RYANAIR	S	A	29	0	2	93	3	3	0	0	0	3	100	0	31	
	LUTON	RYANAIR	S	D	31	0	0	74	16	10	0	0	0	9	94	3	31	
	STANSTED	RYANAIR	S	A	29	0	1	100	0	0	0	0	0	3	94	5	31	
	STANSTED	RYANAIR	S	D	31	0	0	100	0	0	0	0	0	2	94	4	31	
	GATWICK	XL AIRWAYS UK LTD	S	A	27	0	0	89	0	4	4	0	4	27	0	0	0	
	GATWICK	XL AIRWAYS UK LTD	S	D	27	0	0	78	4	11	4	4	0	17	0	0	0	
<b>TOTAL IRELAND WEST AIRPORT KNOCK</b>					<b>274</b>	<b>0</b>	<b>7</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>93</b>	<b>5</b>	<b>5</b>	
ISLAMABAD																		
	MANCHESTER	AIR BLUE	S	A	31	0	0	35	23	29	13	0	0	28	0	0	0	
	MANCHESTER	AIR BLUE	S	D	31	0	0	45	16	19	16	3	0	31	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	24	1	1	17	21	33	25	4	0	53	23	55	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	24	1	1	50	29	8	8	4	0	30	23	61	13	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	A	18	0	0	50	28	11	11	0	0	25	24	65	17	
	BIRMINGHAM	PAKISTAN INTL AIRLINES	S	D	18	0	0	56	22	17	6	0	0	21	53	39	17	
	HEATHROW	PAKISTAN INTL AIRLINES	S	A	17	0	0	18	35	41	0	6	0	43	7	69	27	
	HEATHROW	PAKISTAN INTL AIRLINES	S	D	17	0	0	59	29	12	0	0	0	14	26	104	19	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	30	0	0	33	17	33	17	0	0	33	23	99	30	
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	26	0	0	73	12	8	8	0	0	13	44	55	18	
<b>TOTAL ISLAMABAD</b>					<b>236</b>	<b>2</b>	<b>2</b>	<b>43</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>29</b>	<b>26</b>	<b>71</b>	<b>71</b>	
ISLAY																		
	GLASGOW	LOGANAIR	S	A	50	0	0	94	6	0	0	0	0	3	79	19	47	
	GLASGOW	LOGANAIR	S	D	50	0	0	82	12	6	0	0	0	7	76	18	49	
<b>TOTAL ISLAY</b>					<b>100</b>	<b>0</b>	<b>0</b>	<b>88</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>77</b>	<b>19</b>	<b>19</b>	
ISLE OF MAN																		
	BIRMINGHAM	EASTERN AIRWAYS	S	A	68	0	0	96	3	1	0	0	0	1	89	7	63	
	BIRMINGHAM	EASTERN AIRWAYS	S	D	68	0	0	97	1	0	1	0	0	2	93	5	61	
	NEWCASTLE	EASTERN AIRWAYS	S	A	26	0	0	92	4	4	0	0	0	2	96	10	26	
	NEWCASTLE	EASTERN AIRWAYS	S	D	26	0	0	92	4	4	0	0	0	4	92	3	26	
	LONDON CITY	EUROMANX GMBH	S	A	78	0	1	71	18	9	3	0	0	14	87	9	79	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
ISLE OF MAN	LONDON CITY	EUROMANX GMBH	S	D	78	0	1	50	21	23	6	0	0	22	67	15	79
	MANCHESTER	EUROMANX GMBH	S	A	107	0	7	93	3	5	0	0	4	90	6	84	
	MANCHESTER	EUROMANX GMBH	S	D	106	0	8	96	3	1	0	0	1	93	8	84	
	BIRMINGHAM	FLYBE LTD	S	A	19	0	0	89	0	11	0	0	5	88	4	26	
	BIRMINGHAM	FLYBE LTD	S	D	19	0	0	89	5	5	0	0	7	96	3	26	
	GATWICK	FLYBE LTD	S	A	110	0	0	92	5	2	2	0	5	0	0	0	
	GATWICK	FLYBE LTD	S	D	110	0	0	78	15	4	3	0	10	0	0	0	
	LUTON	FLYBE LTD	S	A	14	0	4	93	7	0	0	0	3	0	0	0	
	LUTON	FLYBE LTD	S	D	14	0	4	64	21	14	0	0	12	0	0	0	
	MANCHESTER	FLYBE LTD	S	A	96	0	2	93	3	2	2	0	6	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	95	0	3	93	3	2	2	0	4	0	0	0	
	EDINBURGH	LOGANAIR	S	A	25	1	0	80	12	8	0	0	9	88	8	25	
	EDINBURGH	LOGANAIR	S	D	27	0	0	81	4	11	0	4	20	80	10	25	
	GLASGOW	LOGANAIR	S	A	32	0	0	91	3	3	3	0	6	85	8	33	
	GLASGOW	LOGANAIR	S	D	32	0	0	91	3	3	3	0	7	82	10	33	
	LONDON CITY	VLM (BELGIUM)	S	A	26	0	0	69	31	0	0	0	12	88	7	16	
	LONDON CITY	VLM (BELGIUM)	S	D	26	0	0	77	15	4	0	4	21	81	12	16	
<b>TOTAL ISLE OF MAN</b>					<b>1202</b>	<b>1</b>	<b>30</b>	<b>86</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>86</b>	<b>9</b>	<b>9</b>
ISTANBUL	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	2	2	49	22	15	12	2	0	30	49	29	61
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	2	2	32	22	36	10	0	31	61	20	62	
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	A	90	3	3	19	19	37	24	1	0	46	20	43	93
	HEATHROW	THY TURK HAVA YOLLARI TURKISH	S	D	90	3	3	40	12	19	27	2	0	41	45	35	93
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	A	32	0	0	50	25	19	6	0	25	13	49	31	
	MANCHESTER	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	55	16	23	6	0	25	19	54	31	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	A	31	0	0	65	19	16	0	0	14	9	36	32	
	STANSTED	THY TURK HAVA YOLLARI TURKISH	S	D	31	0	0	39	39	19	3	0	21	23	42	31	
<b>TOTAL ISTANBUL</b>					<b>423</b>	<b>12</b>	<b>10</b>	<b>39</b>	<b>20</b>	<b>25</b>	<b>15</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>34</b>	<b>43</b>	<b>43</b>
ISTANBUL (SABIHA GOKCEN)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: I

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
ISTANBUL (SABIHA GOKCEN)		LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	6	6	3	0	0	10	42	31	31
		LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	13	13	6	0	0	15	58	14	31
		STANSTED	PEGASUS AIRLINES	S	A	14	0	0	79	21	0	0	0	7	0	0	0	
		STANSTED	PEGASUS AIRLINES	S	D	14	0	0	79	14	7	0	0	11	0	0	0	
<b>TOTAL ISTANBUL (SABIHA GOKCEN)</b>						<b>90</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>50</b>	<b>23</b>	<b>23</b>
IZMIR (ADNAM MENDERES)		GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	65	24	6	6	0	0	18	0	81	18
		GATWICK	BRITISH AIRWAYS PLC	S	D	17	0	0	71	18	0	12	0	0	20	22	48	18
		HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	A	8	0	0	25	0	38	38	0	0	64	22	25	9
		HEATHROW	KIBRIS TURKISH AIRLINES - KTHY	S	D	8	0	0	25	25	13	38	0	0	45	56	18	9
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	A	4	0	0	75	25	0	0	0	9	75	11	4	
		STANSTED	KIBRIS TURKISH AIRLINES - KTHY	S	D	4	0	0	75	0	25	0	0	8	50	19	4	
<b>TOTAL IZMIR (ADNAM MENDERES)</b>						<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>17</b>	<b>10</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>26</b>	<b>46</b>	<b>46</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	16	0	1	50	13	19	19	0	0	32	35	70	23	
	HEATHROW	BMI BRITISH MIDLAND	S	D	14	1	1	86	0	7	7	0	0	15	87	12	15	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	31	0	0	65	16	19	0	0	0	14	27	35	33	
	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	30	1	1	73	27	0	0	0	0	9	55	15	31	
<b>TOTAL JEDDAH</b>					<b>94</b>	<b>2</b>	<b>3</b>	<b>66</b>	<b>16</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>44</b>	<b>42</b>	<b>42</b>	
JEREZ																		
	STANSTED	RYANAIR	S	A	26	0	0	81	12	8	0	0	0	7	87	8	31	
	STANSTED	RYANAIR	S	D	26	0	0	85	15	0	0	0	0	6	87	8	31	
<b>TOTAL JEREZ</b>					<b>52</b>	<b>2</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>85</b>	<b>13</b>	<b>13</b>	
JERSEY																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	59	2	2	63	12	14	12	0	0	21	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	59	2	2	80	8	7	5	0	0	11	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	A	3	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	3	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	BMIBABY LTD	S	A	15	0	0	87	13	0	0	0	0	4	73	18	26	
	MANCHESTER	BMIBABY LTD	S	D	15	0	0	93	0	7	0	0	0	5	85	13	26	
	GATWICK	BRITISH AIRWAYS PLC	S	A	182	0	0	86	7	5	2	0	0	8	58	20	151	
	GATWICK	BRITISH AIRWAYS PLC	S	D	183	0	0	87	8	3	2	0	0	7	70	16	152	
	BIRMINGHAM	FLYBE LTD	S	A	27	0	0	85	0	11	0	4	0	15	56	22	25	
	BIRMINGHAM	FLYBE LTD	S	D	27	0	0	81	7	7	4	0	0	12	74	19	27	
	EDINBURGH	FLYBE LTD	S	A	13	0	0	100	0	0	0	0	0	1	57	22	14	
	EDINBURGH	FLYBE LTD	S	D	13	0	0	100	0	0	0	0	0	5	71	15	14	
	GATWICK	FLYBE LTD	S	A	157	0	4	90	4	6	0	0	0	5	85	8	117	
	GATWICK	FLYBE LTD	S	D	153	0	4	90	5	5	1	0	0	7	82	10	113	
	MANCHESTER	FLYBE LTD	S	A	49	0	0	86	8	2	4	0	0	7	0	0	0	
	MANCHESTER	FLYBE LTD	S	D	49	0	0	88	2	4	6	0	0	8	0	0	0	
	LONDON CITY	VLM (BELGIUM)	S	A	22	0	0	77	18	5	0	0	0	9	76	12	21	
	LONDON CITY	VLM (BELGIUM)	S	D	21	0	1	33	29	5	29	5	0	49	33	31	21	
<b>TOTAL JERSEY</b>					<b>1050</b>	<b>4</b>	<b>13</b>	<b>85</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>15</b>	<b>15</b>	
JOHANNESBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	76	11	6	2	2	3	40	85	5	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	2	2	32	25	27	15	0	2	59	52	23	62	
	GATWICK	NATIONWIDE AIR	S	A	14	0	4	43	7	29	21	0	0	33	33	20	15	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: J

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
JOHANNESBURG	GATWICK	NATIONWIDE AIR	S	D	14	0	4	71	14	0	14	0	0	19	100	2	15	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	A	61	1	1	33	25	23	18	0	2	46	73	17	63	
	HEATHROW	SOUTH AFRICAN AIRWAYS	S	D	60	2	2	58	30	7	5	0	0	18	58	14	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	50	17	17	13	3	0	40	52	22	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	29	2	2	41	21	17	17	0	3	65	32	43	31	
<b>TOTAL JOHANNESBURG</b>					<b>330</b>	<b>8</b>	<b>16</b>	<b>50</b>	<b>21</b>	<b>16</b>	<b>12</b>	<b>1</b>	<b>2</b>	<b>42</b>	<b>62</b>	<b>18</b>	<b>18</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
KALININGRAD																		
	GATWICK	KD AVIA		S A	13	0	0	62	23	15	0	0	0	15	0	0	0	
	GATWICK	KD AVIA		S D	13	0	0	92	8	0	0	0	0	6	0	0	0	
<b>TOTAL KALININGRAD</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KARACHI																		
	HEATHROW	PAKISTAN INTL AIRLINES		S A	9	0	0	0	0	67	22	11	0	67	0	71	4	
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	0	0	62	31	0	8	0	0	17	25	38	12	
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	4	0	0	0	25	50	0	25	0	98	4	170	26	
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	8	0	0	25	0	25	50	0	0	68	38	124	42	
<b>TOTAL KARACHI</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>15</b>	<b>29</b>	<b>21</b>	<b>6</b>	<b>0</b>	<b>52</b>	<b>24</b>	<b>117</b>	<b>117</b>	
KARLSRUHE/BADEN BADEN																		
	STANSTED	RYANAIR		S A	36	0	2	86	8	3	3	0	0	7	83	14	53	
	STANSTED	RYANAIR		S D	39	0	0	82	15	3	0	0	0	8	57	17	53	
<b>TOTAL KARLSRUHE/BADEN BADEN</b>					<b>75</b>	<b>0</b>	<b>2</b>	<b>84</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>70</b>	<b>15</b>	<b>15</b>	
KATOWICE																		
	EDINBURGH	CENTRALWINGS		S A	13	0	0	31	38	31	0	0	0	25	82	8	11	
	EDINBURGH	CENTRALWINGS		S D	13	0	0	23	31	38	8	0	0	31	91	4	11	
	LUTON	WIZZ AIR		S A	57	0	0	82	7	0	11	0	0	17	82	10	49	
	LUTON	WIZZ AIR		S D	57	0	0	61	12	7	12	7	0	36	41	27	49	
	STANSTED	WIZZ AIR		S A	29	0	1	76	17	3	0	3	0	15	0	0	0	
	STANSTED	WIZZ AIR		S D	30	0	0	50	37	7	3	3	0	21	0	0	0	
<b>TOTAL KATOWICE</b>					<b>201</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>18</b>	<b>8</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>24</b>	<b>66</b>	<b>16</b>	<b>16</b>	
KAUNAS																		
	STANSTED	RYANAIR		S A	45	0	0	84	4	9	2	0	0	7	72	17	43	
	STANSTED	RYANAIR		S D	45	0	0	82	16	2	0	0	0	8	70	17	43	
<b>TOTAL KAUNAS</b>					<b>90</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>10</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>17</b>	<b>17</b>	
KEFLAVIK																		
	GATWICK	BRITISH AIRWAYS PLC		S A	9	0	0	89	0	11	0	0	0	11	41	54	17	
	GATWICK	BRITISH AIRWAYS PLC		S D	9	0	0	67	0	33	0	0	0	17	53	15	17	
	STANSTED	HELLO		S A	38	0	0	82	8	3	8	0	0	14	87	7	31	
	STANSTED	HELLO		S D	38	0	0	82	5	3	8	3	0	16	87	9	31	
	GLASGOW	ICELANDAIR		S A	9	0	0	67	11	22	0	0	0	18	86	7	14	
	GLASGOW	ICELANDAIR		S D	9	0	0	67	11	22	0	0	0	18	79	24	14	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
KEFLAVIK																		
	HEATHROW	ICELANDAIR	S	A	57	2	2	51	23	12	12	0	2	37	67	11	58	
	HEATHROW	ICELANDAIR	S	D	57	2	2	40	23	14	21	0	2	48	58	17	57	
	MANCHESTER	ICELANDAIR	S	A	9	0	0	56	22	0	11	0	11	65	100	2	9	
	MANCHESTER	ICELANDAIR	S	D	9	0	0	67	0	0	11	0	22	108	100	1	9	
<b>TOTAL KEFLAVIK</b>					<b>244</b>	<b>4</b>	<b>4</b>	<b>62</b>	<b>14</b>	<b>10</b>	<b>11</b>	<b>0</b>	<b>2</b>	<b>33</b>	<b>71</b>	<b>15</b>	<b>15</b>	
KERRY COUNTY																		
	MANCHESTER	AER ARRAN	S	A	17	0	1	94	0	6	0	0	0	3	83	16	18	
	MANCHESTER	AER ARRAN	S	D	18	0	0	89	6	0	0	6	0	17	83	14	18	
	LUTON	RYANAIR	S	A	14	0	0	79	0	7	0	14	0	34	0	0	0	
	LUTON	RYANAIR	S	D	14	0	0	71	14	0	0	14	0	38	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	97	0	0	3	0	0	5	94	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	0	3	0	0	8	97	5	31	
<b>TOTAL KERRY COUNTY</b>					<b>125</b>	<b>0</b>	<b>1</b>	<b>89</b>	<b>4</b>	<b>2</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>14</b>	<b>91</b>	<b>8</b>	<b>8</b>	
KHARTOUM																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	22	0	0	59	14	14	9	5	0	26	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	1	1	33	5	43	14	5	0	46	0	0	0	
<b>TOTAL KHARTOUM</b>					<b>43</b>	<b>1</b>	<b>1</b>	<b>47</b>	<b>9</b>	<b>28</b>	<b>12</b>	<b>5</b>	<b>0</b>	<b>36</b>	<b>37</b>	<b>41</b>	<b>41</b>	
KIEV (BORISPOL)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	30	27	23	13	7	0	47	45	27	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	67	13	17	3	0	0	18	87	7	31	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	A	30	0	0	43	43	13	0	0	0	19	36	25	28	
	GATWICK	UKRAINE INTERNATIONAL AIRLINES	S	D	30	0	0	57	27	17	0	0	0	17	86	8	28	
<b>TOTAL KIEV (BORISPOL)</b>					<b>120</b>	<b>4</b>	<b>2</b>	<b>49</b>	<b>28</b>	<b>18</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>59</b>	<b>20</b>	<b>20</b>	
KINGSTON																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	12	0	0	67	25	0	8	0	0	15	62	16	13	
	GATWICK	BRITISH AIRWAYS PLC	S	D	11	0	0	64	27	9	0	0	0	14	50	17	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	9	0	0	0	0	11	89	0	0	107	0	0	0	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	9	0	0	0	44	33	22	0	0	46	0	0	0	
<b>TOTAL KINGSTON</b>					<b>41</b>	<b>0</b>	<b>0</b>	<b>37</b>	<b>24</b>	<b>12</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>43</b>	<b>34</b>	<b>34</b>	
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	A	52	0	0	88	4	6	2	0	0	6	96	3	51	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
KIRKWALL																		
	EDINBURGH	LOGANAIR	S	D	52	0	0	81	13	2	4	0	0	10	88	7	51	
	GLASGOW	LOGANAIR	S	A	30	0	0	93	3	0	3	0	0	6	93	3	29	
	GLASGOW	LOGANAIR	S	D	31	0	0	81	10	3	3	3	0	20	83	9	30	
<b>TOTAL KIRKWALL</b>					<b>165</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>91</b>	<b>5</b>	<b>5</b>	
KIRUNA																		
	HEATHROW	SAS	C	A	3	0	0	33	67	0	0	0	0	20	0	0	0	
	HEATHROW	SAS	C	D	3	0	0	67	0	33	0	0	0	20	0	0	0	
<b>TOTAL KIRUNA</b>					<b>7</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>14</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KITTLA																		
	HEATHROW	BMI BRITISH MIDLAND	C	A	4	0	0	0	25	50	25	0	0	56	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	C	D	4	0	0	75	25	0	0	0	0	10	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	18	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	23	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	0	40	0	0	0	15	33	25	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	25	0	0	0	11	80	16	5	
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	25	0	0	0	0	4	100	7	4	
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	75	5	4	
	GATWICK	MONARCH AIRLINES	C	A	5	0	0	40	0	0	40	20	0	79	60	8	5	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	25	25	25	0	80	100	0	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	75	0	25	0	0	0	16	0	0	0	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	6	0	0	0	
<b>TOTAL KITTLA</b>					<b>53</b>	<b>1</b>	<b>0</b>	<b>60</b>	<b>9</b>	<b>19</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>26</b>	<b>70</b>	<b>11</b>	<b>11</b>	
KLAGENFURT																		
	STANSTED	RYANAIR	S	A	14	0	0	79	21	0	0	0	0	10	58	24	12	
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	3	75	14	12	
<b>TOTAL KLAGENFURT</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>67</b>	<b>19</b>	<b>19</b>	
KOSICE																		
	LUTON	SKY EUROPE	S	A	13	0	0	92	0	8	0	0	0	5	0	0	0	
	LUTON	SKY EUROPE	S	D	13	0	0	54	38	8	0	0	0	14	0	0	0	
<b>TOTAL KOSICE</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	
KRAKOW																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	81	10	3	3	3	0	20	78	18	27	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
KRAKOW	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	74	19	3	3	0	0	11	74	16	27
	GATWICK	CENTRALWINGS	S	A	22	0	0	27	27	18	14	9	5	70	68	25	22
	GATWICK	CENTRALWINGS	S	D	22	0	0	36	23	18	9	9	5	62	41	32	22
	MANCHESTER	CENTRALWINGS	S	A	14	0	0	93	0	0	7	0	0	8	0	0	0
	MANCHESTER	CENTRALWINGS	S	D	14	0	0	86	7	7	0	0	0	7	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	35	53	6	0	0	6	40	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	6	0	6	0	0	14	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	42	16	26	6	10	0	48	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	13	10	6	0	0	14	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	29	0	2	86	10	0	0	3	0	16	66	43	29
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	16	0	0	0	0	7	81	16	31
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	22	0	1	45	14	27	5	9	0	53	0	0	0
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	23	0	0	57	13	17	9	4	0	38	0	0	0
	NEWCASTLE	JET2.COM LTD	S	A	4	0	0	50	25	0	0	25	0	67	56	16	9
	NEWCASTLE	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	10	89	5	9
	STANSTED	RYANAIR	S	A	60	0	1	95	2	2	0	2	0	5	85	8	60
	STANSTED	RYANAIR	S	D	62	0	0	89	10	0	2	0	0	7	85	8	61
<b>TOTAL KRAKOW</b>					<b>465</b>	<b>0</b>	<b>4</b>	<b>72</b>	<b>13</b>	<b>8</b>	<b>4</b>	<b>3</b>	<b>1</b>	<b>23</b>	<b>76</b>	<b>16</b>	<b>16</b>
KRASNODAR																	
KRISTIANSAND (KJEVIK)																	
KUALA LUMPUR (SEPANG)																	
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	A	61	1	1	30	28	18	23	0	2	53	35	36	74
	HEATHROW	MALAYSIAN AIRLINES SYSTEM- MAS	S	D	60	2	2	55	23	17	3	0	2	31	70	33	74
<b>TOTAL KUALA LUMPUR (SEPANG)</b>					<b>121</b>	<b>3</b>	<b>3</b>	<b>42</b>	<b>26</b>	<b>17</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>42</b>	<b>53</b>	<b>35</b>	<b>35</b>
KUUSAMO																	
	GATWICK	ASTRAEUS LTD	C	A	4	0	0	25	0	50	25	0	0	37	0	51	4
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	25	25	50	0	0	0	29	25	39	4
	GATWICK	GB AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	14	0	0	0
	GATWICK	GB AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	25	50	25	0	0	0	27	50	75	2
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	5	1

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: K

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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>KUUSAMO</b>					<b>24</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>26</b>	<b>37</b>	<b>37</b>
<b>KUWAIT</b>																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	1	86	3	0	10	0	0	17	84	12	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	29	1	1	52	24	17	7	0	0	26	35	34	31
	HEATHROW	KUWAIT AIRWAYS	S	A	30	1	1	33	17	30	10	7	3	52	23	53	31
	HEATHROW	KUWAIT AIRWAYS	S	D	30	1	1	30	40	13	17	0	0	34	55	24	31
<b>TOTAL KUWAIT</b>					<b>118</b>	<b>5</b>	<b>5</b>	<b>50</b>	<b>21</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>1</b>	<b>33</b>	<b>49</b>	<b>31</b>	<b>31</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	25	5	1	60	12	8	16	4	0	36	0	0	0
	HEATHROW	CLICKAIR		S D	25	5	1	68	12	8	12	0	0	20	0	0	0
<b>TOTAL LA CORUNA</b>					<b>50</b>	<b>10</b>	<b>2</b>	<b>64</b>	<b>12</b>	<b>8</b>	<b>14</b>	<b>2</b>	<b>0</b>	<b>28</b>	<b>77</b>	<b>17</b>	<b>17</b>
LA ROCHELLE	STANSTED	RYANAIR		S A	22	0	0	86	0	14	0	0	0	7	96	3	25
	STANSTED	RYANAIR		S D	22	0	0	86	5	9	0	0	0	7	96	6	25
<b>TOTAL LA ROCHELLE</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>2</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>4</b>	<b>4</b>
LAGOS	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)		S A	25	1	2	8	4	56	32	0	0	49	50	31	8
	HEATHROW	BELLVIEW AIRLINES (SIERRA LEONE)		S D	25	1	2	76	20	4	0	0	0	8	100	1	8
	HEATHROW	BRITISH AIRWAYS PLC		S A	31	0	0	65	16	6	6	6	0	31	80	9	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	1	1	10	47	33	7	0	3	46	19	34	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	1	60	10	20	7	0	3	48	84	8	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	29	2	2	69	10	17	3	0	0	15	19	30	31
	GATWICK	VIRGIN NIGERIA AIRWAYS		S A	30	0	4	43	7	17	23	7	3	89	59	32	34
	GATWICK	VIRGIN NIGERIA AIRWAYS		S D	31	1	2	52	13	6	23	6	0	51	38	38	34
<b>TOTAL LAGOS</b>					<b>231</b>	<b>8</b>	<b>14</b>	<b>48</b>	<b>16</b>	<b>19</b>	<b>13</b>	<b>3</b>	<b>1</b>	<b>43</b>	<b>52</b>	<b>25</b>	<b>25</b>
LAHORE	HEATHROW	PAKISTAN INTL AIRLINES		S A	17	1	1	12	18	35	35	0	0	53	0	99	13
	HEATHROW	PAKISTAN INTL AIRLINES		S D	13	1	1	54	23	15	8	0	0	23	15	50	13
	MANCHESTER	PAKISTAN INTL AIRLINES		S A	9	0	0	33	33	33	0	0	0	24	33	31	9
	MANCHESTER	PAKISTAN INTL AIRLINES		S D	9	0	0	78	11	11	0	0	0	10	83	5	6
<b>TOTAL LAHORE</b>					<b>48</b>	<b>2</b>	<b>2</b>	<b>40</b>	<b>21</b>	<b>25</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>22</b>	<b>77</b>	<b>77</b>
LAMETIA-TERME	STANSTED	RYANAIR		S A	8	0	0	38	38	13	13	0	0	27	0	45	8
	STANSTED	RYANAIR		S D	8	0	0	63	25	0	13	0	0	20	75	14	8
<b>TOTAL LAMETIA-TERME</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>31</b>	<b>6</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>38</b>	<b>29</b>	<b>29</b>
LARNACA	HEATHROW	BRITISH AIRWAYS PLC		S A	30	1	1	20	23	27	27	3	0	49	42	26	31
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	1	1	40	33	17	10	0	0	28	71	13	31
	BIRMINGHAM	CYPRUS AIRWAYS		S A	4	0	0	50	25	25	0	0	0	17	0	53	4

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					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)													
LARNACA																			
	BIRMINGHAM	CYPRUS AIRWAYS	S	D	4	0	0	0	50	25	25	0	0	35	0	65	4		
	HEATHROW	CYPRUS AIRWAYS	S	A	58	1	3	33	24	22	19	2	0	41	28	35	60		
	HEATHROW	CYPRUS AIRWAYS	S	D	58	1	3	34	31	19	14	2	0	35	57	23	60		
	MANCHESTER	CYPRUS AIRWAYS	S	A	18	0	0	56	33	0	11	0	0	19	23	36	13		
	MANCHESTER	CYPRUS AIRWAYS	S	D	18	0	0	72	11	6	11	0	0	17	29	30	14		
	STANSTED	CYPRUS AIRWAYS	S	A	9	1	0	67	22	11	0	0	0	15	33	45	9		
	STANSTED	CYPRUS AIRWAYS	S	D	9	0	0	78	11	11	0	0	0	12	11	60	9		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	50	0	50	0	0	0	26	0	30	1		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	50	0	0	50	0	0	38	0	26	1		
	LUTON	MONARCH AIRLINES	S	A	9	0	0	33	44	22	0	0	0	23	0	0	0		
	LUTON	MONARCH AIRLINES	S	D	9	0	0	67	22	11	0	0	0	13	0	0	0		
<b>TOTAL LARNACA</b>					<b>265</b>	<b>5</b>	<b>8</b>	<b>40</b>	<b>26</b>	<b>17</b>	<b>15</b>	<b>2</b>	<b>0</b>	<b>37</b>	<b>40</b>	<b>32</b>	<b>32</b>		
LAS PALMAS																			
	GATWICK	AIR EUROPA	C	A	2	0	0	0	50	50	0	0	0	40	100	1	2		
	MANCHESTER	AIR EUROPA	C	A	2	0	0	50	0	0	50	0	0	54	100	3	3		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	4	3		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	7	0	25	3		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	7	0	0	100	0	0	0	0	0	1	80	25	10		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	8	100	2	10		
	EDINBURGH	FLYGLOBESPAN	S	A	4	0	0	100	0	0	0	0	0	2	0	0	0		
	EDINBURGH	FLYGLOBESPAN	S	D	4	0	0	75	25	0	0	0	0	9	0	0	0		
	GLASGOW	FLYGLOBESPAN	S	A	6	0	0	100	0	0	0	0	0	5	0	138	4		
	GLASGOW	FLYGLOBESPAN	S	D	6	0	0	100	0	0	0	0	0	7	50	104	4		
	GATWICK	GB AIRWAYS LTD	S	A	27	0	1	78	7	7	7	0	0	12	86	14	28		
	GATWICK	GB AIRWAYS LTD	S	D	28	0	0	82	4	7	7	0	0	13	64	18	28		
	MANCHESTER	JET2.COM LTD	S	A	6	0	0	50	50	0	0	0	0	9	0	0	0		
	MANCHESTER	JET2.COM LTD	S	D	5	0	0	60	40	0	0	0	0	11	0	0	0		
	NEWCASTLE	JET2.COM LTD	S	A	6	0	0	67	17	0	17	0	0	18	0	0	0		
	NEWCASTLE	JET2.COM LTD	S	D	5	0	0	80	0	0	20	0	0	16	0	0	0		
	BIRMINGHAM	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	50	11	2		
	BIRMINGHAM	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	100	0	2		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	10	60	22	5		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	8	60	25	5		

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
LAS PALMAS																		
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	100	0	0	0	0	0	3	100	0	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	0	100	0	5	
	GATWICK	MYTRAVEL AIRWAYS	C	A	2	0	0	100	0	0	0	0	0	0	75	31	4	
	GLASGOW	MYTRAVEL AIRWAYS	C	A	4	0	0	100	0	0	0	0	0	3	80	24	5	
	GLASGOW	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	6	80	7	5	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	9	0	0	78	11	11	0	0	0	9	75	46	4	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	8	0	0	88	13	0	0	0	0	5	100	2	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	0	80	39	5	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	2	100	0	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	9	0	0	22	22	22	22	11	0	56	45	48	11	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	38	38	0	13	13	0	47	80	13	10	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	8	0	0	88	13	0	0	0	0	4	86	36	7	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	11	88	6	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	7	0	0	71	0	0	14	14	0	50	25	53	8	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	6	0	0	67	17	0	0	17	0	52	67	26	6	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	14	60	51	5	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	7	100	5	5	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	3	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	5	0	0	100	0	0	0	0	0	4	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	21	88	3	8	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	17	100	3	7	
	GATWICK	THOMSONFLY LTD	C	A	14	0	0	86	0	14	0	0	0	9	100	1	13	
	GATWICK	THOMSONFLY LTD	C	D	14	0	0	64	21	14	0	0	0	14	77	9	13	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	22	60	45	5	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	10	0	57	5	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	2	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	7	4	
	MANCHESTER	THOMSONFLY LTD	C	A	18	0	0	78	17	0	6	0	0	12	76	9	17	
	MANCHESTER	THOMSONFLY LTD	C	D	18	0	0	89	6	0	6	0	0	9	83	6	18	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	8	100	2	5	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	2	5	
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	2	0	0	0	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	7	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	XL AIRWAYS UK LTD	C	A	2	0	0	50	0	0	0	0	50	233	100	0	1		
	MANCHESTER	XL AIRWAYS UK LTD	C	A	2	0	0	50	50	0	0	0	18	100	9	1			
	MANCHESTER	XL AIRWAYS UK LTD	C	D	2	0	0	50	50	0	0	0	16	100	0	2			
<b>TOTAL LAS PALMAS</b>					<b>354</b>	<b>1</b>	<b>1</b>	<b>78</b>	<b>11</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>16</b>	<b>76</b>	<b>22</b>	<b>22</b>			
LAS VEGAS																			
	MANCHESTER	BMI BRITISH MIDLAND	S	A	8	0	0	75	0	0	13	13	45	67	20	9			
	MANCHESTER	BMI BRITISH MIDLAND	S	D	9	0	0	78	0	0	11	11	43	63	19	8			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	31	0	0	55	26	6	13	0	22	42	35	31			
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	31	0	0	35	19	19	26	0	35	35	39	31			
<b>TOTAL LAS VEGAS</b>					<b>81</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>19</b>	<b>10</b>	<b>17</b>	<b>2</b>	<b>31</b>	<b>51</b>	<b>29</b>	<b>29</b>			
LE CASTELLET																			
LEEDS BRADFORD																			
	HEATHROW	BMI BRITISH MIDLAND	S	A	116	3	6	64	17	11	8	0	19	80	8	103			
	HEATHROW	BMI BRITISH MIDLAND	S	D	123	3	5	64	19	9	8	0	18	75	9	107			
	EDINBURGH	BMI REGIONAL	S	A	78	0	0	95	1	1	3	0	5	89	13	75			
	EDINBURGH	BMI REGIONAL	S	D	79	0	0	92	3	1	4	0	7	82	17	76			
	GLASGOW	BMI REGIONAL	S	A	62	0	0	90	3	3	3	0	8	86	12	57			
	GLASGOW	BMI REGIONAL	S	D	62	0	0	85	2	8	5	0	11	80	19	59			
<b>TOTAL LEEDS BRADFORD</b>					<b>520</b>	<b>8</b>	<b>12</b>	<b>79</b>	<b>9</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>13</b>	<b>13</b>			
LEIPZIG																			
	STANSTED	AIR BERLIN	S	A	4	0	0	75	25	0	0	0	4	83	8	30			
	STANSTED	AIR BERLIN	S	D	4	0	0	75	25	0	0	0	7	87	6	30			
<b>TOTAL LEIPZIG</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>6</b>	<b>85</b>	<b>7</b>	<b>7</b>			
LIMA																			
<b>TOTAL LIMA</b>					<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>0</b>	<b>107</b>	<b>50</b>	<b>20</b>	<b>20</b>		
LIMOGES																			
	STANSTED	RYANAIR	S	A	21	0	0	100	0	0	0	0	2	97	4	30			
	STANSTED	RYANAIR	S	D	21	0	0	100	0	0	0	0	3	84	5	31			
<b>TOTAL LIMOGES</b>					<b>42</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>90</b>	<b>4</b>	<b>4</b>			
LINZ																			
	STANSTED	RYANAIR	S	A	17	0	0	100	0	0	0	0	0	83	5	18			
	STANSTED	RYANAIR	S	D	17	0	0	100	0	0	0	0	2	89	5	18			



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2007					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LINZ																		
<b>TOTAL LINZ</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>86</b>	<b>5</b>	<b>5</b>	
LISBON																		
	GATWICK	AIR PORTUGAL	S	A	30	4	0	57	23	7	13	0	0	22	52	20	56	
	GATWICK	AIR PORTUGAL	S	D	31	0	0	68	10	3	19	0	0	24	57	18	58	
	HEATHROW	AIR PORTUGAL	S	A	142	6	10	37	20	25	18	1	0	36	49	27	119	
	HEATHROW	AIR PORTUGAL	S	D	143	5	5	53	12	20	14	1	0	29	58	23	118	
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	0	64	21	7	7	0	0	13	0	0	0	
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	0	79	14	7	0	0	0	9	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	84	2	2	60	19	13	7	1	0	22	65	23	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	84	2	2	55	26	13	5	1	0	21	62	16	120	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	3	13	10	0	0	16	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	6	0	0	0	6	0	0	0	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	68	19	11	2	0	0	15	84	11	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	69	18	13	0	0	0	12	61	16	31	
<b>TOTAL LISBON</b>					<b>728</b>	<b>19</b>	<b>19</b>	<b>57</b>	<b>17</b>	<b>15</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>59</b>	<b>21</b>	<b>21</b>	
LIVERPOOL																		
LJUBLJANA																		
	GATWICK	ADRIA AIRWAYS	S	A	27	0	0	56	26	19	0	0	0	18	32	20	25	
	GATWICK	ADRIA AIRWAYS	S	D	26	0	0	62	15	23	0	0	0	14	56	14	25	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	10	0	3	0	0	6	84	7	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	10	3	3	0	0	9	77	7	31	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	50	0	0	0	0	13	25	22	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	2	50	12	4	
<b>TOTAL LJUBLJANA</b>					<b>123</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>11</b>	<b>63</b>	<b>13</b>	<b>13</b>	
LODZ LUBLINEK																		
	STANSTED	RYANAIR	S	A	31	0	0	97	0	3	0	0	0	2	83	6	30	
	STANSTED	RYANAIR	S	D	31	0	0	87	10	3	0	0	0	7	81	12	31	
<b>TOTAL LODZ LUBLINEK</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>9</b>	
LONDON CITY																		
	EDINBURGH	BA CITYFLYER LTD	S	A	177	0	0	69	13	12	6	0	0	16	0	0	0	
	EDINBURGH	BA CITYFLYER LTD	S	D	185	0	0	61	16	13	10	0	0	22	0	0	0	
	GLASGOW	BA CITYFLYER LTD	S	A	90	0	0	70	3	17	10	0	0	19	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
LONDON CITY																		
	GLASGOW	BA CITYFLYER LTD		S D	92	0	0	72	17	5	4	1	0	17	0	0	0	
	EDINBURGH	CITY JET		S A	157	0	0	60	20	13	7	0	0	19	0	0	0	
	EDINBURGH	CITY JET		S D	153	0	0	61	24	11	3	0	0	17	0	0	0	
	MANCHESTER	VLM (BELGIUM)		S A	89	0	3	52	26	12	8	2	0	26	56	19	108	
	MANCHESTER	VLM (BELGIUM)		S D	90	0	5	67	13	7	9	4	0	28	82	8	108	
<b>TOTAL LONDON CITY</b>					<b>1033</b>	<b>2</b>	<b>8</b>	<b>64</b>	<b>17</b>	<b>12</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>70</b>	<b>15</b>	<b>15</b>	
LOS ANGELES INTERNATIONAL																		
	HEATHROW	AMERICAN AIRLINES		S A	29	1	1	90	7	0	3	0	0	6	74	16	31	
	HEATHROW	AMERICAN AIRLINES		S D	30	1	1	63	20	17	0	0	0	15	87	8	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	85	6	3	48	21	20	9	1	0	27	56	25	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	86	4	2	29	38	24	7	1	0	31	34	32	62	
	HEATHROW	UNITED AIRLINES		S A	30	0	3	80	0	3	13	0	3	59	77	11	31	
	HEATHROW	UNITED AIRLINES		S D	30	1	2	37	43	3	17	0	0	26	80	8	30	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	60	2	2	70	10	13	7	0	0	14	73	15	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	60	2	2	48	18	25	8	0	0	24	29	27	62	
<b>TOTAL LOS ANGELES INTERNATIONAL</b>					<b>410</b>	<b>18</b>	<b>16</b>	<b>53</b>	<b>22</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>20</b>	<b>20</b>	
LUANDA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	4	0	0	75	25	0	0	0	0	7	75	5	4	
	HEATHROW	BRITISH AIRWAYS PLC		S D	4	0	0	0	25	50	25	0	0	53	25	33	4	
<b>TOTAL LUANDA</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>25</b>	<b>25</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>50</b>	<b>19</b>	<b>19</b>	
LUBECK																		
	STANSTED	RYANAIR		S A	58	0	0	98	2	0	0	0	0	2	89	7	76	
	STANSTED	RYANAIR		S D	58	0	0	93	7	0	0	0	0	5	86	7	76	
<b>TOTAL LUBECK</b>					<b>116</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>7</b>	<b>7</b>	
LUSAKA																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	13	1	1	62	23	8	8	0	0	16	54	45	13	
	HEATHROW	BRITISH AIRWAYS PLC		S D	13	0	0	38	23	23	15	0	0	34	36	44	14	
<b>TOTAL LUSAKA</b>					<b>26</b>	<b>1</b>	<b>1</b>	<b>50</b>	<b>23</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>44</b>	<b>45</b>	<b>45</b>	
LUTON																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	112	0	0	80	6	9	4	0	0	11	84	11	172	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	112	0	0	77	8	8	6	1	0	16	78	15	172	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	141	0	0	89	4	5	1	0	0	5	84	11	159	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)												
LUTON																		
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	141	0	0	87	9	2	2	0	0	6	80	16	159	
<b>TOTAL LUTON</b>					<b>507</b>	<b>3</b>	<b>0</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>81</b>	<b>13</b>	<b>13</b>	
LUXEMBOURG																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	49	0	0	84	6	10	0	0	0	10	81	12	48	
	GATWICK	BRITISH AIRWAYS PLC	S	D	49	0	0	90	6	4	0	0	0	6	86	10	49	
	HEATHROW	LUXAIR	S	A	57	2	3	51	18	16	16	0	0	28	52	20	61	
	HEATHROW	LUXAIR	S	D	57	2	3	67	11	9	14	0	0	21	85	11	60	
	LONDON CITY	LUXAIR	S	A	91	0	3	79	16	4	0	0	0	7	83	8	89	
	LONDON CITY	LUXAIR	S	D	91	0	3	67	18	14	1	0	0	14	73	11	89	
	LONDON CITY	VLM (BELGIUM)	S	A	85	0	3	78	11	6	5	1	0	15	79	10	76	
	LONDON CITY	VLM (BELGIUM)	S	D	84	0	4	68	13	12	5	1	1	23	57	19	76	
	MANCHESTER	VLM (BELGIUM)	S	A	67	1	0	72	10	9	4	3	1	27	63	16	48	
	MANCHESTER	VLM (BELGIUM)	S	D	67	0	0	88	6	0	3	1	1	17	96	2	48	
<b>TOTAL LUXEMBOURG</b>					<b>697</b>	<b>5</b>	<b>19</b>	<b>74</b>	<b>12</b>	<b>8</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>75</b>	<b>12</b>	<b>12</b>	
LUXOR																		
	HEATHROW	EGYPT AIR	S	A	4	0	0	25	25	25	25	0	0	39	40	18	5	
	HEATHROW	EGYPT AIR	S	D	4	0	0	50	25	0	25	0	0	25	60	22	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	1	0	50	0	50	0	0	0	27	20	22	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	0	50	0	0	0	31	80	9	5	
	GATWICK	GB AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	12	0	0	0	
	GATWICK	GB AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	16	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	8	0	0	38	13	38	13	0	0	32	44	27	9	
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	75	13	13	0	0	0	13	44	16	9	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	25	50	0	25	0	0	33	0	86	5	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	75	25	0	0	0	0	6	40	32	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	25	50	25	0	0	54	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	0	25	0	0	37	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	80	8	5	5	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	80	9	5	5	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	3	80	6	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	8	80	15	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	100	0	5	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	0	3	80	5	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: L

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2007					
					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)												
LUXOR																		
<b>TOTAL LUXOR</b>					<b>86</b>	<b>1</b>	<b>0</b>	<b>65</b>	<b>13</b>	<b>15</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>59</b>	<b>22</b>	<b>22</b>	
LYON																		
	BIRMINGHAM	BA CITYFLYER LTD	C	A	8	0	0	63	13	13	13	0	0	22	0	0	0	0
	BIRMINGHAM	BA CITYFLYER LTD	C	D	8	0	0	88	13	0	0	0	0	10	0	0	0	0
	HEATHROW	BMI BRITISH MIDLAND	S	A	10	0	0	70	0	10	20	0	0	24	55	21	11	
	HEATHROW	BMI BRITISH MIDLAND	S	D	10	0	0	50	20	20	10	0	0	22	55	14	11	
	MANCHESTER	BMI REGIONAL	S	A	27	0	0	93	7	0	0	0	0	2	0	0	0	0
	MANCHESTER	BMI REGIONAL	S	D	27	0	0	96	0	4	0	0	0	1	0	0	0	0
	BIRMINGHAM	BRIT AIR	S	A	51	0	0	82	14	2	2	0	0	8	0	0	0	0
	BIRMINGHAM	BRIT AIR	S	D	50	0	0	90	6	4	0	0	0	4	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	8	0	0	88	13	0	0	0	0	5	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	8	0	0	100	0	0	0	0	0	5	0	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	2	2	58	17	14	9	1	0	22	68	18	90	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	2	2	56	18	9	15	1	0	27	61	23	92	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	69	0	0	84	13	1	1	0	0	7	84	9	69	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	69	0	0	74	13	12	1	0	0	12	78	12	69	
	MANCHESTER	FLYBE LTD	C	A	4	0	0	0	50	25	0	25	0	90	0	0	0	0
	MANCHESTER	FLYBE LTD	C	D	4	0	0	75	0	0	0	25	0	62	0	0	0	0
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	0	20	20	0	0	44	0	153	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	0	20	20	0	0	34	25	138	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	8	0	0	25	25	0	25	0	25	138	50	33	16	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	8	0	0	25	25	25	13	0	13	84	56	35	16	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	25	0	25	0	0	41	0	197	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	10	75	42	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	25	0	25	0	0	33	75	16	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	9	25	27	4	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	0	25	50	25	0	0	68	50	26	4	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	26	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	25	50	25	0	0	66	80	10	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	22	60	14	5	
	GATWICK	XL AIRWAYS UK LTD	C	A	5	0	0	40	40	0	20	0	0	43	0	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	40	0	40	20	0	0	41	0	0	0	0
<b>TOTAL LYON</b>					<b>597</b>	<b>7</b>	<b>4</b>	<b>70</b>	<b>13</b>	<b>8</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>19</b>	<b>68</b>	<b>21</b>	<b>21</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
MADRID																		
	GATWICK	AIR COMET		S A	61	0	0	80	11	7	2	0	0	8	0	0	0	0
	GATWICK	AIR COMET		S D	61	0	0	82	10	8	0	0	0	7	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD		S A	45	0	0	87	2	7	4	0	0	8	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD		S D	46	0	0	30	37	17	15	0	0	37	0	0	0	0
	BIRMINGHAM	BMIBABY LTD		S A	14	0	2	86	0	7	7	0	0	13	0	0	0	0
	BIRMINGHAM	BMIBABY LTD		S D	15	0	1	87	7	0	7	0	0	14	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S A	72	0	0	50	28	17	6	0	0	19	67	19	92	92
	GATWICK	BRITISH AIRWAYS PLC		S D	72	0	0	76	13	6	6	0	0	11	61	20	92	92
	HEATHROW	BRITISH AIRWAYS PLC		S A	139	5	6	49	16	17	18	1	0	31	66	18	151	151
	HEATHROW	BRITISH AIRWAYS PLC		S D	139	5	7	50	17	20	14	0	0	28	61	20	151	151
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	87	10	0	3	0	0	6	0	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	10	10	3	0	0	12	0	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	114	0	0	88	5	4	3	1	0	8	76	17	114	114
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	114	0	0	78	12	6	3	1	0	13	56	25	115	115
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	60	0	2	88	7	2	3	0	0	8	81	10	62	62
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	60	0	2	85	5	7	3	0	0	12	82	12	62	62
	HEATHROW	IBERIA		S A	231	7	13	46	21	20	12	0	0	30	63	19	212	212
	HEATHROW	IBERIA		S D	231	6	12	59	13	14	13	1	0	26	64	22	211	211
<b>TOTAL MADRID</b>					<b>1536</b>	<b>24</b>	<b>46</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>67</b>	<b>19</b>	<b>19</b>	<b>19</b>
MAHON																		
	LUTON	MONARCH AIRLINES		S A	9	0	0	89	11	0	0	0	0	3	100	2	9	9
	LUTON	MONARCH AIRLINES		S D	9	0	0	89	0	0	11	0	0	11	100	3	9	9
	MANCHESTER	MONARCH AIRLINES		S A	9	0	0	100	0	0	0	0	0	1	100	0	3	3
	MANCHESTER	MONARCH AIRLINES		S D	9	0	0	100	0	0	0	0	0	0	100	3	4	4
<b>TOTAL MAHON</b>					<b>36</b>	<b>0</b>	<b>0</b>	<b>94</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>100</b>	<b>2</b>	<b>2</b>	<b>2</b>
MALABO																		
	GATWICK	ASTRAEUS LTD		S A	5	0	0	100	0	0	0	0	0	10	50	16	4	4
	GATWICK	ASTRAEUS LTD		S D	5	0	0	80	20	0	0	0	0	7	60	15	5	5
<b>TOTAL MALABO</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>56</b>	<b>16</b>	<b>16</b>	<b>16</b>
MALAGA																		
	BIRMINGHAM	BMIBABY LTD		S A	19	0	3	89	0	5	5	0	0	6	65	11	23	23
	BIRMINGHAM	BMIBABY LTD		S D	19	0	3	95	5	0	0	0	0	3	43	19	23	23
	MANCHESTER	BMIBABY LTD		S A	22	0	0	82	9	0	9	0	0	9	74	10	27	27

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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	BMIBABY LTD		S D	22	0	0	95	0	0	5	0	0	5	75	7	28	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	62	1	0	94	0	3	3	0	0	7	58	19	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	62	0	0	92	5	0	3	0	0	4	74	12	62	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	18	0	0	78	11	6	6	0	0	11	88	24	17	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	18	0	0	78	17	6	0	0	0	9	82	29	17	
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	62	1	3	81	11	5	3	0	0	9	71	21	49	
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	64	0	2	91	5	3	2	0	0	9	71	23	49	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	68	16	10	6	0	0	18	58	18	31	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	84	13	3	0	0	0	9	90	9	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	66	0	0	89	5	3	3	0	0	5	95	2	66	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	66	0	0	89	6	3	2	0	0	6	91	5	66	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	5	0	0	40	40	20	0	0	0	22	100	0	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	5	0	0	100	0	0	0	0	0	1	100	1	5	
	EDINBURGH	FLYGLOBESPAN		S A	27	0	0	89	7	4	0	0	0	5	90	7	29	
	EDINBURGH	FLYGLOBESPAN		S D	27	0	0	81	15	4	0	0	0	8	87	6	30	
	GLASGOW	FLYGLOBESPAN		S A	25	2	2	76	16	4	4	0	0	12	90	9	30	
	GLASGOW	FLYGLOBESPAN		S D	26	1	0	85	12	0	4	0	0	10	97	9	29	
	GATWICK	GB AIRWAYS LTD		S A	34	0	0	76	18	6	0	0	0	9	71	25	31	
	GATWICK	GB AIRWAYS LTD		S D	33	0	0	73	21	6	0	0	0	10	58	30	31	
	HEATHROW	GB AIRWAYS LTD		S A	59	2	0	49	22	15	10	3	0	34	51	20	61	
	HEATHROW	GB AIRWAYS LTD		S D	60	2	0	57	13	20	7	3	0	30	73	15	62	
	MANCHESTER	JET2.COM LTD		S A	11	1	1	64	18	9	9	0	0	16	53	23	15	
	MANCHESTER	JET2.COM LTD		S D	11	0	0	100	0	0	0	0	0	0	87	9	15	
	BIRMINGHAM	MONARCH AIRLINES		S A	24	0	0	96	0	4	0	0	0	4	79	12	19	
	BIRMINGHAM	MONARCH AIRLINES		S D	24	0	0	92	8	0	0	0	0	3	89	5	19	
	GATWICK	MONARCH AIRLINES		S A	37	0	0	54	22	19	5	0	0	22	55	16	29	
	GATWICK	MONARCH AIRLINES		S D	37	0	0	76	8	14	3	0	0	13	93	5	29	
	LUTON	MONARCH AIRLINES		S A	22	0	0	64	18	0	18	0	0	30	50	17	20	
	LUTON	MONARCH AIRLINES		S D	22	0	0	82	14	5	0	0	0	9	100	4	20	
	MANCHESTER	MONARCH AIRLINES		S A	44	0	0	93	5	0	2	0	0	5	90	10	39	
	MANCHESTER	MONARCH AIRLINES		S D	44	0	0	95	2	0	2	0	0	3	97	1	39	
	MANCHESTER	MYTRAVEL AIRWAYS		C A	5	0	0	80	20	0	0	0	0	13	100	6	4	
	MANCHESTER	MYTRAVEL AIRWAYS		C D	5	0	0	100	0	0	0	0	0	3	100	2	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																			
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	100	0	0	0	0	0	6	100	7	4		
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	25	0	0	0	9	75	6	4		
	GATWICK	THOMSONFLY LTD	C	A	14	1	0	93	0	7	0	0	0	4	88	4	17		
	GATWICK	THOMSONFLY LTD	C	D	14	0	0	93	0	7	0	0	0	3	71	12	17		
	LUTON	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	12	75	5	4		
	LUTON	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	12	100	3	4		
	MANCHESTER	THOMSONFLY LTD	C	A	18	0	0	89	11	0	0	0	0	3	90	4	20		
	MANCHESTER	THOMSONFLY LTD	C	D	18	0	0	100	0	0	0	0	0	3	90	7	21		
	NEWCASTLE	THOMSONFLY LTD	C	A	13	0	0	85	0	15	0	0	0	7	85	5	13		
	NEWCASTLE	THOMSONFLY LTD	C	D	13	0	0	77	15	0	8	0	0	11	85	11	13		
<b>TOTAL MALAGA</b>					<b>1259</b>	<b>11</b>	<b>14</b>	<b>82</b>	<b>10</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>78</b>	<b>12</b>	<b>12</b>		
MALE INTERNATIONAL																			
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	50	0	25	0	0	33	20	26	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	2	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	20	40	0	0	0	24	80	26	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	3	60	37	5		
	GATWICK	MONARCH AIRLINES	C	A	9	0	0	33	22	11	33	0	0	40	0	91	5		
	GATWICK	MONARCH AIRLINES	C	D	8	0	0	63	0	38	0	0	0	18	0	66	4		
	MANCHESTER	MONARCH AIRLINES	C	A	9	0	0	56	22	11	11	0	0	22	0	0	0		
	MANCHESTER	MONARCH AIRLINES	C	D	9	0	0	67	11	22	0	0	0	14	0	0	0		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	0	50	50	0	0	74	0	0	0		
	GATWICK	THOMSONFLY LTD	C	D	3	1	0	33	33	0	33	0	0	30	0	0	0		
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	0	20	40	40	0	0	64	0	0	0		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	50	0	0	50	0	0	39	0	0	0		
<b>TOTAL MALE INTERNATIONAL</b>					<b>69</b>	<b>1</b>	<b>0</b>	<b>48</b>	<b>16</b>	<b>19</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>55</b>	<b>36</b>	<b>36</b>		
MALMO																			
MALTA																			
	BIRMINGHAM	AIR MALTA	S	A	12	1	0	58	17	25	0	0	0	17	61	18	18		
	BIRMINGHAM	AIR MALTA	S	D	13	0	0	54	23	23	0	0	0	18	50	32	18		
	GATWICK	AIR MALTA	S	A	40	0	0	73	18	8	3	0	0	13	68	11	40		
	GATWICK	AIR MALTA	S	D	35	0	1	40	31	17	11	0	0	27	73	14	40		
	GLASGOW	AIR MALTA	S	A	9	0	0	67	22	11	0	0	0	10	77	15	13		
	GLASGOW	AIR MALTA	S	D	9	0	0	56	44	0	0	0	0	15	54	22	13		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
MALTA																		
	HEATHROW	AIR MALTA		S A	60	2	2	60	10	13	15	2	0	30	79	13	61	
	HEATHROW	AIR MALTA		S D	60	2	2	25	18	30	25	2	0	50	64	22	61	
	MANCHESTER	AIR MALTA		S A	21	0	0	67	10	14	5	5	0	31	75	14	32	
	MANCHESTER	AIR MALTA		S D	21	0	0	52	5	24	14	5	0	44	59	17	32	
	STANSTED	AIR MALTA		S A	4	0	0	50	25	25	0	0	0	16	75	12	4	
	STANSTED	AIR MALTA		S D	4	0	0	25	75	0	0	0	0	20	50	27	4	
	GATWICK	GB AIRWAYS LTD		S A	31	0	0	71	13	10	6	0	0	14	71	14	31	
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	68	16	10	6	0	0	14	68	15	31	
	MANCHESTER	GB AIRWAYS LTD		S A	13	0	0	92	0	8	0	0	0	5	0	0	0	
	MANCHESTER	GB AIRWAYS LTD		S D	13	0	0	92	0	8	0	0	0	4	0	0	0	
	GATWICK	HELLO		C A	5	0	0	20	40	40	0	0	0	26	56	19	9	
	GATWICK	HELLO		C D	5	0	0	20	40	40	0	0	0	23	44	17	9	
	MANCHESTER	HELLO		C A	2	0	0	50	0	0	50	0	0	46	67	10	6	
	MANCHESTER	HELLO		C D	2	0	0	50	0	0	50	0	0	44	50	26	6	
	LUTON	RYANAIR		S A	30	0	1	83	10	7	0	0	0	5	94	5	31	
	LUTON	RYANAIR		S D	31	0	0	84	3	13	0	0	0	9	74	10	31	
	GATWICK	THOMSONFLY LTD		C A	5	0	0	100	0	0	0	0	0	1	80	4	5	
	GATWICK	THOMSONFLY LTD		C D	5	0	0	100	0	0	0	0	0	1	100	1	5	
	MANCHESTER	THOMSONFLY LTD		C A	5	0	0	80	0	20	0	0	0	10	100	1	5	
	MANCHESTER	THOMSONFLY LTD		C D	5	0	0	100	0	0	0	0	0	5	100	3	5	
<b>TOTAL MALTA</b>					<b>481</b>	<b>5</b>	<b>6</b>	<b>60</b>	<b>15</b>	<b>15</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>70</b>	<b>15</b>	<b>15</b>	
MANCHESTER																		
	HEATHROW	BMI BRITISH MIDLAND		S A	180	5	11	51	14	21	14	0	0	26	71	14	194	
	HEATHROW	BMI BRITISH MIDLAND		S D	180	5	10	60	18	15	7	0	0	19	76	10	194	
	EDINBURGH	BMI REGIONAL		S A	171	0	0	92	5	0	4	0	0	6	88	9	123	
	EDINBURGH	BMI REGIONAL		S D	171	0	0	88	8	4	1	0	0	6	91	8	123	
	GLASGOW	BMI REGIONAL		S A	102	0	0	85	5	7	3	0	0	8	94	8	98	
	GLASGOW	BMI REGIONAL		S D	101	0	0	83	7	5	5	0	0	10	93	10	97	
	GATWICK	BRITISH AIRWAYS PLC		S A	196	0	0	71	17	9	3	0	0	13	51	27	191	
	GATWICK	BRITISH AIRWAYS PLC		S D	196	0	0	85	8	7	1	0	0	8	73	17	193	
	HEATHROW	BRITISH AIRWAYS PLC		S A	227	9	10	47	14	15	20	4	0	38	60	19	236	
	HEATHROW	BRITISH AIRWAYS PLC		S D	230	6	6	48	17	22	13	0	0	28	59	18	236	
	STANSTED	EASTERN AIRWAYS		S A	56	0	3	86	7	5	2	0	0	8	0	0	0	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	STANSTED	EASTERN AIRWAYS		S D	56	0	3	91	4	5	0	0	0	6	0	0	0	
	LUTON	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	50	0	50	0	0	0	26	0	0	0	
	EDINBURGH	FLYBE LTD		S A	140	0	0	88	3	4	6	0	0	8	0	0	0	
	EDINBURGH	FLYBE LTD		S D	140	0	0	84	4	4	7	0	0	11	0	0	0	
	GLASGOW	FLYBE LTD		S A	79	0	5	77	9	5	9	0	0	15	0	0	0	
	GLASGOW	FLYBE LTD		S D	79	0	5	82	6	4	5	3	0	18	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	3	0	0	33	67	0	0	0	0	19	0	28	3	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	3	0	0	0	67	33	0	0	0	29	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	25	25	0	50	0	0	44	0	0	0	
	GATWICK	THOMSONFLY LTD		C D	3	0	0	0	0	33	67	0	0	89	0	0	0	
	LONDON CITY	VLM (BELGIUM)		S A	161	0	8	67	19	4	7	2	1	24	76	12	156	
	LONDON CITY	VLM (BELGIUM)		S D	159	0	8	43	30	18	6	3	0	30	62	17	156	
<b>TOTAL MANCHESTER</b>					<b>2647</b>	<b>89</b>	<b>69</b>	<b>70</b>	<b>12</b>	<b>10</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>72</b>	<b>15</b>	<b>15</b>	
MARIBOR																		
	STANSTED	RYANAIR		S A	14	0	0	71	14	14	0	0	0	10	0	0	0	
	STANSTED	RYANAIR		S D	14	0	0	36	29	29	7	0	0	26	0	0	0	
<b>TOTAL MARIBOR</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>21</b>	<b>21</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	
MARRAKESH																		
	GATWICK	ATLAS BLUE		S A	18	0	0	94	0	0	6	0	0	6	70	17	23	
	GATWICK	ATLAS BLUE		S D	18	0	0	89	0	6	6	0	0	11	82	11	22	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	71	13	13	3	0	0	12	70	19	44	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	74	10	13	3	0	0	13	77	13	44	
	GATWICK	GB AIRWAYS LTD		S A	31	0	0	55	19	23	3	0	0	19	61	21	31	
	GATWICK	GB AIRWAYS LTD		S D	31	0	0	74	13	6	6	0	0	14	64	14	33	
	HEATHROW	GB AIRWAYS LTD		S A	59	2	0	32	25	22	19	2	0	39	76	13	62	
	HEATHROW	GB AIRWAYS LTD		S D	59	2	0	59	12	19	7	3	0	31	55	22	62	
	HEATHROW	ROYAL AIR MAROC		S A	25	1	1	0	28	52	20	0	0	50	0	0	0	
	HEATHROW	ROYAL AIR MAROC		S D	24	1	1	29	25	25	21	0	0	38	64	16	28	
	LUTON	RYANAIR		S A	17	0	0	82	18	0	0	0	0	4	71	12	17	
	LUTON	RYANAIR		S D	17	0	0	100	0	0	0	0	0	2	88	6	17	
	MANCHESTER	THOMSONFLY LTD		S A	10	0	0	50	30	20	0	0	0	17	22	39	18	
	MANCHESTER	THOMSONFLY LTD		S D	10	0	0	80	20	0	0	0	0	5	83	16	18	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MARRAKESH																		
<b>TOTAL MARRAKESH</b>					<b>383</b>	<b>6</b>	<b>6</b>	<b>58</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>67</b>	<b>17</b>	<b>17</b>	
MARSA ALAM																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	40	20	20	20	0	0	30	40	22	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	20	0	0	0	0	4	100	3	5	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	80	16	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	5	80	21	5	
<b>TOTAL MARSA ALAM</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>15</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>75</b>	<b>16</b>	<b>16</b>	
MARSEILLE																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	65	0	0	78	18	2	2	0	0	8	83	11	70	
	GATWICK	BRITISH AIRWAYS PLC	S	D	65	0	0	85	12	0	3	0	0	6	76	12	70	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	6	3	0	0	12	48	19	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	68	19	10	3	0	0	16	45	22	31	
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	2	97	2	31	
	STANSTED	RYANAIR	S	D	31	0	0	87	3	10	0	0	0	7	81	6	31	
<b>TOTAL MARSEILLE</b>					<b>254</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>11</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>74</b>	<b>12</b>	<b>12</b>	
MAURITIUS																		
	HEATHROW	AIR MAURITIUS LTD	S	A	23	0	0	43	17	13	22	4	0	40	4	42	27	
	HEATHROW	AIR MAURITIUS LTD	S	D	22	1	1	50	9	23	18	0	0	31	44	38	25	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	12	0	1	17	33	8	33	8	0	60	23	50	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	31	23	15	15	8	8	161	62	31	13	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	8	0	0	25	25	38	13	0	0	38	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	8	0	0	38	38	0	25	0	0	26	0	0	0	
<b>TOTAL MAURITIUS</b>					<b>86</b>	<b>1</b>	<b>2</b>	<b>37</b>	<b>21</b>	<b>16</b>	<b>21</b>	<b>3</b>	<b>1</b>	<b>57</b>	<b>29</b>	<b>40</b>	<b>40</b>	
MEDINA																		
MELBOURNE																		
	HEATHROW	QANTAS	S	A	61	1	1	44	10	26	16	2	2	52	44	31	62	
	HEATHROW	QANTAS	S	D	60	2	2	22	33	25	17	3	0	45	23	32	62	
<b>TOTAL MELBOURNE</b>					<b>121</b>	<b>3</b>	<b>3</b>	<b>33</b>	<b>21</b>	<b>26</b>	<b>17</b>	<b>2</b>	<b>1</b>	<b>48</b>	<b>33</b>	<b>32</b>	<b>32</b>	
METZ																		
MEXICO CITY																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	1	1	69	8	15	8	0	0	17	62	17	13	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	15	46	23	15	0	0	33	21	28	14	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					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)											
MEXICO CITY																	
<b>TOTAL MEXICO CITY</b>					<b>27</b>	<b>1</b>	<b>1</b>	<b>44</b>	<b>26</b>	<b>19</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>41</b>	<b>23</b>	<b>23</b>
MIAMI INTERNATIONAL																	
	HEATHROW	AMERICAN AIRLINES	S	A	38	1	1	76	13	0	11	0	0	16	58	26	40
	HEATHROW	AMERICAN AIRLINES	S	D	38	1	1	74	26	0	0	0	8	79	8	39	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	61	1	1	72	11	7	8	2	0	19	69	22	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	2	2	13	42	27	18	0	0	42	23	42	61
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	57	23	17	0	3	0	22	71	11	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	67	20	10	3	0	0	16	23	28	31
<b>TOTAL MIAMI INTERNATIONAL</b>					<b>257</b>	<b>7</b>	<b>7</b>	<b>57</b>	<b>23</b>	<b>11</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>53</b>	<b>25</b>	<b>25</b>
MILAN (Linate)																	
	LONDON CITY	AIR ONE	S	A	52	0	1	65	21	8	6	0	0	17	69	16	51
	LONDON CITY	AIR ONE	S	D	52	0	1	19	37	31	13	0	0	34	43	30	51
	HEATHROW	ALITALIA	S	A	122	4	4	55	18	16	11	0	0	24	68	17	136
	HEATHROW	ALITALIA	S	D	121	3	5	64	12	15	9	0	0	19	73	16	133
	HEATHROW	BRITISH AIRWAYS PLC	S	A	114	3	4	33	20	27	16	4	0	41	56	24	116
	HEATHROW	BRITISH AIRWAYS PLC	S	D	115	3	3	43	23	21	13	0	0	31	63	17	117
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	52	26	16	6	0	0	20	47	29	30
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	23	3	3	0	0	11	57	22	30
<b>TOTAL MILAN (Linate)</b>					<b>638</b>	<b>17</b>	<b>18</b>	<b>49</b>	<b>21</b>	<b>19</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>27</b>	<b>63</b>	<b>20</b>	<b>20</b>
MILAN (MALPENSA)																	
	HEATHROW	ALITALIA	S	A	84	3	3	43	21	20	15	0	0	31	41	33	86
	HEATHROW	ALITALIA	S	D	86	2	4	60	19	10	10	0	0	20	51	22	88
	LONDON CITY	BA CITYFLYER LTD	S	A	19	0	0	84	11	0	5	0	0	10	0	0	0
	LONDON CITY	BA CITYFLYER LTD	S	D	19	0	0	11	26	42	21	0	0	44	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	110	4	4	55	15	15	10	5	0	32	73	17	147
	HEATHROW	BRITISH AIRWAYS PLC	S	D	110	4	4	40	25	22	11	2	0	33	62	21	148
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	68	10	13	10	0	0	20	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	55	16	16	10	3	0	29	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	105	0	0	66	10	14	9	1	0	22	59	23	107
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	105	0	1	67	10	14	9	1	0	19	56	21	106
	BIRMINGHAM	FLYBE LTD	S	A	50	0	2	76	8	6	10	0	0	13	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	51	0	1	71	14	10	6	0	0	17	0	0	0
	MANCHESTER	FLYBE LTD	S	A	52	0	0	73	12	4	12	0	0	16	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
MILAN (MALPENSA)																		
	MANCHESTER	FLYBE LTD		S D	52	0	0	85	6	4	6	0	0	9	0	0	0	
	MANCHESTER	VOLARE AIRLINES		S A	4	0	0	25	25	25	25	0	0	51	0	0	0	
	MANCHESTER	VOLARE AIRLINES		S D	4	0	0	25	25	25	25	0	0	41	0	0	0	
<b>TOTAL MILAN (MALPENSA)</b>					<b>915</b>	<b>14</b>	<b>19</b>	<b>60</b>	<b>15</b>	<b>14</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>23</b>	<b>64</b>	<b>20</b>	<b>20</b>	
MINNEAPOLIS-ST PAUL																		
	GATWICK	NORTHWEST AIRLINES		S A	31	0	0	100	0	0	0	0	0	92	6	24		
	GATWICK	NORTHWEST AIRLINES		S D	31	0	0	90	6	0	3	0	0	7	75	16	24	
<b>TOTAL MINNEAPOLIS-ST PAUL</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>83</b>	<b>11</b>	<b>11</b>	
MINSK INT'L																		
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S A	10	0	0	40	50	10	0	0	0	17	0	29	9	
	GATWICK	BELAVIA (BELARUSSIAN AIRLINES)		S D	10	0	0	70	30	0	0	0	0	9	56	19	9	
<b>TOTAL MINSK INT'L</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>40</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>28</b>	<b>24</b>	<b>24</b>	
MOMBASA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	0	0	0	100	0	0	144	25	35	4	
	HEATHROW	KENYA AIRWAYS		S A	2	0	0	0	0	100	0	0	0	48	0	0	0	
	HEATHROW	KENYA AIRWAYS		S D	2	0	0	0	100	0	0	0	0	23	0	0	0	
	GATWICK	MONARCH AIRLINES		C A	6	0	0	17	0	33	33	17	0	88	0	39	5	
	GATWICK	MONARCH AIRLINES		C D	2	1	0	50	0	0	50	0	0	38	100	1	5	
	MANCHESTER	MONARCH AIRLINES		C A	3	0	0	0	0	33	33	33	0	136	0	0	0	
	MANCHESTER	MONARCH AIRLINES		C D	2	0	0	0	0	0	100	0	0	128	0	0	0	
	GATWICK	THOMSONFLY LTD		C A	3	0	0	100	0	0	0	0	0	3	80	5	5	
<b>TOTAL MOMBASA</b>					<b>25</b>	<b>1</b>	<b>0</b>	<b>28</b>	<b>8</b>	<b>24</b>	<b>32</b>	<b>8</b>	<b>0</b>	<b>70</b>	<b>74</b>	<b>10</b>	<b>10</b>	
MONASTIR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	50	25	25	0	0	36	0	30	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	25	25	50	0	0	0	33	0	33	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	0	50	50	0	0	0	29	75	12	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	50	0	0	0	23	100	0	4	
	MANCHESTER	MYTRAVEL AIRWAYS		C A	5	0	0	80	20	0	0	0	0	7	100	5	5	
	MANCHESTER	MYTRAVEL AIRWAYS		C D	5	0	0	100	0	0	0	0	0	0	50	11	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	5	0	0	80	0	20	0	0	0	12	50	14	6	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	5	0	0	100	0	0	0	0	0	2	100	3	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	2	0	0	100	0	0	0	0	0	6	50	40	2	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	2	0	0	100	0	0	0	0	0	0	100	0	2	
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	1	56	19	9		
	MANCHESTER	THOMSONFLY LTD	C	A	6	0	0	67	17	17	0	0	11	100	3	9		
	MANCHESTER	THOMSONFLY LTD	C	D	6	0	0	83	17	0	0	0	5	100	4	9		
<b>TOTAL MONASTIR</b>					<b>68</b>	<b>0</b>	<b>0</b>	<b>66</b>	<b>15</b>	<b>15</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>22</b>	<b>75</b>	<b>16</b>	<b>16</b>	
MONROVIA (ROBERTS)																		
	GATWICK	ASTRAEUS LTD	S	A	16	0	0	44	19	13	19	6	0	57	75	39	4	
	GATWICK	ASTRAEUS LTD	S	D	15	1	0	67	13	0	7	13	0	50	100	10	4	
<b>TOTAL MONROVIA (ROBERTS)</b>					<b>31</b>	<b>1</b>	<b>0</b>	<b>55</b>	<b>16</b>	<b>6</b>	<b>13</b>	<b>10</b>	<b>0</b>	<b>54</b>	<b>88</b>	<b>24</b>	<b>24</b>	
MONTEGO BAY																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	0	20	40	0	0	34	50	18	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	60	20	0	0	0	22	100	13	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	0	0	20	0	0	19	100	7	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	0	20	0	0	21	50	25	2	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	5	0	0	60	40	0	0	0	0	14	0	0	0	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	5	100	3	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	2	0	0	0	0	0	100	0	0	114	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	2	0	0	0	0	0	100	0	0	106	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	0	0	0	20	283	0	0	0	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	5	0	0	80	0	0	0	20	0	65	0	0	0	
	GATWICK	THOMSONFLY LTD	C	A	10	0	0	60	0	10	20	10	0	43	80	16	5	
	GATWICK	THOMSONFLY LTD	C	D	10	0	0	40	30	0	30	0	0	46	100	5	5	
	MANCHESTER	THOMSONFLY LTD	C	A	6	0	0	33	0	0	67	0	0	73	50	26	4	
	MANCHESTER	THOMSONFLY LTD	C	D	7	0	0	43	14	0	29	14	0	60	75	9	4	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	12	0	0	17	0	17	42	25	0	99	11	84	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	11	0	0	18	9	18	36	18	0	97	40	49	10	
<b>TOTAL MONTEGO BAY</b>					<b>99</b>	<b>9</b>	<b>0</b>	<b>45</b>	<b>10</b>	<b>7</b>	<b>28</b>	<b>8</b>	<b>1</b>	<b>68</b>	<b>58</b>	<b>33</b>	<b>33</b>	
MONTPELLIER																		
	STANSTED	RYANAIR	S	A	14	0	0	79	0	14	7	0	0	11	95	6	21	
	STANSTED	RYANAIR	S	D	14	0	0	71	7	14	7	0	0	16	90	6	21	
<b>TOTAL MONTPELLIER</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>4</b>	<b>14</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>93</b>	<b>6</b>	<b>6</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
MONTREAL (DORVAL)																		
	HEATHROW	AIR CANADA		S A	30	1	1	77	7	3	13	0	0	19	52	28	31	
	HEATHROW	AIR CANADA		S D	30	1	1	63	17	10	10	0	0	21	65	13	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	30	1	1	47	13	27	10	3	0	34	39	29	31	
	HEATHROW	BRITISH AIRWAYS PLC		S D	30	1	1	53	13	20	10	3	0	27	29	32	31	
<b>TOTAL MONTREAL (DORVAL)</b>					<b>120</b>	<b>4</b>	<b>4</b>	<b>60</b>	<b>13</b>	<b>15</b>	<b>11</b>	<b>2</b>	<b>0</b>	<b>25</b>	<b>46</b>	<b>26</b>	<b>26</b>	
MOSCOW (DOMODEDOVO)																		
	HEATHROW	BMI BRITISH MIDLAND		S A	30	1	1	27	27	23	23	0	0	38	32	29	31	
	HEATHROW	BMI BRITISH MIDLAND		S D	30	1	1	63	27	7	3	0	0	15	90	5	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	80	2	2	59	23	11	8	0	0	19	74	12	91	
	HEATHROW	BRITISH AIRWAYS PLC		S D	79	2	3	51	20	20	9	0	0	22	70	17	93	
	HEATHROW	TRANSAERO AIRLINES		S A	30	1	1	40	13	30	17	0	0	30	13	26	31	
	HEATHROW	TRANSAERO AIRLINES		S D	30	1	1	23	10	37	27	3	0	54	32	27	31	
<b>TOTAL MOSCOW (DOMODEDOVO)</b>					<b>279</b>	<b>8</b>	<b>9</b>	<b>48</b>	<b>20</b>	<b>19</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>18</b>	<b>18</b>	
MOSCOW (SHEREMETYEVO)																		
	HEATHROW	AEROFLOT		S A	72	2	2	38	22	21	18	1	0	34	49	27	74	
	HEATHROW	AEROFLOT		S D	72	2	2	61	17	11	6	3	3	40	69	16	74	
<b>TOTAL MOSCOW (SHEREMETYEVO)</b>					<b>144</b>	<b>6</b>	<b>4</b>	<b>49</b>	<b>19</b>	<b>16</b>	<b>12</b>	<b>2</b>	<b>1</b>	<b>37</b>	<b>59</b>	<b>22</b>	<b>22</b>	
MOSCOW (VNUKOVO)																		
MUMBAI																		
	HEATHROW	AIR INDIA		S A	44	1	2	9	2	27	48	9	5	126	11	115	75	
	HEATHROW	AIR INDIA		S D	47	1	5	21	13	32	28	6	0	62	11	121	70	
	HEATHROW	BRITISH AIRWAYS PLC		S A	60	2	2	48	15	22	13	2	0	31	56	20	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	2	2	38	32	25	5	0	0	24	39	28	62	
	HEATHROW	JET AIRWAYS		S A	60	2	2	23	15	47	15	0	0	40	56	23	62	
	HEATHROW	JET AIRWAYS		S D	60	2	2	48	35	12	5	0	0	20	63	20	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	1	17	7	60	17	0	0	46	10	43	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	1	1	63	13	23	0	0	0	18	45	17	31	
<b>TOTAL MUMBAI</b>					<b>392</b>	<b>13</b>	<b>17</b>	<b>34</b>	<b>18</b>	<b>30</b>	<b>16</b>	<b>2</b>	<b>1</b>	<b>44</b>	<b>36</b>	<b>54</b>	<b>54</b>	
MUNICH																		
	STANSTED	AIR BERLIN		S A	53	0	0	91	9	0	0	0	0	4	0	0	0	
	STANSTED	AIR BERLIN		S D	52	0	1	75	19	6	0	0	0	10	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC		S A	189	6	6	55	12	19	14	1	0	28	58	24	205	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
MUNICH	HEATHROW	BRITISH AIRWAYS PLC	S	D	190	5	5	54	19	16	10	1	0	24	62	17	207
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	6	0	0	0	5	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	6	3	3	0	0	7	0	0	0
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	82	8	8	2	0	0	8	75	15	83
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	77	11	8	3	0	0	11	75	14	83
	BIRMINGHAM	LUFTHANSA	S	A	49	0	0	90	6	2	2	0	0	4	72	16	29
	BIRMINGHAM	LUFTHANSA	S	D	48	0	0	94	2	2	2	0	0	5	87	9	30
	HEATHROW	LUFTHANSA	S	A	199	6	7	49	24	15	11	1	0	27	55	27	208
	HEATHROW	LUFTHANSA	S	D	198	6	7	70	13	9	8	1	0	17	78	16	207
	MANCHESTER	LUFTHANSA	S	A	92	0	0	84	12	3	1	0	0	7	78	15	89
	MANCHESTER	LUFTHANSA	S	D	91	0	0	95	3	0	1	1	0	4	86	14	88
	BIRMINGHAM	LUFTHANSA CITY LINE	S	A	34	0	0	85	3	12	0	0	0	7	82	18	55
	BIRMINGHAM	LUFTHANSA CITY LINE	S	D	34	0	0	76	15	9	0	0	0	10	80	17	54
	LONDON CITY	LUFTHANSA CITY LINE	S	A	36	0	0	61	28	6	6	0	0	15	63	20	40
	LONDON CITY	LUFTHANSA CITY LINE	S	D	36	0	0	17	19	50	14	0	0	40	30	42	40
<b>TOTAL MUNICH</b>					<b>1486</b>	<b>24</b>	<b>26</b>	<b>69</b>	<b>14</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>68</b>	<b>19</b>	<b>19</b>
MUNSTER-OSNABRUCK	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	100	0	0	0	0	0	5	75	12	4
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	1	75	10	4
	STANSTED	AIR BERLIN	S	A	31	0	0	100	0	0	0	0	0	0	97	4	30
	STANSTED	AIR BERLIN	S	D	31	0	0	100	0	0	0	0	0	1	84	8	31
<b>TOTAL MUNSTER-OSNABRUCK</b>					<b>71</b>	<b>0</b>	<b>0</b>	<b>99</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>88</b>	<b>7</b>	<b>7</b>
MURCIA SAN JAVIER	BIRMINGHAM	BMIBABY LTD	S	A	17	0	0	82	0	12	6	0	0	15	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	17	0	0	94	0	6	0	0	0	5	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	6	0	0	0	5	74	13	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	3	6	0	0	0	5	77	11	31
	MANCHESTER	JET2.COM LTD	S	A	14	1	1	93	7	0	0	0	0	2	86	6	14
	MANCHESTER	JET2.COM LTD	S	D	15	0	0	93	7	0	0	0	0	1	86	7	14
	NEWCASTLE	JET2.COM LTD	S	A	10	0	0	90	10	0	0	0	0	4	92	7	12
	NEWCASTLE	JET2.COM LTD	S	D	10	0	0	80	10	10	0	0	0	7	75	12	12
	BIRMINGHAM	MONARCH AIRLINES	S	A	15	0	0	100	0	0	0	0	0	0	100	0	8
	BIRMINGHAM	MONARCH AIRLINES	S	D	15	0	0	93	7	0	0	0	0	3	88	3	8

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: M

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)												
MURCIA SAN JAVIER																		
	GATWICK	MONARCH AIRLINES	S	A	14	0	0	79	7	7	7	0	0	16	0	0	0	0
	GATWICK	MONARCH AIRLINES	S	D	14	0	0	79	7	7	7	0	0	20	0	0	0	0
	LUTON	RYANAIR	S	A	31	0	0	90	10	0	0	0	0	4	88	6	25	25
	LUTON	RYANAIR	S	D	31	0	0	97	0	3	0	0	0	4	84	10	25	25
	STANSTED	RYANAIR	S	A	31	0	0	94	3	3	0	0	0	4	82	10	62	62
	STANSTED	RYANAIR	S	D	31	0	0	87	13	0	0	0	0	7	76	13	63	63
<b>TOTAL MURCIA SAN JAVIER</b>					<b>328</b>	<b>1</b>	<b>1</b>	<b>90</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>81</b>	<b>10</b>	<b>10</b>	<b>10</b>
MUSCAT																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	77	19	3	0	0	0	9	90	21	31	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	57	10	27	7	0	0	23	61	18	31	31
	GATWICK	OMAN AIR	S	A	27	0	0	93	7	0	0	0	0	2	0	0	0	0
	GATWICK	OMAN AIR	S	D	27	0	0	96	4	0	0	0	0	2	0	0	0	0
<b>TOTAL MUSCAT</b>					<b>115</b>	<b>1</b>	<b>1</b>	<b>80</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>72</b>	<b>16</b>	<b>16</b>	<b>16</b>



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
NAIROBI																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	42	0	0	64	10	14	12	0	0	20	24	66	45	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	2	2	54	32	10	5	0	0	18	34	50	44	
	HEATHROW	KENYA AIRWAYS	S	A	33	0	0	73	3	18	3	0	3	31	57	24	35	
	HEATHROW	KENYA AIRWAYS	S	D	32	1	1	81	0	16	3	0	0	13	79	11	34	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	25	0	0	72	24	4	0	0	0	11	0	0	0	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	24	1	1	54	17	21	8	0	0	25	0	0	0	
<b>TOTAL NAIROBI</b>					<b>197</b>	<b>4</b>	<b>4</b>	<b>66</b>	<b>14</b>	<b>14</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>46</b>	<b>40</b>	<b>40</b>	
NANTES																		
	STANSTED	RYANAIR	S	A	31	0	0	97	3	0	0	0	0	2	88	9	25	
	STANSTED	RYANAIR	S	D	31	0	0	97	3	0	0	0	0	4	88	10	25	
<b>TOTAL NANTES</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>97</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>88</b>	<b>9</b>	<b>9</b>	
NAPLES																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	69	21	5	2	2	0	19	67	16	60	
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	0	88	7	0	5	0	0	11	70	13	61	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	74	13	6	6	0	0	14	58	18	31	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	74	10	13	3	0	0	13	74	12	31	
<b>TOTAL NAPLES</b>					<b>146</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>13</b>	<b>5</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>15</b>	<b>15</b>	
NASSAU																		
NATAL																		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	0	0	25	75	0	0	82	40	56	5	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	0	40	0	0	0	21	80	8	5	
<b>TOTAL NATAL</b>					<b>9</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>48</b>	<b>60</b>	<b>32</b>	<b>32</b>	
NEW ORLEANS																		
<b>TOTAL NEW ORLEANS</b>					<b>10</b>	<b>1</b>	<b>0</b>	<b>30</b>	<b>10</b>	<b>50</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>0</b>	<b>0</b>	<b>0</b>	
NEW YORK (JF KENNEDY)																		
	HEATHROW	AIR INDIA	S	A	30	0	0	50	13	20	13	3	0	38	10	112	31	
	HEATHROW	AIR INDIA	S	D	29	1	1	41	24	17	14	3	0	43	3	140	31	
	HEATHROW	AMERICAN AIRLINES	S	A	164	4	9	75	9	6	9	0	1	22	58	25	175	
	HEATHROW	AMERICAN AIRLINES	S	D	163	5	7	71	17	9	3	0	0	14	73	11	177	
	STANSTED	AMERICAN AIRLINES	S	A	31	0	0	81	3	3	10	3	0	21	0	0	0	
	STANSTED	AMERICAN AIRLINES	S	D	31	0	0	68	10	10	10	3	0	24	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	227	9	7	79	8	7	6	0	0	12	50	29	239	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)											
NEW YORK (JF KENNEDY)	HEATHROW	BRITISH AIRWAYS PLC	S	D	228	9	9	46	31	15	7	1	0	26	44	25	240
	MANCHESTER	BRITISH AIRWAYS PLC	S	A	30	0	1	93	0	0	7	0	0	6	84	8	31
	MANCHESTER	BRITISH AIRWAYS PLC	S	D	31	0	0	81	10	3	6	0	0	10	84	14	31
	GATWICK	DELTA AIRLINES	S	A	30	0	0	83	7	3	7	0	0	9	61	20	31
	GATWICK	DELTA AIRLINES	S	D	30	0	0	83	7	7	3	0	0	9	87	6	31
	MANCHESTER	DELTA AIRLINES	S	A	18	0	0	89	0	6	0	6	0	13	72	16	18
	MANCHESTER	DELTA AIRLINES	S	D	17	0	1	94	6	0	0	0	0	1	74	16	19
	STANSTED	EOS AIRLINES	S	A	58	0	5	88	2	2	9	0	0	12	77	10	48
	STANSTED	EOS AIRLINES	S	D	59	0	5	93	0	0	3	3	0	14	85	9	48
	STANSTED	ISRAIR LTD	S	D	8	1	0	38	0	38	25	0	0	46	0	0	0
	HEATHROW	KUWAIT AIRWAYS	S	A	13	0	0	77	8	8	8	0	0	13	38	37	13
	HEATHROW	KUWAIT AIRWAYS	S	D	13	1	1	38	8	15	38	0	0	48	0	99	13
	MANCHESTER	PAKISTAN INTL AIRLINES	S	A	8	0	0	38	0	13	50	0	0	52	14	114	21
	MANCHESTER	PAKISTAN INTL AIRLINES	S	D	8	0	0	0	0	50	38	13	0	104	10	122	21
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	112	3	3	78	14	4	4	0	0	10	49	33	117
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	112	4	5	59	19	12	10	1	0	23	54	20	118
	GATWICK	ZOOM AIRLINES LTD	S	A	7	0	0	29	0	0	29	14	29	222	0	0	0
	GATWICK	ZOOM AIRLINES LTD	S	D	5	0	0	60	0	20	0	0	20	108	0	0	0
<b>TOTAL NEW YORK (JF KENNEDY)</b>					<b>1463</b>	<b>37</b>	<b>54</b>	<b>69</b>	<b>13</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>20</b>	<b>55</b>	<b>29</b>	<b>29</b>
NEW YORK (NEWARK)	HEATHROW	BRITISH AIRWAYS PLC	S	A	85	3	2	94	2	1	2	0	0	4	82	11	87
	HEATHROW	BRITISH AIRWAYS PLC	S	D	85	3	3	65	22	7	6	0	0	17	70	16	87
	BIRMINGHAM	CONTINENTAL AIRLINES	S	A	31	0	0	77	13	0	10	0	0	14	84	8	31
	BIRMINGHAM	CONTINENTAL AIRLINES	S	D	31	0	0	84	6	6	3	0	0	7	84	5	31
	EDINBURGH	CONTINENTAL AIRLINES	S	A	31	0	0	71	6	13	10	0	0	16	84	8	31
	EDINBURGH	CONTINENTAL AIRLINES	S	D	31	0	0	68	16	6	10	0	0	16	81	8	31
	GATWICK	CONTINENTAL AIRLINES	S	A	66	0	0	79	11	6	5	0	0	9	52	25	64
	GATWICK	CONTINENTAL AIRLINES	S	D	66	1	0	80	11	8	2	0	0	11	81	9	64
	GLASGOW	CONTINENTAL AIRLINES	S	A	31	0	0	81	13	3	3	0	0	9	74	11	31
	GLASGOW	CONTINENTAL AIRLINES	S	D	31	0	0	71	16	3	10	0	0	16	71	15	31
	MANCHESTER	CONTINENTAL AIRLINES	S	A	62	0	0	89	3	5	3	0	0	6	79	9	62
	MANCHESTER	CONTINENTAL AIRLINES	S	D	62	0	0	90	5	2	3	0	0	5	89	6	62
	LUTON	SILVERJET	S	A	52	0	0	96	0	2	0	0	2	10	33	31	6

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 (NEWARK)																		
	LUTON	SILVERJET		S D	53	0	0	74	17	8	2	0	0	11	57	17	7	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	59	2	2	71	12	7	10	0	0	18	43	29	61	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	60	2	2	50	22	18	10	0	0	28	40	30	62	
<b>TOTAL NEW YORK (NEWARK)</b>					<b>836</b>	<b>13</b>	<b>10</b>	<b>78</b>	<b>11</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>15</b>	<b>15</b>	
NEWCASTLE																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	166	5	5	49	15	18	17	1	0	32	69	19	173	
	HEATHROW	BRITISH AIRWAYS PLC		S D	167	4	4	46	16	21	16	1	0	32	62	21	174	
	BIRMINGHAM	EASTERN AIRWAYS		S A	73	0	1	89	5	5	0	0	0	5	92	5	72	
	BIRMINGHAM	EASTERN AIRWAYS		S D	73	0	1	90	5	4	0	0	0	4	97	2	69	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S A	86	0	1	86	6	1	7	0	0	8	85	11	142	
	STANSTED	EASYJET AIRLINE COMPANY LTD		S D	86	0	1	81	6	6	7	0	0	12	69	14	141	
	GATWICK	JET2.COM LTD		S A	74	0	0	96	3	0	1	0	0	3	0	0	0	
	GATWICK	JET2.COM LTD		S D	74	0	0	92	5	0	3	0	0	5	0	0	0	
<b>TOTAL NEWCASTLE</b>					<b>802</b>	<b>13</b>	<b>13</b>	<b>72</b>	<b>9</b>	<b>10</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>73</b>	<b>16</b>	<b>16</b>	
NEWQUAY																		
	GATWICK	AIR SOUTHWEST		S D	90	0	0	90	2	8	0	0	0	4	77	13	107	
	MANCHESTER	AIR SOUTHWEST		S A	26	0	0	73	12	12	4	0	0	11	70	22	46	
	GATWICK	BRITISH AIRWAYS PLC		S A	22	0	0	73	9	14	5	0	0	15	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	59	23	14	5	0	0	18	0	0	0	
	EDINBURGH	FLYBE LTD		S A	3	0	0	67	33	0	0	0	0	6	0	0	0	
	EDINBURGH	FLYBE LTD		S D	3	0	0	67	33	0	0	0	0	11	0	0	0	
	STANSTED	RYANAIR		S A	22	0	0	86	5	9	0	0	0	6	97	5	30	
	STANSTED	RYANAIR		S D	22	0	0	86	5	9	0	0	0	8	90	6	30	
<b>TOTAL NEWQUAY</b>					<b>210</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>8</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>13</b>	<b>13</b>	
NICE																		
	BIRMINGHAM	BMIBABY LTD		S A	10	0	0	90	10	0	0	0	0	5	73	13	11	
	BIRMINGHAM	BMIBABY LTD		S D	10	0	0	90	10	0	0	0	0	4	73	13	11	
	GATWICK	BRITISH AIRWAYS PLC		S A	20	0	0	90	0	0	10	0	0	11	84	8	31	
	GATWICK	BRITISH AIRWAYS PLC		S D	20	0	0	80	10	0	10	0	0	13	81	11	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	169	6	7	56	15	11	18	1	0	28	81	12	150	
	HEATHROW	BRITISH AIRWAYS PLC		S D	171	5	6	53	18	15	14	1	0	29	65	17	150	
	LONDON CITY	CITY JET		S A	25	0	0	96	0	0	4	0	0	5	0	0	0	
	LONDON CITY	CITY JET		S D	26	0	0	81	8	4	4	4	0	16	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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																		
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	1	87	7	3	3	0	0	6	53	24	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	61	0	1	82	10	5	3	0	0	8	74	15	62	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	76	0	1	83	7	7	4	0	0	8	62	22	78	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	76	0	1	71	20	7	3	0	0	12	65	17	78	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	21	0	0	76	14	5	5	0	0	13	59	17	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	21	0	0	57	29	10	5	0	0	18	45	19	22	
<b>TOTAL NICE</b>					<b>769</b>	<b>14</b>	<b>17</b>	<b>69</b>	<b>13</b>	<b>8</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>18</b>	<b>69</b>	<b>16</b>	<b>16</b>	
NIEDERRHEIN																		
	STANSTED	RYANAIR	S	A	69	0	0	78	12	3	0	4	3	25	90	4	69	
	STANSTED	RYANAIR	S	D	69	0	0	75	7	13	3	1	0	14	80	10	70	
<b>TOTAL NIEDERRHEIN</b>					<b>138</b>	<b>0</b>	<b>0</b>	<b>77</b>	<b>9</b>	<b>8</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>19</b>	<b>85</b>	<b>7</b>	<b>7</b>	
NIMES																		
	LUTON	RYANAIR	S	A	17	0	0	76	24	0	0	0	0	7	87	7	31	
	LUTON	RYANAIR	S	D	17	0	0	65	24	12	0	0	0	11	65	14	31	
<b>TOTAL NIMES</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>24</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>76</b>	<b>11</b>	<b>11</b>	
NIS																		
NORWICH																		
	EDINBURGH	FLYBE LTD	S	A	49	0	0	98	0	2	0	0	0	1	90	11	52	
	EDINBURGH	FLYBE LTD	S	D	49	0	0	76	16	6	2	0	0	10	81	10	52	
	GLASGOW	FLYBE LTD	S	A	17	0	1	82	12	0	6	0	0	7	81	8	26	
	GLASGOW	FLYBE LTD	S	D	17	0	1	82	0	12	6	0	0	11	92	4	26	
	MANCHESTER	FLYBE LTD	S	A	45	0	0	91	7	0	2	0	0	5	79	17	52	
	MANCHESTER	FLYBE LTD	S	D	45	0	0	82	7	4	4	2	0	16	85	13	52	
<b>TOTAL NORWICH</b>					<b>222</b>	<b>4</b>	<b>2</b>	<b>86</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>84</b>	<b>11</b>	<b>11</b>	
NOTTINGHAM EAST MIDLAN																		
	EDINBURGH	BMIBABY LTD	S	A	69	0	8	86	4	6	4	0	0	9	83	7	76	
	EDINBURGH	BMIBABY LTD	S	D	69	0	8	81	7	6	6	0	0	12	75	13	76	
	GLASGOW	BMIBABY LTD	S	A	62	4	7	97	2	2	0	0	0	2	85	8	96	
	GLASGOW	BMIBABY LTD	S	D	66	0	3	92	5	3	0	0	0	3	80	12	96	
<b>TOTAL NOTTINGHAM EAST MIDLANDS INT'L</b>					<b>266</b>	<b>7</b>	<b>26</b>	<b>89</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>81</b>	<b>10</b>	<b>10</b>	
NUREMBERG																		
	STANSTED	AIR BERLIN	S	A	44	0	0	91	7	2	0	0	0	4	86	9	44	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: N

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE							JAN 2007		
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	D	44	0	0	89	11	0	0	0	0	5	75	13	44
<b>TOTAL NUREMBERG</b>					<b>88</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>4</b>	<b>81</b>	<b>11</b>	<b>11</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
OPORTO (PORTUGAL)																		
	GATWICK	AIR PORTUGAL	S	A	60	0	1	75	13	8	3	0	0	12	48	31	25	
	GATWICK	AIR PORTUGAL	S	D	60	0	0	85	10	2	3	0	0	8	64	15	25	
	HEATHROW	AIR PORTUGAL	S	A	28	1	2	50	25	14	11	0	0	23	48	23	60	
	HEATHROW	AIR PORTUGAL	S	D	28	0	0	86	7	4	4	0	0	6	69	17	59	
	STANSTED	RYANAIR	S	A	53	0	0	83	11	4	2	0	0	8	93	12	56	
	STANSTED	RYANAIR	S	D	53	0	0	81	8	9	2	0	0	10	82	12	56	
<b>TOTAL OPORTO (PORTUGAL)</b>					<b>282</b>	<b>1</b>	<b>3</b>	<b>78</b>	<b>12</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>70</b>	<b>17</b>	<b>17</b>	
ORLANDO																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	26	0	0	81	4	15	0	0	0	8	87	8	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	25	0	0	76	12	4	8	0	0	13	74	15	31	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	44	0	0	36	18	25	20	0	0	39	30	53	46	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	43	0	0	44	9	26	21	0	0	33	42	56	45	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	34	0	1	68	6	15	12	0	0	19	57	23	30	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	35	0	0	74	6	14	6	0	0	15	55	27	31	
<b>TOTAL ORLANDO</b>					<b>207</b>	<b>0</b>	<b>1</b>	<b>60</b>	<b>10</b>	<b>18</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>55</b>	<b>34</b>	<b>34</b>	
OSAKA (KANSAI)																		
	HEATHROW	JAPAN AIRLINES	S	A	30	1	1	43	23	23	10	0	0	25	26	27	31	
	HEATHROW	JAPAN AIRLINES	S	D	30	1	1	57	20	20	3	0	0	18	58	15	31	
<b>TOTAL OSAKA (KANSAI)</b>					<b>60</b>	<b>2</b>	<b>2</b>	<b>50</b>	<b>22</b>	<b>22</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>42</b>	<b>21</b>	<b>21</b>	
OSLO (GARDERMOEN)																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	115	2	6	45	17	19	17	1	0	31	62	22	120	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	117	4	4	45	16	24	15	0	0	31	53	24	120	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	A	14	0	0	50	29	21	0	0	0	18	0	0	0	
	EDINBURGH	NORWEGIAN AIR SHUTTLE	S	D	14	0	0	64	14	21	0	0	0	18	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	A	27	0	0	44	44	4	4	4	0	25	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE	S	D	27	0	0	26	44	26	0	4	0	32	0	0	0	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	A	57	0	0	56	21	18	5	0	0	19	79	12	61	
	STANSTED	NORWEGIAN AIR SHUTTLE	S	D	57	0	1	46	21	21	9	2	2	35	66	17	61	
	HEATHROW	SAS	S	A	138	4	5	43	18	24	15	0	0	32	61	20	149	
	HEATHROW	SAS	S	D	137	5	5	55	20	12	12	1	0	26	72	17	148	
	LONDON CITY	SAS	S	A	33	0	0	36	42	9	12	0	0	25	0	0	0	
	LONDON CITY	SAS	S	D	33	0	0	21	24	27	27	0	0	43	0	0	0	
	MANCHESTER	SAS	S	A	20	0	0	75	15	10	0	0	0	13	67	10	21	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: O

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
OSLO (GARDERMOEN)																		
	MANCHESTER	SAS		S D	20	0	0	75	20	5	0	0	0	9	90	6	21	
	GATWICK	SAS BRAATHENS		C A	2	0	0	0	50	0	0	50	0	123	0	0	0	
	GATWICK	SAS BRAATHENS		C D	3	0	0	33	33	0	0	33	0	93	0	0	0	
	GATWICK	STERLING AIRLINES		S A	14	0	0	71	7	14	7	0	0	20	0	0	0	
	GATWICK	STERLING AIRLINES		S D	14	0	0	36	36	14	14	0	0	33	0	0	0	
<b>TOTAL OSLO (GARDERMOEN)</b>					<b>842</b>	<b>18</b>	<b>21</b>	<b>47</b>	<b>22</b>	<b>18</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>65</b>	<b>19</b>	<b>19</b>	
OSTERSUND / FROSON																		
	HEATHROW	BMI BRITISH MIDLAND		C A	4	0	0	50	0	25	25	0	0	34	100	3	4	
	HEATHROW	BMI BRITISH MIDLAND		C D	4	0	0	50	25	0	25	0	0	31	100	5	4	
<b>TOTAL OSTERSUND / FROSON</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>32</b>	<b>100</b>	<b>4</b>	<b>4</b>	
OTTAWA INTERNATIONAL																		
	HEATHROW	AIR CANADA		S A	30	1	1	37	17	27	20	0	0	36	84	10	31	
	HEATHROW	AIR CANADA		S D	30	1	1	73	20	3	3	0	0	12	70	16	30	
<b>TOTAL OTTAWA INTERNATIONAL</b>					<b>60</b>	<b>2</b>	<b>2</b>	<b>55</b>	<b>18</b>	<b>15</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>77</b>	<b>13</b>	<b>13</b>	
OVDA																		
	LUTON	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	0	0	100	0	0	0	43	0	139	1	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	50	0	0	0	0	12	0	0	0	
<b>TOTAL OVDA</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>67</b>	<b>26</b>	<b>26</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
PADERBORN																		
	BIRMINGHAM	AIR BERLIN	C	A	4	0	0	100	0	0	0	0	0	0	0	50	18	4
	BIRMINGHAM	AIR BERLIN	C	D	4	0	0	100	0	0	0	0	0	1	75	9	4	
	MANCHESTER	AIR BERLIN	S	A	13	0	0	100	0	0	0	0	0	1	69	16	13	
	MANCHESTER	AIR BERLIN	S	D	13	0	0	100	0	0	0	0	0	1	85	9	13	
	STANSTED	AIR BERLIN	S	A	31	0	0	97	3	0	0	0	0	1	88	6	32	
	STANSTED	AIR BERLIN	S	D	31	0	0	90	6	3	0	0	0	4	84	7	31	
<b>TOTAL PADERBORN</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>96</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>9</b>	<b>9</b>	
PALERMO																		
	STANSTED	RYANAIR	S	A	31	0	0	90	6	3	0	0	0	6	100	3	25	
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	0	8	92	8	25	
<b>TOTAL PALERMO</b>					<b>62</b>	<b>2</b>	<b>0</b>	<b>90</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>96</b>	<b>5</b>	<b>5</b>	
PALMA DE MALLORCA																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	12	0	0	50	25	8	17	0	0	22	83	8	12	
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	75	17	8	0	0	0	9	83	9	12	
	BIRMINGHAM	BMIBABY LTD	S	A	9	0	0	100	0	0	0	0	0	1	70	9	10	
	BIRMINGHAM	BMIBABY LTD	S	D	9	0	0	100	0	0	0	0	0	2	60	19	10	
	MANCHESTER	BMIBABY LTD	S	A	8	0	0	88	13	0	0	0	0	3	82	8	17	
	MANCHESTER	BMIBABY LTD	S	D	8	0	0	88	13	0	0	0	0	5	83	7	18	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	6	3	0	0	0	5	58	19	31	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	81	19	0	0	0	0	7	48	21	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	22	1	0	86	5	9	0	0	0	7	88	19	24	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	22	1	0	86	5	9	0	0	0	10	79	12	24	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	17	0	0	88	6	0	6	0	0	10	91	3	22	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	17	0	0	88	12	0	0	0	0	5	91	5	22	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	26	0	0	92	4	4	0	0	0	3	58	21	26	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	26	0	0	73	27	0	0	0	0	8	54	26	26	
	EDINBURGH	FLYGLOBESPAN	S	A	8	0	0	63	13	25	0	0	0	14	89	6	9	
	EDINBURGH	FLYGLOBESPAN	S	D	8	0	0	75	13	13	0	0	0	12	89	7	9	
	GLASGOW	FLYGLOBESPAN	S	A	9	0	0	67	22	11	0	0	0	12	100	2	9	
	GLASGOW	FLYGLOBESPAN	S	D	9	0	0	78	0	22	0	0	0	12	100	3	9	
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	0	0	0	
	STANSTED	RYANAIR	S	D	31	0	0	81	16	3	0	0	0	8	0	0	0	
	BIRMINGHAM	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	1	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PALMA DE MALLORCA																		
	GATWICK	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	2	75	4	4	
	MANCHESTER	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	0	75	77	4	
<b>TOTAL PALMA DE MALLORCA</b>					<b>356</b>	<b>3</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>74</b>	<b>14</b>	<b>14</b>	
PAPHOS																		
	GATWICK	EUROCYPRIA AIRLINES LTD	C	A	2	0	0	0	0	0	50	50	0	147	0	28	1	
	GATWICK	EUROCYPRIA AIRLINES LTD	C	D	2	0	0	0	0	0	50	50	0	155	0	33	1	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	3	0	0	0	33	0	33	33	0	126	0	78	1	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	3	0	0	0	0	33	0	67	0	150	0	83	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	0	0	50	0	161	100	0	1	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	0	0	0	50	0	178	100	9	1	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	0	4	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	32	50	17	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	100	0	0	0	0	0	6	100	0	5	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	100	0	0	0	0	0	6	100	3	5	
	GLASGOW	FLYGLOBESPAN	S	A	6	0	0	83	17	0	0	0	0	4	0	0	0	
	GLASGOW	FLYGLOBESPAN	S	D	6	0	0	67	0	17	17	0	0	24	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	32	0	0	91	6	0	3	0	0	7	62	30	26	
	GATWICK	GB AIRWAYS LTD	S	D	32	0	0	72	22	6	0	0	0	11	54	35	26	
	MANCHESTER	GB AIRWAYS LTD	S	A	18	0	0	89	6	0	6	0	0	8	79	29	14	
	MANCHESTER	GB AIRWAYS LTD	S	D	17	0	0	82	6	6	6	0	0	15	86	27	14	
	GATWICK	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	25	0	0	30	0	0	0	
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	100	0	0	0	0	0	1	0	0	0	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	60	20	0	20	0	0	34	80	11	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	5	0	0	60	40	0	0	0	0	9	60	11	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	9	0	0	78	11	11	0	0	0	9	78	18	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	89	0	11	0	0	0	8	89	5	9	
	GATWICK	THOMSONFLY LTD	C	A	6	0	0	100	0	0	0	0	0	7	67	37	6	
	GATWICK	THOMSONFLY LTD	C	D	6	0	0	83	17	0	0	0	0	10	67	39	6	
	GLASGOW	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	0	100	1	5	
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	50	50	0	0	0	0	14	80	8	5	
	MANCHESTER	THOMSONFLY LTD	C	A	9	0	0	44	22	22	11	0	0	31	71	10	7	
	MANCHESTER	THOMSONFLY LTD	C	D	9	0	0	56	22	11	11	0	0	28	71	8	7	
<b>TOTAL PAPHOS</b>					<b>224</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>12</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>21</b>	<b>70</b>	<b>32</b>	<b>32</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					308	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)										
PARIS (CHARLES DE GAULLE)	HEATHROW	AIR FRANCE	S	A	308	9	13	45	21	22	11	0	0	27	54	21	340
	HEATHROW	AIR FRANCE	S	D	308	8	13	57	19	15	8	0	0	21	71	16	339
	MANCHESTER	AIR FRANCE	S	A	125	0	0	74	15	9	2	0	0	11	75	12	150
	MANCHESTER	AIR FRANCE	S	D	124	0	1	89	7	2	2	0	0	6	84	7	148
	NEWCASTLE	BRIT AIR	S	A	83	0	0	95	2	1	1	0	0	4	74	15	84
	NEWCASTLE	BRIT AIR	S	D	82	0	0	90	7	1	1	0	0	5	77	11	81
	HEATHROW	BRITISH AIRWAYS PLC	S	A	271	8	10	57	13	17	11	1	0	25	75	15	287
	HEATHROW	BRITISH AIRWAYS PLC	S	D	274	7	7	62	16	13	9	0	0	21	68	17	288
	BIRMINGHAM	CITY JET	S	A	176	0	0	88	3	6	2	0	0	6	94	3	172
	BIRMINGHAM	CITY JET	S	D	176	0	0	94	3	2	1	0	0	5	95	3	173
	EDINBURGH	CITY JET	S	A	93	0	0	85	10	1	4	0	0	9	71	14	93
	EDINBURGH	CITY JET	S	D	93	0	0	73	17	4	5	0	0	16	60	19	93
	LONDON CITY	CITY JET	S	A	21	0	0	100	0	0	0	0	0	0	84	8	25
	LONDON CITY	CITY JET	S	D	21	1	0	14	14	62	5	5	0	42	24	34	21
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	77	10	3	10	0	0	11	0	0	0
	EDINBURGH	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	84	6	0	10	0	0	11	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	84	10	3	3	0	0	6	0	0	0
	GLASGOW	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	10	3	0	0	0	4	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	111	0	6	77	10	9	5	0	0	11	76	12	119
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	111	0	2	86	9	3	2	0	0	8	76	11	119
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	65	13	13	10	0	0	18	59	26	54
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	87	6	0	6	0	0	10	67	26	54
	BIRMINGHAM	FLYBE LTD	S	A	101	1	2	94	1	0	4	1	0	6	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	102	1	1	81	12	4	2	1	0	11	0	0	0
	EDINBURGH	FLYBE LTD	S	A	11	0	5	100	0	0	0	0	0	4	0	0	0
	EDINBURGH	FLYBE LTD	S	D	11	0	1	64	36	0	0	0	0	9	0	0	0
	MANCHESTER	FLYBE LTD	S	A	96	0	2	89	6	1	4	0	0	8	0	0	0
	MANCHESTER	FLYBE LTD	S	D	96	0	2	84	8	2	5	0	0	8	0	0	0
	MANCHESTER	JET2.COM LTD	S	A	31	1	1	90	3	0	3	3	0	11	0	0	0
	MANCHESTER	JET2.COM LTD	S	D	31	0	0	94	0	0	3	3	0	10	0	0	0
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	A	29	0	0	83	14	0	3	0	0	10	0	0	0
	MANCHESTER	REGIONAL COMPAGNIE AERIENNE EUROPEENNE	S	D	28	0	0	82	14	0	4	0	0	11	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JAN 2007					
					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)											
<b>TOTAL PARIS (CHARLES DE GAULLE)</b>					<b>3101</b>	<b>38</b>	<b>66</b>	<b>74</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>75</b>	<b>13</b>	<b>13</b>
PARIS (LE BOURGET)																	
PARIS (ORLY)																	
	LONDON CITY	CITY JET	S	A	117	1	0	83	7	9	1	0	0	8	76	10	107
	LONDON CITY	CITY JET	S	D	119	1	0	48	23	24	5	0	0	22	51	19	109
<b>TOTAL PARIS (ORLY)</b>					<b>236</b>	<b>2</b>	<b>0</b>	<b>65</b>	<b>15</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>63</b>	<b>15</b>	<b>15</b>
PARMA																	
	STANSTED	RYANAIR	S	A	16	0	1	56	38	6	0	0	0	12	41	22	17
	STANSTED	RYANAIR	S	D	17	0	0	71	24	6	0	0	0	11	61	16	18
<b>TOTAL PARMA</b>					<b>33</b>	<b>0</b>	<b>1</b>	<b>64</b>	<b>30</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>51</b>	<b>19</b>	<b>19</b>
PAU																	
	STANSTED	RYANAIR	S	A	14	0	0	79	14	0	7	0	0	9	96	12	28
	STANSTED	RYANAIR	S	D	14	0	0	79	14	7	0	0	0	6	93	5	29
<b>TOTAL PAU</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>9</b>	<b>9</b>
PERPIGNAN																	
	STANSTED	RYANAIR	S	A	14	0	0	100	0	0	0	0	0	0	94	10	18
	STANSTED	RYANAIR	S	D	14	0	0	100	0	0	0	0	0	2	100	2	18
<b>TOTAL PERPIGNAN</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>97</b>	<b>4</b>	<b>4</b>
PERUGIA																	
	STANSTED	RYANAIR	S	A	12	0	1	67	25	8	0	0	0	10	77	42	13
	STANSTED	RYANAIR	S	D	13	0	0	77	15	8	0	0	0	13	69	9	13
<b>TOTAL PERUGIA</b>					<b>25</b>	<b>0</b>	<b>1</b>	<b>72</b>	<b>20</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>73</b>	<b>26</b>	<b>26</b>
PESCARA																	
	STANSTED	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	4	80	25	10
	STANSTED	RYANAIR	S	D	14	0	0	57	43	0	0	0	0	13	70	26	10
<b>TOTAL PESCARA</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>75</b>	<b>25</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>26</b>	<b>26</b>
PHILADELPHIA INTERNATION																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	58	4	1	83	5	5	7	0	0	11	74	14	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	2	2	42	38	13	7	0	0	25	55	18	62
	GATWICK	US AIRWAYS	S	A	31	0	0	81	6	13	0	0	0	8	65	14	31
	GATWICK	US AIRWAYS	S	D	31	0	0	77	19	3	0	0	0	9	71	10	31

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
PHILADELPHIA INTERNATIONAL																		
	MANCHESTER	US AIRWAYS		S A	31	0	0	84	3	3	10	0	0	10	71	16	31	
	MANCHESTER	US AIRWAYS		S D	31	0	0	74	13	13	0	0	0	11	77	12	31	
<b>TOTAL PHILADELPHIA INTERNATIONAL</b>					<b>242</b>	<b>6</b>	<b>3</b>	<b>71</b>	<b>16</b>	<b>9</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>15</b>	<b>15</b>	
PHOENIX																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	26	0	0	77	12	8	4	0	0	12	74	14	27	
	HEATHROW	BRITISH AIRWAYS PLC		S D	25	1	1	20	44	28	8	0	0	32	12	40	26	
<b>TOTAL PHOENIX</b>					<b>51</b>	<b>1</b>	<b>1</b>	<b>49</b>	<b>27</b>	<b>18</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>22</b>	<b>43</b>	<b>27</b>	<b>27</b>	
PHUKET																		
PISA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	41	0	0	71	15	12	2	0	0	12	63	18	60	
	GATWICK	BRITISH AIRWAYS PLC		S D	41	0	0	76	15	7	2	0	0	11	67	18	60	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	31	0	0	77	16	3	3	0	0	10	0	0	0	
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	31	0	0	77	13	10	0	0	0	10	0	0	0	
	STANSTED	RYANAIR		S A	61	0	0	69	15	8	2	3	3	39	85	6	91	
	STANSTED	RYANAIR		S D	61	0	0	77	15	7	2	0	0	13	84	9	91	
<b>TOTAL PISA</b>					<b>266</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>15</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>12</b>	<b>12</b>	
PLOVDIV																		
	EDINBURGH	BH AIR		C A	4	0	0	0	25	25	0	50	0	129	0	168	3	
	EDINBURGH	BH AIR		C D	4	0	0	25	25	0	25	25	0	115	50	142	4	
	MANCHESTER	BH AIR		C A	3	0	0	0	33	33	33	0	0	78	20	22	5	
	MANCHESTER	BH AIR		C D	4	0	0	25	0	25	25	0	25	168	40	20	5	
	NEWCASTLE	BH AIR		C A	4	0	0	0	25	25	25	0	25	177	0	97	5	
	NEWCASTLE	BH AIR		C D	4	0	0	25	0	25	25	0	25	170	20	90	5	
	GATWICK	THOMSONFLY LTD		C A	4	0	0	0	25	25	50	0	0	74	50	31	4	
	GATWICK	THOMSONFLY LTD		C D	4	0	0	25	25	25	25	0	0	45	25	38	4	
<b>TOTAL PLOVDIV</b>					<b>32</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>19</b>	<b>22</b>	<b>28</b>	<b>9</b>	<b>9</b>	<b>120</b>	<b>27</b>	<b>64</b>	<b>64</b>	
PLYMOUTH																		
	GATWICK	AIR SOUTHWEST		S A	120	0	0	86	5	8	2	0	0	7	72	13	115	
	GATWICK	AIR SOUTHWEST		S D	30	0	0	87	10	3	0	0	0	4	83	9	29	
	MANCHESTER	AIR SOUTHWEST		S A	52	0	1	75	10	8	8	0	0	14	73	12	41	
	MANCHESTER	AIR SOUTHWEST		S D	53	0	0	85	4	8	4	0	0	8	80	13	41	
<b>TOTAL PLYMOUTH</b>					<b>255</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>6</b>	<b>7</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>75</b>	<b>12</b>	<b>12</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
POITIERS																		
PORLAMAR																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	25	25	0	0	35	100	5	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	29	100	6	3	
<b>TOTAL PORLAMAR</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>32</b>	<b>100</b>	<b>5</b>	<b>5</b>	
PORT OF SPAIN																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	92	0	0	8	0	0	12	0	0	0	
	GATWICK	BRITISH AIRWAYS PLC	S	D	14	0	0	43	29	14	14	0	0	30	0	0	0	
<b>TOTAL PORT OF SPAIN</b>					<b>27</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>15</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>40</b>	<b>35</b>	<b>35</b>	
POZNAN																		
	EDINBURGH	CENTRALWINGS	S	A	12	0	0	92	0	0	8	0	0	12	0	0	0	
	EDINBURGH	CENTRALWINGS	S	D	13	0	0	15	31	23	23	8	0	52	0	0	0	
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	0	1	90	4	31	
	STANSTED	RYANAIR	S	D	31	0	0	94	6	0	0	0	0	5	84	6	31	
	LUTON	WIZZ AIR	S	A	31	0	0	87	6	0	6	0	0	9	57	13	23	
	LUTON	WIZZ AIR	S	D	31	0	0	65	19	6	10	0	0	19	48	22	23	
<b>TOTAL POZNAN</b>					<b>149</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>9</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>72</b>	<b>10</b>	<b>10</b>	
PRAGUE																		
	BIRMINGHAM	BMIBABY LTD	S	A	27	0	0	93	4	0	4	0	0	8	61	30	28	
	BIRMINGHAM	BMIBABY LTD	S	D	27	0	0	89	4	4	4	0	0	11	75	18	28	
	MANCHESTER	BMIBABY LTD	S	A	27	0	2	85	4	4	7	0	0	12	74	24	31	
	MANCHESTER	BMIBABY LTD	S	D	27	0	1	93	0	0	7	0	0	8	87	8	31	
	GATWICK	BRITISH AIRWAYS PLC	S	A	16	0	0	63	25	6	0	6	0	24	63	31	30	
	GATWICK	BRITISH AIRWAYS PLC	S	D	16	0	0	75	13	6	0	6	0	20	80	16	30	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	87	3	3	44	13	11	30	1	1	56	59	41	87	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	3	3	41	11	26	21	0	0	36	63	22	88	
	GATWICK	CSA CZECH AIRLINES	C	A	2	0	0	0	0	100	0	0	0	44	0	0	0	
	HEATHROW	CSA CZECH AIRLINES	S	A	72	3	5	44	15	25	15	0	0	29	51	23	75	
	HEATHROW	CSA CZECH AIRLINES	S	D	72	3	5	72	6	10	13	0	0	19	78	14	74	
	MANCHESTER	CSA CZECH AIRLINES	S	A	50	0	0	68	22	8	2	0	0	13	67	26	48	
	MANCHESTER	CSA CZECH AIRLINES	S	D	47	0	2	96	4	0	0	0	0	3	83	16	46	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	79	13	6	2	0	0	8	68	21	59	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	76	13	6	5	0	0	11	56	18	59	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
																	MATCHED	UNMATCHED
PRAGUE	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	3	6	0	0	11	70	19	30	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	0	3	6	0	0	14	73	14	30	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	84	11	0	5	0	0	8	80	18	60	
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	82	11	3	3	0	0	8	72	16	60	
	GLASGOW	FLYGLOBESPAN	S	A	7	0	1	71	29	0	0	0	0	7	11	73	9	
	GLASGOW	FLYGLOBESPAN	S	D	8	0	0	88	13	0	0	0	0	6	33	50	9	
	EDINBURGH	JET2.COM LTD	S	A	23	0	0	78	13	4	4	0	0	12	0	0	0	
	EDINBURGH	JET2.COM LTD	S	D	23	0	0	96	0	0	4	0	0	6	0	0	0	
	MANCHESTER	JET2.COM LTD	S	A	4	0	0	75	0	0	25	0	0	22	0	0	0	
	MANCHESTER	JET2.COM LTD	S	D	4	0	0	75	0	25	0	0	0	20	0	0	0	
	LUTON	SKY EUROPE	S	A	31	0	0	90	3	3	3	0	0	8	0	0	0	
	LUTON	SKY EUROPE	S	D	31	0	0	74	13	6	6	0	0	15	0	0	0	
<b>TOTAL PRAGUE</b>					<b>1006</b>	<b>14</b>	<b>22</b>	<b>72</b>	<b>10</b>	<b>9</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>69</b>	<b>21</b>	<b>21</b>	
PRAIA																		
<b>TOTAL PRAIA</b>					<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>50</b>	<b>0</b>	<b>0</b>	<b>56</b>	<b>0</b>	<b>0</b>	<b>0</b>	
PRESTWICK																		
	STANSTED	RYANAIR	S	A	120	0	3	86	9	2	3	1	0	8	94	3	148	
	STANSTED	RYANAIR	S	D	121	0	2	83	9	7	1	0	0	8	91	6	151	
<b>TOTAL PRESTWICK</b>					<b>241</b>	<b>0</b>	<b>5</b>	<b>84</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>93</b>	<b>5</b>	<b>5</b>	
PRISTINA																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	18	0	0	78	6	6	11	0	0	14	61	21	18	
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	78	6	11	6	0	0	11	50	23	18	
<b>TOTAL PRISTINA</b>					<b>36</b>	<b>1</b>	<b>0</b>	<b>78</b>	<b>6</b>	<b>8</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>57</b>	<b>22</b>	<b>22</b>	
PROVIDENCIALES																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	4	0	0	25	25	25	25	0	0	38	100	0	5	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	4	0	0	50	0	0	50	0	0	52	75	13	4	
<b>TOTAL PROVIDENCIALES</b>					<b>8</b>	<b>0</b>	<b>0</b>	<b>38</b>	<b>13</b>	<b>13</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>45</b>	<b>89</b>	<b>6</b>	<b>6</b>	
PUERTO PLATA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	0	86	6	7	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	10	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	40	40	0	20	0	0	19	50	24	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	25	0	0	0	0	12	100	1	2	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: P

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					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)												
PUERTO PLATA																		
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	5	0	0	80	0	20	0	0	0	7	20	26	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	25	25	0	0	0	23	80	12	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	89	50	33	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	0	0	0	0	25	96	25	44	4	
	GATWICK	THOMSONFLY LTD	C	A	5	0	0	60	0	0	20	20	0	67	60	49	5	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	0	0	50	0	0	63	80	37	5	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	80	0	0	0	20	0	46	100	0	3	
	MANCHESTER	THOMSONFLY LTD	C	D	5	0	0	80	0	0	0	20	0	58	80	5	5	
<b>TOTAL PUERTO PLATA</b>					<b>53</b>	<b>0</b>	<b>0</b>	<b>70</b>	<b>9</b>	<b>4</b>	<b>8</b>	<b>8</b>	<b>2</b>	<b>40</b>	<b>69</b>	<b>21</b>	<b>21</b>	
PUERTO VALLARTA																		
PULA																		
PUNTA CANA																		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	100	0	0	0	0	0	3	0	34	2	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	40	20	20	20	0	0	27	0	38	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	0	25	0	0	0	15	50	29	2	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	20	0	0	0	0	9	100	10	2	
	MANCHESTER	MYTRAVEL AIRWAYS	C	A	4	0	0	75	0	0	0	25	0	53	80	10	5	
	MANCHESTER	MYTRAVEL AIRWAYS	C	D	5	0	0	100	0	0	0	0	0	2	100	3	5	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	50	0	25	25	0	0	44	75	12	4	
	GATWICK	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	12	50	19	4	
	MANCHESTER	THOMSONFLY LTD	C	A	5	0	0	100	0	0	0	0	0	1	40	23	5	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	8	100	6	5	
<b>TOTAL PUNTA CANA</b>					<b>46</b>	<b>9</b>	<b>0</b>	<b>76</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>70</b>	<b>13</b>	<b>13</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
RALEIGH	GATWICK	AMERICAN AIRLINES	S	A	31	0	0	84	10	3	3	0	0	8	71	21	31
	GATWICK	AMERICAN AIRLINES	S	D	31	0	0	87	10	0	3	0	0	8	87	7	31
<b>TOTAL RALEIGH</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>85</b>	<b>10</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>79</b>	<b>14</b>	<b>14</b>
RECIFE																	
<b>TOTAL RECIFE</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>47</b>	<b>0</b>	<b>0</b>	<b>0</b>
RENNES																	
	MANCHESTER	FLYBE LTD	S	A	4	0	0	75	0	0	25	0	0	17	0	0	0
	MANCHESTER	FLYBE LTD	S	D	4	0	0	100	0	0	0	0	0	1	0	0	0
<b>TOTAL RENNES</b>					<b>8</b>	<b>1</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>0</b>
REUS																	
	LUTON	RYANAIR	S	A	31	0	0	94	3	0	3	0	0	3	100	1	25
	LUTON	RYANAIR	S	D	31	0	0	94	3	0	3	0	0	5	100	3	26
	STANSTED	RYANAIR	S	A	17	0	0	88	6	0	0	6	0	20	96	2	26
	STANSTED	RYANAIR	S	D	17	0	0	94	6	0	0	0	0	3	85	7	26
<b>TOTAL REUS</b>					<b>96</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>95</b>	<b>3</b>	<b>3</b>
REYKJAVIK																	
RIGA																	
	GATWICK	AIR BALTIC	S	A	31	0	0	48	45	3	3	0	0	17	71	21	31
	GATWICK	AIR BALTIC	S	D	30	0	2	47	30	20	3	0	0	20	58	23	31
	STANSTED	RYANAIR	S	A	61	0	0	52	16	23	7	0	2	31	67	13	61
	STANSTED	RYANAIR	S	D	61	0	0	70	21	8	0	0	0	12	90	6	61
<b>TOTAL RIGA</b>					<b>183</b>	<b>0</b>	<b>2</b>	<b>57</b>	<b>25</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>75</b>	<b>13</b>	<b>13</b>
RIO DE JANEIRO (GALEAO)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	1	1	92	0	8	0	0	0	6	46	23	13
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	0	0	23	23	8	46	0	0	59	31	32	13
	HEATHROW	VARIG	S	A	22	1	2	68	5	9	14	5	0	28	0	0	0
	HEATHROW	VARIG	S	D	23	0	0	65	26	9	0	0	0	13	0	0	0
<b>TOTAL RIO DE JANEIRO (GALEAO)</b>					<b>71</b>	<b>2</b>	<b>3</b>	<b>63</b>	<b>14</b>	<b>8</b>	<b>13</b>	<b>1</b>	<b>0</b>	<b>25</b>	<b>38</b>	<b>27</b>	<b>27</b>
RIYADH																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	14	0	0	57	14	29	0	0	0	22	69	13	13
	HEATHROW	BMI BRITISH MIDLAND	S	D	13	0	0	69	15	8	8	0	0	15	86	14	14
	HEATHROW	SAUDI ARABIAN AIRLINES	S	A	14	0	0	50	21	21	0	7	0	33	67	18	6



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)											
RIYADH	HEATHROW	SAUDI ARABIAN AIRLINES	S	D	12	0	0	83	8	0	8	0	0	14	88	7	8
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	A	8	0	0	100	0	0	0	0	0	4	0	0	0
	MANCHESTER	SAUDI ARABIAN AIRLINES	S	D	8	0	0	88	13	0	0	0	0	5	0	0	0
<b>TOTAL RIYADH</b>					<b>69</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>13</b>	<b>12</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>13</b>	<b>13</b>
RODEZ																	
ROME (CIAMPINO)	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	61	0	0	61	25	13	2	0	0	16	65	23	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	61	0	0	77	13	8	2	0	0	10	77	13	62
	LUTON	RYANAIR	S	A	30	0	0	83	13	3	0	0	0	6	79	11	29
	LUTON	RYANAIR	S	D	30	0	0	100	0	0	0	0	0	1	87	5	30
	STANSTED	RYANAIR	S	A	151	0	2	84	11	3	0	1	1	14	81	17	147
	STANSTED	RYANAIR	S	D	153	0	0	86	11	2	1	0	0	7	81	10	152
<b>TOTAL ROME (CIAMPINO)</b>					<b>486</b>	<b>1</b>	<b>2</b>	<b>82</b>	<b>13</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>78</b>	<b>14</b>	<b>14</b>
ROME (FIUMICINO)	HEATHROW	ALITALIA	S	A	138	4	5	62	20	12	6	0	0	16	73	15	146
	HEATHROW	ALITALIA	S	D	136	4	5	51	15	21	12	1	0	29	59	26	145
	BIRMINGHAM	BMIBABY LTD	S	A	14	0	3	50	29	7	14	0	0	22	0	0	0
	BIRMINGHAM	BMIBABY LTD	S	D	14	0	3	57	21	0	21	0	0	29	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	A	42	0	0	76	12	7	5	0	0	11	43	23	30
	GATWICK	BRITISH AIRWAYS PLC	S	D	42	0	0	81	12	5	2	0	0	9	60	20	30
	HEATHROW	BRITISH AIRWAYS PLC	S	A	143	4	4	39	22	22	17	0	0	33	61	19	150
	HEATHROW	BRITISH AIRWAYS PLC	S	D	143	4	4	50	14	24	10	1	0	29	65	17	150
	MANCHESTER	JET2.COM LTD	S	A	18	0	0	78	6	6	11	0	0	19	52	28	21
	MANCHESTER	JET2.COM LTD	S	D	18	0	0	89	0	0	11	0	0	11	86	9	22
<b>TOTAL ROME (FIUMICINO)</b>					<b>708</b>	<b>16</b>	<b>24</b>	<b>56</b>	<b>17</b>	<b>17</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>59</b>	<b>22</b>	<b>22</b>
ROTTERDAM	HEATHROW	KLM CITYHOPPER	S	A	63	3	0	54	19	14	13	0	0	22	84	7	62
	HEATHROW	KLM CITYHOPPER	S	D	63	3	0	48	17	22	13	0	0	28	77	14	60
	STANSTED	TRANSAVIA	S	A	48	0	0	92	0	2	4	2	0	12	93	11	56
	STANSTED	TRANSAVIA	S	D	48	0	0	83	6	6	2	2	0	14	91	11	56
	LONDON CITY	VLM (BELGIUM)	S	A	151	0	10	75	15	4	4	3	0	18	83	9	208
	LONDON CITY	VLM (BELGIUM)	S	D	153	0	9	51	19	22	6	3	0	30	64	14	208

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: R

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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)										
ROTTERDAM																		
	MANCHESTER	VLM (BELGIUM)	S	A	41	1	0	61	15	17	7	0	0	20	0	0	0	0
	MANCHESTER	VLM (BELGIUM)	S	D	38	0	0	89	3	3	5	0	0	9	0	0	0	0
<b>TOTAL ROTTERDAM</b>					<b>605</b>	<b>7</b>	<b>19</b>	<b>66</b>	<b>14</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>21</b>	<b>78</b>	<b>11</b>	<b>11</b>	
RZESZOW																		
	STANSTED	RYANAIR	S	A	31	0	0	77	16	3	3	0	0	9	80	8	30	30
	STANSTED	RYANAIR	S	D	31	0	0	81	10	10	0	0	0	8	67	13	30	30
<b>TOTAL RZESZOW</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>13</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>73</b>	<b>10</b>	<b>10</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SALONIKA																		
	GATWICK	BRITISH AIRWAYS PLC		S A	21	0	0	67	29	5	0	0	0	10	59	21	22	
	GATWICK	BRITISH AIRWAYS PLC		S D	22	0	0	77	0	23	0	0	0	14	32	23	22	
	GATWICK	OLYMPIC AIRLINES		S A	18	0	0	56	17	6	22	0	0	37	68	18	22	
	GATWICK	OLYMPIC AIRLINES		S D	18	0	0	72	0	6	22	0	0	35	73	13	22	
	GATWICK	XL AIRWAYS UK LTD		C A	2	0	0	50	0	0	50	0	0	60	100	0	2	
	GATWICK	XL AIRWAYS UK LTD		C D	2	0	0	50	0	0	50	0	0	51	100	3	2	
<b>TOTAL SALONIKA</b>					<b>91</b>	<b>1</b>	<b>0</b>	<b>66</b>	<b>12</b>	<b>10</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>60</b>	<b>18</b>	<b>18</b>	
SALVADOR																		
SALZBURG																		
	GATWICK	BRITISH AIRWAYS PLC		S A	34	0	1	85	9	3	3	0	0	9	73	21	26	
	GATWICK	BRITISH AIRWAYS PLC		S D	35	0	0	83	9	6	3	0	0	10	62	22	26	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	25	0	0	0	0	9	25	39	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	50	0	50	0	0	0	26	25	49	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C A	4	0	0	75	0	0	0	0	25	266	50	17	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD		C D	4	0	0	75	0	0	0	0	25	266	100	3	4	
	BIRMINGHAM	FLYBE LTD		C A	4	0	0	100	0	0	0	0	0	0	0	0	0	
	BIRMINGHAM	FLYBE LTD		C D	4	0	0	50	50	0	0	0	0	11	0	0	0	
	MANCHESTER	GB AIRWAYS LTD		S A	4	0	0	100	0	0	0	0	0	6	73	34	15	
	MANCHESTER	GB AIRWAYS LTD		S D	4	0	0	100	0	0	0	0	0	1	93	4	15	
	GATWICK	MONARCH AIRLINES		C A	4	0	0	25	50	0	0	25	0	66	0	117	5	
	GATWICK	MONARCH AIRLINES		C D	4	0	0	50	0	25	0	25	0	68	40	33	5	
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	75	25	0	0	0	0	5	50	15	4	
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	3	100	0	4	
	GATWICK	MYTRAVEL AIRWAYS		C A	4	0	0	75	25	0	0	0	0	5	100	1	4	
	GATWICK	MYTRAVEL AIRWAYS		C D	4	0	0	75	0	25	0	0	0	11	75	16	4	
	STANSTED	RYANAIR		S A	91	0	1	91	7	1	1	0	0	4	69	18	91	
	STANSTED	RYANAIR		S D	92	0	0	85	11	4	0	0	0	6	60	17	93	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	4	0	0	100	0	0	0	0	0	1	100	4	4	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	4	0	0	100	0	0	0	0	0	2	100	1	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	0	0	25	0	50	25	32	4	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	0	25	0	0	0	15	25	31	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	75	0	25	0	0	0	13	75	8	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	75	25	0	0	0	0	5	80	27	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE					JAN 2007						
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
SALZBURG																		
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	75	43	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	14	100	6	4	
	GATWICK	THOMSONFLY LTD	S	A	4	0	0	75	0	25	0	0	0	16	81	31	27	
	GATWICK	THOMSONFLY LTD	C	A	7	0	0	86	0	14	0	0	0	8	50	22	8	
	GATWICK	THOMSONFLY LTD	S	D	4	0	0	75	0	0	25	0	0	22	85	31	27	
	GATWICK	THOMSONFLY LTD	C	D	7	0	0	86	0	0	14	0	0	13	63	15	8	
	GLASGOW	THOMSONFLY LTD	C	A	4	0	0	50	25	25	0	0	0	15	50	31	4	
	GLASGOW	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	19	75	23	4	
	LUTON	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	1	50	14	4	
	LUTON	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	6	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	25	25	50	0	0	67	75	16	4	
	MANCHESTER	THOMSONFLY LTD	S	A	22	0	0	82	14	5	0	0	0	5	76	15	25	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	0	25	25	50	0	0	70	75	9	4	
	MANCHESTER	THOMSONFLY LTD	S	D	22	0	0	95	0	0	5	0	0	5	64	23	25	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	50	24	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	100	2	4	
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	25	23	4	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	100	6	4		
<b>TOTAL SALZBURG</b>					<b>446</b>	<b>1</b>	<b>2</b>	<b>83</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>68</b>	<b>21</b>	<b>21</b>	
SAMEDAN/ST MORITZ																		
SAN FRANCISCO																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	2	1	76	14	8	0	2	0	12	85	8	61	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	3	2	49	24	17	10	0	0	24	52	23	62	
	HEATHROW	UNITED AIRLINES	S	A	59	2	0	71	15	8	3	2	0	17	84	11	61	
	HEATHROW	UNITED AIRLINES	S	D	59	1	0	42	25	12	19	2	0	34	76	9	62	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	87	3	7	3	0	0	8	87	4	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	50	20	20	10	0	0	26	61	16	31	
<b>TOTAL SAN FRANCISCO</b>					<b>296</b>	<b>10</b>	<b>5</b>	<b>61</b>	<b>18</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>21</b>	<b>74</b>	<b>12</b>	<b>12</b>	
SAN JUAN (PUERTO RICO)																		
SANAA																		
	HEATHROW	YEMENIA	S	A	9	0	0	33	22	33	11	0	0	37	22	95	9	
	HEATHROW	YEMENIA	S	D	9	0	0	67	11	11	11	0	0	26	44	78	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANAA					<b>18</b>	<b>0</b>	<b>0</b>	<b>50</b>	<b>17</b>	<b>22</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>32</b>	<b>94</b>	<b>94</b>
SANDEFJORD(TORP)																	
	STANSTED	RYANAIR	S	A	61	0	0	56	21	15	8	0	0	22	81	17	84
	STANSTED	RYANAIR	S	D	61	0	0	57	26	11	5	0	0	19	83	8	84
<b>TOTAL SANDEFJORD(TORP)</b>					<b>122</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>24</b>	<b>13</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>84</b>	<b>11</b>	<b>11</b>
SANFORD																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	50	60	4	4
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	20	80	0	0	0	21	50	72	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	5	100	2	4	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	25	50	25	0	0	19	50	22	4	4
	GLASGOW	FLYGLOBESPAN	S	A	8	0	1	13	0	25	63	0	85	75	21	8	8
	GLASGOW	FLYGLOBESPAN	S	D	8	0	0	38	25	0	38	0	46	0	51	9	9
	GATWICK	MYTRAVEL AIRWAYS	C	A	5	0	0	100	0	0	0	0	0	0	0	0	0
	GATWICK	MYTRAVEL AIRWAYS	C	D	4	0	0	75	25	0	0	0	9	0	0	0	0
	GATWICK	XL AIRWAYS UK LTD	C	A	8	0	0	88	0	0	13	0	13	67	41	12	12
	GATWICK	XL AIRWAYS UK LTD	C	D	9	0	0	56	0	22	11	11	44	25	67	12	12
	MANCHESTER	XL AIRWAYS UK LTD	C	A	8	0	0	50	0	38	0	13	45	63	47	8	8
	MANCHESTER	XL AIRWAYS UK LTD	C	D	8	0	0	25	38	13	13	13	56	88	32	8	8
<b>TOTAL SANFORD</b>					<b>75</b>	<b>8</b>	<b>1</b>	<b>53</b>	<b>16</b>	<b>12</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>35</b>	<b>55</b>	<b>48</b>	<b>48</b>
SANTA CRUZ DE LA PALMA																	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	6	0	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	11	0	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	25	75	0	0	35	0	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	8	0	0	0	0
<b>TOTAL SANTA CRUZ DE LA PALMA</b>					<b>16</b>	<b>0</b>	<b>0</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>
SANTANDER																	
	STANSTED	RYANAIR	S	A	31	0	0	100	0	0	0	0	1	100	1	18	18
	STANSTED	RYANAIR	S	D	31	0	0	90	6	3	0	0	5	100	2	18	18
<b>TOTAL SANTANDER</b>					<b>62</b>	<b>0</b>	<b>0</b>	<b>95</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>100</b>	<b>1</b>	<b>1</b>
SANTIAGO DE COMPOSTELA																	
	STANSTED	RYANAIR	S	A	17	0	0	88	6	6	0	0	5	87	4	23	23
	STANSTED	RYANAIR	S	D	17	0	0	82	6	12	0	0	6	96	3	23	23

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SANTIAGO DE COMPOSTELA					<b>36</b>	<b>0</b>	<b>0</b>	<b>83</b>	<b>6</b>	<b>8</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>3</b>
<b>TOTAL SANTIAGO DE COMPOSTELA (SPAIN)</b>																	
SANTO DOMINGO																	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	75	25	0	0	0	0	6	0	0	0
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	50	25	25	0	0	0	17	0	0	0
<b>TOTAL SANTO DOMINGO</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>11</b>	<b>0</b>	<b>0</b>	<b>0</b>
SAO PAULO (GUARULHOS)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	13	0	0	0	0	23	77	0	0	82	7	156	14
	HEATHROW	BRITISH AIRWAYS PLC	S	D	13	2	1	31	46	8	15	0	0	30	46	26	13
	HEATHROW	TAM LINHAS AEREAS	S	A	30	1	1	40	23	37	0	0	0	24	58	44	31
	HEATHROW	TAM LINHAS AEREAS	S	D	30	1	1	53	20	23	3	0	0	19	87	6	31
<b>TOTAL SAO PAULO (GUARULHOS)</b>					<b>86</b>	<b>4</b>	<b>3</b>	<b>37</b>	<b>22</b>	<b>26</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>32</b>	<b>58</b>	<b>46</b>	<b>46</b>
SARAJEVO																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	38	31	15	8	8	0	35	0	0	0
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	69	31	0	0	0	0	10	0	0	0
<b>TOTAL SARAJEVO</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>54</b>	<b>31</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>
SARMELLEK/BALATON																	
	STANSTED	RYANAIR	S	A	13	0	0	100	0	0	0	0	0	1	77	9	13
	STANSTED	RYANAIR	S	D	14	0	0	79	21	0	0	0	0	11	77	12	13
<b>TOTAL SARMELLEK/BALATON</b>					<b>27</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>77</b>	<b>10</b>	<b>10</b>
SEATTLE (TACOMA)																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	41	1	1	76	7	5	12	0	0	16	79	17	43
	HEATHROW	BRITISH AIRWAYS PLC	S	D	41	2	1	39	22	24	15	0	0	35	31	28	45
<b>TOTAL SEATTLE (TACOMA)</b>					<b>82</b>	<b>4</b>	<b>2</b>	<b>57</b>	<b>15</b>	<b>15</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>25</b>	<b>55</b>	<b>23</b>	<b>23</b>
SEOUL (INCHEON)																	
	HEATHROW	ASIANA AIRLINES	S	A	17	1	1	76	6	0	12	6	0	33	35	34	17
	HEATHROW	ASIANA AIRLINES	S	D	17	1	1	47	24	18	12	0	0	25	88	7	17
	HEATHROW	KOREAN AIR	S	A	30	1	1	50	17	27	3	3	0	27	52	24	31
	HEATHROW	KOREAN AIR	S	D	30	1	1	73	13	7	7	0	0	15	71	13	31
<b>TOTAL SEOUL (INCHEON)</b>					<b>94</b>	<b>4</b>	<b>4</b>	<b>62</b>	<b>15</b>	<b>14</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>24</b>	<b>61</b>	<b>19</b>	<b>19</b>
SEVILLE																	
	GATWICK	CLICKAIR	S	A	31	0	0	100	0	0	0	0	0	2	0	0	0
	GATWICK	CLICKAIR	S	D	31	0	0	100	0	0	0	0	0	1	0	0	0

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
																	MATCHED
SEVILLE	STANSTED	RYANAIR		S A	31	0	0	90	6	3	0	0	0	3	87	10	31
	STANSTED	RYANAIR		S D	31	0	0	90	3	6	0	0	0	6	77	11	31
<b>TOTAL SEVILLE</b>					<b>125</b>	<b>2</b>	<b>0</b>	<b>94</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>79</b>	<b>14</b>	<b>14</b>
SEYCHELLES	HEATHROW	AIR SEYCHELLES		S A	7	1	1	0	43	14	43	0	0	59	13	41	8
	HEATHROW	AIR SEYCHELLES		S D	8	0	0	50	13	38	0	0	0	25	57	13	7
<b>TOTAL SEYCHELLES</b>					<b>15</b>	<b>2</b>	<b>2</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>33</b>	<b>28</b>	<b>28</b>
SHANGHAI (PU DONG)	HEATHROW	BRITISH AIRWAYS PLC		S A	21	1	1	0	0	24	71	5	0	91	55	21	22
	HEATHROW	BRITISH AIRWAYS PLC		S D	21	0	0	38	48	14	0	0	0	19	36	22	22
	HEATHROW	CHINA EASTERN AIRLINES		S A	9	1	1	0	0	22	56	11	11	181	6	88	17
	HEATHROW	CHINA EASTERN AIRLINES		S D	9	1	1	11	11	44	22	0	11	125	53	26	17
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	1	53	10	17	20	0	0	34	58	30	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	1	1	60	20	13	7	0	0	21	65	25	31
<b>TOTAL SHANGHAI (PU DONG)</b>					<b>120</b>	<b>5</b>	<b>5</b>	<b>36</b>	<b>17</b>	<b>19</b>	<b>25</b>	<b>2</b>	<b>2</b>	<b>56</b>	<b>49</b>	<b>33</b>	<b>33</b>
SHANNON	HEATHROW	AER LINGUS		S A	39	0	0	85	8	5	3	0	0	8	82	13	93
	HEATHROW	AER LINGUS		S D	39	0	0	90	8	3	0	0	0	6	88	11	93
	BIRMINGHAM	RYANAIR		S A	27	0	0	93	4	0	4	0	0	4	0	0	0
	BIRMINGHAM	RYANAIR		S D	27	0	0	89	7	0	4	0	0	6	0	0	0
	EDINBURGH	RYANAIR		S A	17	1	0	100	0	0	0	0	0	0	92	4	13
	EDINBURGH	RYANAIR		S D	17	0	0	100	0	0	0	0	0	0	92	6	13
	GATWICK	RYANAIR		S A	31	0	0	94	6	0	0	0	0	2	77	9	31
	GATWICK	RYANAIR		S D	31	0	0	90	6	3	0	0	0	4	71	12	31
	LUTON	RYANAIR		S A	29	2	2	93	0	7	0	0	0	3	0	0	0
	LUTON	RYANAIR		S D	29	2	2	93	0	7	0	0	0	3	0	0	0
	MANCHESTER	RYANAIR		S A	17	0	0	100	0	0	0	0	0	1	92	3	13
	MANCHESTER	RYANAIR		S D	17	0	0	100	0	0	0	0	0	1	100	2	13
	STANSTED	RYANAIR		S A	102	0	0	94	4	2	0	0	0	3	91	17	87
	STANSTED	RYANAIR		S D	102	0	0	87	8	5	0	0	0	6	92	5	87
<b>TOTAL SHANNON</b>					<b>524</b>	<b>5</b>	<b>4</b>	<b>92</b>	<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>87</b>	<b>11</b>	<b>11</b>
SHARM EL SHEIKH (OPHIRA)																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)																		
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	A	5	0	0	0	0	60	40	0	0	69	0	0	0	
	MANCHESTER	EUROCYPRIA AIRLINES LTD	C	D	4	0	0	0	50	25	25	0	0	57	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	20	20	40	20	0	0	41	75	13	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	80	0	20	0	0	0	12	75	7	4	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	11	22	22	44	0	0	57	38	29	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	11	11	22	0	0	35	50	14	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	22	56	11	11	0	0	28	57	15	7	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	56	22	11	11	0	0	21	86	5	7	
	EDINBURGH	FLYGLOBESPAN	S	A	5	0	0	100	0	0	0	0	0	0	0	0	0	
	EDINBURGH	FLYGLOBESPAN	S	D	5	0	0	80	20	0	0	0	0	9	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	18	0	0	67	22	6	6	0	0	16	68	14	22	
	GATWICK	GB AIRWAYS LTD	S	D	18	0	0	61	22	17	0	0	0	13	45	18	22	
	GATWICK	MONARCH AIRLINES	C	A	11	0	0	45	27	9	9	9	0	42	30	33	10	
	GATWICK	MONARCH AIRLINES	C	D	11	0	0	64	9	9	9	9	0	44	67	16	9	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	14	0	0	50	43	0	7	0	0	16	40	23	5	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	13	0	0	77	23	0	0	0	0	11	75	10	4	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	50	0	25	0	0	27	63	11	8	
	GLASGOW	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	6	89	36	9	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	10	0	0	40	10	20	30	0	0	38	0	63	5	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	9	0	0	56	11	0	33	0	0	32	50	22	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	25	0	0	0	0	6	75	9	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD	C	D	4	0	0	100	0	0	0	0	0	0	100	0	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	5	0	0	40	20	20	20	0	0	38	50	21	4	
	BIRMINGHAM	THOMSONFLY LTD	C	D	5	0	0	40	40	0	20	0	0	27	50	9	4	
	GATWICK	THOMSONFLY LTD	C	A	18	0	0	61	33	0	6	0	0	15	77	14	13	
	GATWICK	THOMSONFLY LTD	C	D	18	1	0	78	17	0	6	0	0	15	77	12	13	
	GLASGOW	THOMSONFLY LTD	C	A	5	0	0	0	20	80	0	0	0	43	0	323	4	
	GLASGOW	THOMSONFLY LTD	C	D	5	0	0	80	20	0	0	0	0	9	75	47	4	
	LUTON	THOMSONFLY LTD	S	A	9	0	0	56	11	11	0	0	22	308	0	0	0	
	LUTON	THOMSONFLY LTD	S	D	9	0	0	56	33	0	0	11	0	39	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	A	26	0	0	69	23	8	0	0	0	9	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	D	26	0	0	88	12	0	0	0	0	5	0	0	0	
	NEWCASTLE	THOMSONFLY LTD	C	A	5	0	0	40	40	20	0	0	0	19	25	29	4	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
SHARM EL SHEIKH (OPHIRA)																		
	NEWCASTLE	THOMSONFLY LTD	C	D	5	0	0	60	40	0	0	0	0	9	75	12	4	
	STANSTED	THOMSONFLY LTD	C	A	5	0	0	80	0	20	0	0	0	15	100	5	4	
	STANSTED	THOMSONFLY LTD	C	D	5	0	0	100	0	0	0	0	6	100	8	4		
	BIRMINGHAM	XL AIRWAYS UK LTD	C	A	9	0	0	56	22	11	11	0	0	21	0	115	5	
	BIRMINGHAM	XL AIRWAYS UK LTD	C	D	9	0	0	56	44	0	0	0	0	14	25	113	4	
	GATWICK	XL AIRWAYS UK LTD	C	A	16	0	0	63	19	13	0	6	0	32	44	31	18	
	GATWICK	XL AIRWAYS UK LTD	C	D	12	0	0	83	8	0	8	0	0	20	54	61	13	
	MANCHESTER	XL AIRWAYS UK LTD	C	A	13	0	0	23	8	38	15	15	0	77	33	34	15	
	MANCHESTER	XL AIRWAYS UK LTD	C	D	10	0	0	40	10	20	10	20	0	75	69	13	13	
<b>TOTAL SHARM EL SHEIKH (OPHIRA)</b>					<b>400</b>	<b>1</b>	<b>0</b>	<b>59</b>	<b>21</b>	<b>10</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>31</b>	<b>57</b>	<b>29</b>	<b>29</b>	
SINGAPORE																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	31	0	0	58	19	13	3	3	3	69	77	7	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	23	23	30	23	0	0	43	26	33	31	
	HEATHROW	SINGAPORE AIRLINES	S	A	87	5	6	63	11	20	5	1	0	19	61	18	93	
	HEATHROW	SINGAPORE AIRLINES	S	D	90	3	3	54	27	13	4	1	0	23	63	15	93	
	MANCHESTER	SINGAPORE AIRLINES	S	A	30	1	1	67	17	17	0	0	0	13	39	29	28	
	MANCHESTER	SINGAPORE AIRLINES	S	D	31	0	0	87	10	3	0	0	0	4	79	7	28	
<b>TOTAL SINGAPORE</b>					<b>299</b>	<b>12</b>	<b>11</b>	<b>59</b>	<b>18</b>	<b>16</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>26</b>	<b>60</b>	<b>19</b>	<b>19</b>	
SION																		
	EDINBURGH	DARWIN AIRLINE	C	D	4	0	0	25	25	25	25	0	0	55	0	0	0	
	STANSTED	DARWIN AIRLINE	C	A	4	0	0	50	0	25	25	0	0	56	0	0	0	
	STANSTED	DARWIN AIRLINE	C	D	4	0	0	100	0	0	0	0	0	10	0	0	0	
	GATWICK	FLYBE LTD	C	A	4	0	0	25	25	25	0	25	0	68	100	2	4	
	GATWICK	FLYBE LTD	C	D	4	0	0	75	0	25	0	0	0	18	100	8	4	
<b>TOTAL SION</b>					<b>20</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>10</b>	<b>20</b>	<b>10</b>	<b>5</b>	<b>0</b>	<b>41</b>	<b>100</b>	<b>5</b>	<b>5</b>	
SLIGO																		
	MANCHESTER	AER ARRAN	S	A	17	0	0	94	0	0	6	0	0	7	0	0	0	
	MANCHESTER	AER ARRAN	S	D	17	0	0	88	6	0	6	0	0	7	0	0	0	
<b>TOTAL SLIGO</b>					<b>34</b>	<b>0</b>	<b>0</b>	<b>91</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	
SOFIA																		
	MANCHESTER	BH AIR	C	A	2	0	0	0	0	0	50	0	50	286	0	0	0	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	29	1	1	17	28	21	31	3	0	59	58	28	31	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
SOFIA	HEATHROW	BRITISH AIRWAYS PLC		S D	30	1	1	47	20	30	3	0	0	23	84	12	31
	GATWICK	BULGARIA AIR		S A	29	0	1	34	24	14	7	10	10	101	52	17	31
	GATWICK	BULGARIA AIR		S D	29	0	1	52	17	7	7	10	7	82	61	11	31
	HEATHROW	BULGARIA AIR		S A	15	0	2	7	0	40	40	13	0	84	0	0	0
	HEATHROW	BULGARIA AIR		S D	15	0	2	20	20	40	13	7	0	58	0	0	0
	MANCHESTER	BULGARIA AIR		S A	10	0	0	70	10	0	10	10	0	44	63	13	8
	MANCHESTER	BULGARIA AIR		S D	10	0	0	70	0	10	10	10	0	48	50	17	8
	GATWICK	EASYJET AIRLINE COMPANY LTD		S A	24	0	2	54	21	8	13	4	0	29	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD		S D	28	0	0	64	25	7	0	4	0	20	0	0	0
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C A	3	0	0	33	0	33	0	33	0	137	50	76	4
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD		C D	3	0	0	33	33	0	0	33	0	118	60	59	5
	GATWICK	MONARCH AIRLINES		C A	8	0	0	25	25	13	38	0	0	63	0	65	4
	GATWICK	MONARCH AIRLINES		C D	8	0	0	63	13	13	13	0	0	21	50	40	4
	MANCHESTER	MONARCH AIRLINES		C A	4	0	0	25	50	0	25	0	0	40	50	17	4
	MANCHESTER	MONARCH AIRLINES		C D	4	0	0	100	0	0	0	0	0	0	100	0	4
	BIRMINGHAM	MYTRAVEL AIRWAYS		C A	4	0	0	75	0	0	25	0	0	41	0	0	0
	BIRMINGHAM	MYTRAVEL AIRWAYS		C D	3	0	0	100	0	0	0	0	0	3	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	25	0	25	25	0	103	50	32	4
	GATWICK	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	0	25	50	0	0	82	50	40	4
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	4	0	0	25	0	25	25	25	0	112	75	6	4
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	4	0	0	25	25	0	50	0	0	77	75	9	4
	GATWICK	THOMSONFLY LTD		C A	4	0	0	0	0	75	25	0	0	73	75	18	4
	GATWICK	THOMSONFLY LTD		C D	4	0	0	50	50	0	0	0	0	13	50	15	4
	MANCHESTER	THOMSONFLY LTD		C A	3	0	0	33	0	0	67	0	0	81	50	16	4
	MANCHESTER	THOMSONFLY LTD		C D	3	0	0	67	0	0	33	0	0	26	100	5	4
	LUTON	WIZZ AIR		S A	19	0	3	37	5	21	11	16	11	123	53	15	15
	LUTON	WIZZ AIR		S D	21	0	1	48	14	5	0	19	14	155	67	15	15
<b>TOTAL SOFIA</b>					<b>330</b>	<b>2</b>	<b>14</b>	<b>42</b>	<b>17</b>	<b>15</b>	<b>15</b>	<b>8</b>	<b>3</b>	<b>68</b>	<b>57</b>	<b>22</b>	<b>22</b>
SOLO CITY																	
SONDERBORG																	
SOUTHAMPTON																	
	NEWCASTLE	EASTERN AIRWAYS		S A	59	0	2	76	20	2	0	2	0	11	85	7	62
	NEWCASTLE	EASTERN AIRWAYS		S D	60	0	1	92	2	5	2	0	0	8	90	5	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
SOUTHAMPTON																		
	EDINBURGH	FLYBE LTD	S	A	125	1	1	85	8	6	1	0	0	7	78	13	121	
	EDINBURGH	FLYBE LTD	S	D	124	0	2	76	13	7	4	0	0	12	67	17	124	
	GLASGOW	FLYBE LTD	S	A	104	0	2	84	3	9	4	1	0	12	84	9	134	
	GLASGOW	FLYBE LTD	S	D	103	0	3	81	6	8	5	1	0	16	73	16	135	
	MANCHESTER	FLYBE LTD	S	A	144	0	1	90	8	1	1	0	0	5	72	11	94	
	MANCHESTER	FLYBE LTD	S	D	144	0	1	90	7	2	1	0	0	5	85	8	93	
	NEWCASTLE	FLYBE LTD	S	A	66	0	0	91	5	5	0	0	0	4	83	12	80	
	NEWCASTLE	FLYBE LTD	S	D	66	0	0	82	11	5	3	0	0	10	83	14	80	
<b>TOTAL SOUTHAMPTON</b>					<b>997</b>	<b>1</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>11</b>	<b>11</b>	
SPLIT																		
ST JOHNS																		
ST KITTS																		
ST LUCIA (HEWANORRA)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	9	0	0	78	22	0	0	0	0	5	78	15	9	
	GATWICK	BRITISH AIRWAYS PLC	S	D	9	0	0	56	22	11	11	0	0	24	44	21	9	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	A	13	0	0	77	0	8	15	0	0	23	86	8	14	
	GATWICK	VIRGIN ATLANTIC AIRWAYS LTD	S	D	13	0	0	54	8	0	31	8	0	56	54	20	13	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	A	4	0	0	25	0	50	0	25	0	67	25	577	4	
	MANCHESTER	VIRGIN ATLANTIC AIRWAYS LTD	S	D	5	0	0	40	0	40	0	20	0	77	25	124	4	
	GATWICK	XL AIRWAYS UK LTD	C	D	5	0	0	20	20	20	40	0	0	36	0	0	0	
<b>TOTAL ST LUCIA (HEWANORRA)</b>					<b>58</b>	<b>0</b>	<b>0</b>	<b>57</b>	<b>10</b>	<b>12</b>	<b>16</b>	<b>5</b>	<b>0</b>	<b>37</b>	<b>60</b>	<b>66</b>	<b>66</b>	
ST PETERSBURG																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	30	30	20	20	0	0	33	61	22	31	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	47	20	23	10	0	0	29	65	17	31	
	GATWICK	GTK RUSSIA	S	A	8	0	0	50	38	13	0	0	0	16	58	13	12	
	GATWICK	GTK RUSSIA	S	D	8	0	0	63	25	13	0	0	0	15	75	9	12	
	HEATHROW	GTK RUSSIA	S	A	4	0	0	0	50	50	0	0	0	28	0	0	0	
	HEATHROW	GTK RUSSIA	S	D	4	0	0	75	25	0	0	0	0	12	0	0	0	
<b>TOTAL ST PETERSBURG</b>					<b>84</b>	<b>3</b>	<b>2</b>	<b>42</b>	<b>27</b>	<b>20</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>60</b>	<b>18</b>	<b>18</b>	
STANSTED																		
	MANCHESTER	EASTERN AIRWAYS	S	A	56	0	3	91	5	4	0	0	0	4	0	0	0	
	MANCHESTER	EASTERN AIRWAYS	S	D	56	0	3	93	4	2	2	0	0	3	0	0	0	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007				
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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
STANSTED																		
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S A	140	0	0	79	10	7	4	0	0	11	80	13	164	
	EDINBURGH	EASYJET AIRLINE COMPANY LTD		S D	140	0	0	76	11	9	4	1	0	12	79	14	164	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S A	135	0	1	81	10	6	2	0	0	9	83	13	139	
	GLASGOW	EASYJET AIRLINE COMPANY LTD		S D	135	0	1	81	9	8	2	0	0	9	86	14	139	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S A	86	0	1	84	7	2	7	0	0	10	76	12	141	
	NEWCASTLE	EASYJET AIRLINE COMPANY LTD		S D	86	0	1	86	2	5	7	0	0	11	78	15	142	
<b>TOTAL STANSTED</b>					<b>835</b>	<b>2</b>	<b>10</b>	<b>82</b>	<b>8</b>	<b>6</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>80</b>	<b>13</b>	<b>13</b>	
STAVANGER																		
	GATWICK	NORWEGIAN AIR SHUTTLE		S A	17	0	0	76	12	6	6	0	0	11	0	0	0	
	GATWICK	NORWEGIAN AIR SHUTTLE		S D	17	0	0	76	6	12	6	0	0	12	0	0	0	
	EDINBURGH	SAS		C D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	HEATHROW	SAS		S A	52	2	2	46	17	21	13	2	0	30	70	21	53	
	HEATHROW	SAS		S D	52	2	2	56	10	25	8	2	0	25	73	22	52	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S A	8	0	0	63	13	25	0	0	0	15	75	13	16	
	NEWCASTLE	WIDEROE FLYVESELSKAP A/S		S D	8	0	0	63	13	25	0	0	0	16	81	9	16	
<b>TOTAL STAVANGER</b>					<b>157</b>	<b>5</b>	<b>4</b>	<b>58</b>	<b>13</b>	<b>20</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>73</b>	<b>19</b>	<b>19</b>	
STOCKHOLM (ARLANDA)																		
	HEATHROW	BRITISH AIRWAYS PLC		S A	160	6	8	36	24	20	18	2	0	38	60	23	174	
	HEATHROW	BRITISH AIRWAYS PLC		S D	162	6	6	42	21	20	15	1	0	33	61	18	175	
	HEATHROW	SAS		S A	148	6	5	30	24	24	20	2	0	42	39	29	154	
	HEATHROW	SAS		S D	147	5	5	52	16	14	18	1	0	31	52	24	153	
	LONDON CITY	SAS		S A	35	0	0	6	43	40	11	0	0	35	48	18	29	
	LONDON CITY	SAS		S D	35	0	0	0	14	43	43	0	0	61	17	42	29	
	MANCHESTER	SAS		S A	40	0	0	83	18	0	0	0	0	5	79	13	39	
	MANCHESTER	SAS		S D	40	0	0	93	3	5	0	0	0	5	90	7	39	
	GATWICK	STERLING AIRLINES		S A	28	0	0	82	4	11	4	0	0	10	0	0	0	
	GATWICK	STERLING AIRLINES		S D	28	0	0	64	18	11	7	0	0	18	0	0	0	
<b>TOTAL STOCKHOLM (ARLANDA)</b>					<b>823</b>	<b>23</b>	<b>24</b>	<b>44</b>	<b>20</b>	<b>19</b>	<b>16</b>	<b>1</b>	<b>0</b>	<b>33</b>	<b>55</b>	<b>22</b>	<b>22</b>	
STOCKHOLM (BROMMA)																		
STOCKHOLM (SKAVSTA)																		
	STANSTED	RYANAIR		S A	88	0	0	78	11	7	2	0	1	15	81	17	116	
	STANSTED	RYANAIR		S D	88	0	1	81	13	5	2	0	0	11	85	8	117	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					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)											
STOCKHOLM (SKAVSTA)																	
<b>TOTAL STOCKHOLM (SKAVSTA)</b>					<b>176</b>	<b>0</b>	<b>1</b>	<b>80</b>	<b>12</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>83</b>	<b>12</b>	<b>12</b>
STORNOWAY																	
	EDINBURGH	LOGANAIR	S	A	75	0	0	84	7	7	3	0	0	9	69	14	67
	EDINBURGH	LOGANAIR	S	D	73	0	0	85	7	3	5	0	0	8	78	10	76
	GLASGOW	LOGANAIR	S	A	81	0	0	93	4	1	2	0	0	5	71	12	79
	GLASGOW	LOGANAIR	S	D	82	0	0	88	9	1	2	0	0	7	76	12	79
<b>TOTAL STORNOWAY</b>					<b>311</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>73</b>	<b>12</b>	<b>12</b>
STRASBOURG																	
	LONDON CITY	CITY JET	S	A	68	0	0	72	19	7	1	0	0	12	0	0	0
	LONDON CITY	CITY JET	S	D	68	0	0	65	28	6	1	0	0	13	0	0	0
<b>TOTAL STRASBOURG</b>					<b>136</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>24</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>81</b>	<b>9</b>	<b>9</b>
STUTTART																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	86	3	3	49	21	15	14	1	0	29	63	25	90
	HEATHROW	BRITISH AIRWAYS PLC	S	D	87	3	3	59	15	11	15	0	0	26	67	18	90
	BIRMINGHAM	FLYBE LTD	S	A	72	0	0	85	4	3	7	1	0	13	0	0	0
	BIRMINGHAM	FLYBE LTD	S	D	72	0	0	82	7	4	7	0	0	13	0	0	0
	STANSTED	GERMANWINGS	S	A	53	0	0	92	4	4	0	0	0	3	91	8	54
	STANSTED	GERMANWINGS	S	D	53	0	0	81	9	8	2	0	0	9	81	13	54
	HEATHROW	LUFTHANSA	S	A	81	1	1	63	14	21	2	0	0	17	0	0	0
	HEATHROW	LUFTHANSA	S	D	81	1	1	65	22	10	2	0	0	13	0	0	0
	MANCHESTER	TUIFLY (GERMANY)	S	A	22	0	0	100	0	0	0	0	0	1	0	0	0
	MANCHESTER	TUIFLY (GERMANY)	S	D	22	0	0	100	0	0	0	0	0	0	0	0	0
<b>TOTAL STUTTART</b>					<b>631</b>	<b>8</b>	<b>8</b>	<b>72</b>	<b>12</b>	<b>9</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>77</b>	<b>13</b>	<b>13</b>
SUMBURGH																	
	EDINBURGH	LOGANAIR	S	A	53	0	0	89	4	0	6	2	0	18	74	16	47
	EDINBURGH	LOGANAIR	S	D	53	0	0	83	6	6	6	0	0	11	63	18	48
	GLASGOW	LOGANAIR	S	A	31	0	0	90	0	0	10	0	0	10	82	8	28
	GLASGOW	LOGANAIR	S	D	32	0	0	88	13	0	0	0	0	5	64	22	28
<b>TOTAL SUMBURGH</b>					<b>169</b>	<b>0</b>	<b>0</b>	<b>87</b>	<b>5</b>	<b>2</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>12</b>	<b>70</b>	<b>16</b>	<b>16</b>
SYDNEY																	
	HEATHROW	BRITISH AIRWAYS PLC	S	A	62	0	0	29	21	34	13	2	2	52	44	28	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	60	2	2	28	30	35	7	0	0	31	40	26	62

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: S

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records		
					Actual (7)	Plan (8)													
SYDNEY																			
	HEATHROW	QANTAS		S A	62	0	0	18	19	19	16	24	3	109	41	39	61		
	HEATHROW	QANTAS		S D	60	2	2	25	35	30	7	3	0	36	19	34	62		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	31	0	0	74	19	6	0	0	0	8	61	16	31		
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	1	1	43	37	17	3	0	0	23	29	27	31		
<b>TOTAL SYDNEY</b>					<b>305</b>	<b>5</b>	<b>5</b>	<b>32</b>	<b>27</b>	<b>26</b>	<b>9</b>	<b>6</b>	<b>1</b>	<b>49</b>	<b>38</b>	<b>30</b>	<b>30</b>		
SZCZECIN (GOLENOW)																			
	EDINBURGH	CENTRALWINGS		S A	7	0	0	43	29	14	14	0	0	21	0	0	0		
	EDINBURGH	CENTRALWINGS		S D	8	0	0	25	63	13	0	0	0	21	0	0	0		
	STANSTED	RYANAIR		S A	17	0	0	88	0	6	0	6	0	14	83	10	18		
	STANSTED	RYANAIR		S D	17	0	0	88	6	0	0	6	0	16	72	17	18		
<b>TOTAL SZCZECIN (GOLENOW)</b>					<b>49</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>16</b>	<b>6</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>17</b>	<b>78</b>	<b>14</b>	<b>14</b>		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007						
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)													
TABA																			
	GATWICK	ASTRAEUS LTD	C	A	5	0	0	40	20	20	20	0	0	45	67	21	6		
	GATWICK	ASTRAEUS LTD	C	D	4	0	0	50	0	0	50	0	0	50	60	20	5		
	MANCHESTER	ASTRAEUS LTD	C	A	4	0	0	50	25	25	0	0	0	19	20	40	5		
	MANCHESTER	ASTRAEUS LTD	C	D	4	0	0	100	0	0	0	0	0	4	80	9	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	11	60	9	5		
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	5	1	0	80	20	0	0	0	0	9	60	13	5		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	60	20	20	0	0	0	13	100	0	4		
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	100	0	0	0	0	0	5	100	1	5		
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	15	67	20	6		
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	50	0	0	0	0	13	100	4	5		
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	0	100	1	4		
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	75	13	4		
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	100	0	0	0	0	0	4	75	14	4		
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	75	25	0	0	0	0	5	100	1	4		
<b>TOTAL TABA</b>					<b>62</b>	<b>1</b>	<b>0</b>	<b>73</b>	<b>15</b>	<b>8</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>15</b>	<b>74</b>	<b>14</b>	<b>14</b>		
TAIPEI																			
	HEATHROW	EVA AIR	S	A	26	0	1	15	19	42	23	0	0	43	23	47	26		
	HEATHROW	EVA AIR	S	D	26	0	1	12	23	35	31	0	0	44	35	25	26		
<b>TOTAL TAIPEI</b>					<b>52</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>21</b>	<b>38</b>	<b>27</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>29</b>	<b>36</b>	<b>36</b>		
TALLIN																			
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	71	23	3	3	0	0	13	79	12	29		
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	77	13	6	3	0	0	10	84	9	31		
	GATWICK	ESTONIAN AIR	S	A	26	0	0	54	27	19	0	0	0	17	42	24	33		
	GATWICK	ESTONIAN AIR	S	D	26	0	0	65	8	23	4	0	0	18	42	27	33		
<b>TOTAL TALLIN</b>					<b>114</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>14</b>	<b>61</b>	<b>18</b>	<b>18</b>		
TAMPA																			
	GATWICK	BRITISH AIRWAYS PLC	S	A	17	0	0	82	6	6	0	6	0	15	73	16	22		
	GATWICK	BRITISH AIRWAYS PLC	S	D	18	0	0	78	22	0	0	0	0	8	71	17	21		
<b>TOTAL TAMPA</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>11</b>	<b>72</b>	<b>16</b>	<b>16</b>		
TAMPERE																			
	STANSTED	RYANAIR	S	A	30	0	1	70	23	3	3	0	0	15	81	9	57		
	STANSTED	RYANAIR	S	D	31	0	0	87	3	10	0	0	0	11	91	7	57		

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE					JAN 2007					
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TAMPERE																		
<b>TOTAL TAMPERE</b>					<b>61</b>	<b>0</b>	<b>1</b>	<b>79</b>	<b>13</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>13</b>	<b>85</b>	<b>8</b>	<b>8</b>	
TANGIERS (IBN BATUTA)																		
	HEATHROW	ROYAL AIR MAROC	S	A	9	0	0	33	11	33	22	0	0	46	67	14	9	
	HEATHROW	ROYAL AIR MAROC	S	D	9	0	0	44	11	22	22	0	0	40	67	15	9	
<b>TOTAL TANGIERS (IBN BATUTA)</b>					<b>18</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>11</b>	<b>28</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>43</b>	<b>67</b>	<b>14</b>	<b>14</b>	
TASHKENT																		
	HEATHROW	UZBEKISTAN AIRLINES	S	A	8	0	1	38	13	25	25	0	0	43	23	77	13	
	HEATHROW	UZBEKISTAN AIRLINES	S	D	8	0	1	25	0	38	38	0	0	50	15	76	13	
<b>TOTAL TASHKENT</b>					<b>16</b>	<b>0</b>	<b>2</b>	<b>31</b>	<b>6</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>17</b>	<b>75</b>	<b>75</b>	
TATRY-POPRAD																		
	LUTON	SKY EUROPE	S	A	14	0	0	93	0	7	0	0	0	7	0	0	0	
	LUTON	SKY EUROPE	S	D	14	0	0	64	29	0	7	0	0	15	0	0	0	
<b>TOTAL TATRY-POPRAD</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>14</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>89</b>	<b>10</b>	<b>10</b>	
TBILISI																		
	HEATHROW	BMI BRITISH MIDLAND	S	A	11	1	1	73	9	18	0	0	0	11	0	0	0	
	HEATHROW	BMI BRITISH MIDLAND	S	D	12	0	0	33	42	25	0	0	0	24	0	0	0	
<b>TOTAL TBILISI</b>					<b>23</b>	<b>2</b>	<b>1</b>	<b>52</b>	<b>26</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>33</b>	<b>32</b>	<b>32</b>	
TEHRAN																		
TEL AVIV																		
	HEATHROW	BRITISH AIRWAYS PLC	S	A	59	3	2	51	22	14	14	0	0	26	58	39	62	
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	2	2	80	8	7	5	0	0	13	71	14	62	
	HEATHROW	EL AL	S	A	51	2	2	29	37	24	10	0	0	33	56	19	55	
	HEATHROW	EL AL	S	D	51	2	2	53	16	20	10	0	2	40	73	9	55	
	STANSTED	EL AL	S	A	7	0	0	71	0	29	0	0	0	13	50	16	6	
	STANSTED	EL AL	S	D	5	0	1	20	40	20	20	0	0	33	33	24	6	
	STANSTED	ISRAIR LTD	C	A	22	0	0	32	36	14	18	0	0	33	27	44	11	
	STANSTED	ISRAIR LTD	C	D	13	0	0	69	15	15	0	0	0	17	40	23	10	
	LUTON	THOMSONFLY LTD	S	A	14	0	0	0	7	57	36	0	0	53	0	0	0	
	LUTON	THOMSONFLY LTD	S	D	14	0	0	57	36	7	0	0	0	19	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	A	14	0	0	0	36	21	43	0	0	63	0	0	0	
	MANCHESTER	THOMSONFLY LTD	S	D	14	0	0	79	7	0	14	0	0	20	0	0	0	
<b>TOTAL TEL AVIV</b>					<b>324</b>	<b>15</b>	<b>9</b>	<b>50</b>	<b>21</b>	<b>17</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>22</b>	<b>22</b>	



## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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 (NORTE LOS ROD																		
TENERIFE (SURREINA SOFIA)																		
	GATWICK	AIR EUROPA	C	A	2	0	0	50	0	50	0	0	0	29	0	58	1	
	GLASGOW	AIR EUROPA	C	A	2	0	0	0	0	50	50	0	0	105	0	0	0	
	MANCHESTER	AIR EUROPA	C	A	8	1	0	13	0	63	25	0	0	45	50	32	4	
	MANCHESTER	AIR EUROPA	C	D	2	1	0	50	0	50	0	0	0	22	0	48	3	
	BIRMINGHAM	AIR MALTA	C	A	5	0	0	60	0	40	0	0	0	20	0	33	1	
	BIRMINGHAM	AIR MALTA	C	D	5	0	0	80	0	20	0	0	0	9	100	1	1	
	MANCHESTER	BMI BRITISH MIDLAND	C	A	2	0	0	0	0	0	100	0	0	73	0	0	0	
	MANCHESTER	BMI BRITISH MIDLAND	C	D	2	0	0	0	50	0	50	0	0	48	0	0	0	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	6	0	0	83	0	17	0	0	0	8	89	13	9	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	6	0	0	83	17	0	0	0	0	5	89	14	9	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	13	25	0	0	13	65	90	10	10	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	7	0	0	43	43	0	14	0	0	22	50	19	8	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	A	9	0	0	100	0	0	0	0	0	0	100	0	6	
	GLASGOW	FIRST CHOICE AIRWAYS LTD	C	D	9	0	0	100	0	0	0	0	0	8	83	6	6	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	15	0	0	73	13	13	0	0	0	10	73	11	15	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	12	0	0	100	0	0	0	0	0	3	79	13	14	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	5	0	0	80	20	0	0	0	0	7	89	2	9	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	5	0	0	60	40	0	0	0	0	12	89	7	9	
	EDINBURGH	FLYGLOBESPAN	S	A	9	0	0	33	0	33	33	0	0	49	75	10	4	
	EDINBURGH	FLYGLOBESPAN	S	D	9	0	1	67	22	0	11	0	0	22	50	17	4	
	GLASGOW	FLYGLOBESPAN	S	A	24	1	0	83	8	4	4	0	0	10	60	39	30	
	GLASGOW	FLYGLOBESPAN	S	D	24	0	0	71	21	4	4	0	0	13	67	16	30	
	GLASGOW	FUTURA AIRLINES	C	A	2	0	0	0	0	50	50	0	0	91	0	0	0	
	GATWICK	GB AIRWAYS LTD	S	A	66	0	0	77	6	9	5	3	0	16	71	18	69	
	GATWICK	GB AIRWAYS LTD	S	D	66	0	0	71	12	11	3	3	0	20	49	23	70	
	MANCHESTER	GB AIRWAYS LTD	S	A	17	0	0	82	6	6	0	6	0	17	38	23	24	
	MANCHESTER	GB AIRWAYS LTD	S	D	18	0	0	78	11	6	0	6	0	16	64	14	22	
	EDINBURGH	IBERWORLD	C	A	4	0	0	75	0	25	0	0	0	10	75	8	4	
	EDINBURGH	IBERWORLD	C	D	4	0	0	50	50	0	0	0	0	11	75	8	4	
	MANCHESTER	JET2.COM LTD	S	A	14	0	0	79	7	7	7	0	0	12	29	19	14	
	MANCHESTER	JET2.COM LTD	S	D	14	0	0	93	0	0	7	0	0	14	100	6	14	
	NEWCASTLE	JET2.COM LTD	S	A	8	0	1	63	0	38	0	0	0	19	78	10	9	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					Actual (7)	Plan (8)	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 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)																		
	NEWCASTLE	JET2.COM LTD		S D	9	0	0	89	0	0	11	0	0	8	100	3	9	
	BIRMINGHAM	MONARCH AIRLINES		C A	6	0	0	67	33	0	0	0	0	8	83	4	6	
	BIRMINGHAM	MONARCH AIRLINES		S A	21	0	0	90	5	0	5	0	0	6	96	4	26	
	BIRMINGHAM	MONARCH AIRLINES		C D	6	0	0	100	0	0	0	0	0	6	100	1	5	
	BIRMINGHAM	MONARCH AIRLINES		S D	20	0	0	95	0	0	5	0	0	10	92	6	25	
	GATWICK	MONARCH AIRLINES		S A	19	1	2	42	21	21	11	0	5	51	56	14	9	
	GATWICK	MONARCH AIRLINES		C A	8	0	0	50	13	13	25	0	0	42	40	41	5	
	GATWICK	MONARCH AIRLINES		S D	19	0	1	58	21	11	5	0	5	41	75	7	8	
	GATWICK	MONARCH AIRLINES		C D	7	0	0	71	14	0	14	0	0	25	67	8	3	
	LUTON	MONARCH AIRLINES		S A	24	0	2	88	8	4	0	0	0	5	80	14	25	
	LUTON	MONARCH AIRLINES		S D	25	0	0	84	16	0	0	0	0	6	88	8	25	
	MANCHESTER	MONARCH AIRLINES		S A	29	0	1	72	17	10	0	0	0	12	55	17	29	
	MANCHESTER	MONARCH AIRLINES		C A	10	0	0	90	10	0	0	0	0	4	70	13	10	
	MANCHESTER	MONARCH AIRLINES		S D	30	0	1	90	3	7	0	0	0	5	86	6	28	
	MANCHESTER	MONARCH AIRLINES		C D	9	0	0	100	0	0	0	0	0	0	100	0	7	
	BIRMINGHAM	MYTRAVEL AIRWAYS		C A	10	0	0	70	20	10	0	0	0	10	100	1	9	
	BIRMINGHAM	MYTRAVEL AIRWAYS		C D	9	0	0	78	0	11	11	0	0	14	100	1	9	
	GLASGOW	MYTRAVEL AIRWAYS		C A	9	0	0	89	11	0	0	0	0	4	89	4	9	
	GLASGOW	MYTRAVEL AIRWAYS		C D	11	0	0	82	9	9	0	0	0	10	67	15	9	
	MANCHESTER	MYTRAVEL AIRWAYS		C A	10	1	0	40	60	0	0	0	0	15	67	8	9	
	MANCHESTER	MYTRAVEL AIRWAYS		C D	10	0	0	80	10	10	0	0	0	8	100	1	9	
	NEWCASTLE	MYTRAVEL AIRWAYS		C A	6	0	0	100	0	0	0	0	0	0	89	9	9	
	NEWCASTLE	MYTRAVEL AIRWAYS		C D	6	0	0	100	0	0	0	0	0	6	100	0	9	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C A	9	0	0	67	11	0	22	0	0	21	80	8	10	
	BIRMINGHAM	THOMAS COOK AIRLINES LTD		C D	9	0	0	78	11	0	11	0	0	16	89	4	9	
	GATWICK	THOMAS COOK AIRLINES LTD		C A	16	0	0	50	13	25	13	0	0	21	67	19	12	
	GATWICK	THOMAS COOK AIRLINES LTD		C D	16	0	0	50	19	25	6	0	0	25	54	16	13	
	GLASGOW	THOMAS COOK AIRLINES LTD		C A	18	2	0	83	6	6	6	0	0	11	75	96	20	
	GLASGOW	THOMAS COOK AIRLINES LTD		C D	14	2	0	57	0	36	7	0	0	26	87	8	15	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C A	21	1	0	57	24	19	0	0	0	15	64	20	25	
	MANCHESTER	THOMAS COOK AIRLINES LTD		C D	21	0	0	90	5	0	5	0	0	7	96	2	23	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C A	5	0	0	60	20	0	20	0	0	21	75	15	4	
	NEWCASTLE	THOMAS COOK AIRLINES LTD		C D	5	0	0	80	0	0	20	0	0	16	80	11	5	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)																	
	STANSTED	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	0	0	25	0	93	100	0	4
	STANSTED	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	9	100	3	4
	BIRMINGHAM	THOMSONFLY LTD	C	A	11	0	0	82	9	0	0	0	9	49	100	0	6
	BIRMINGHAM	THOMSONFLY LTD	C	D	10	0	0	90	0	0	0	0	10	58	100	1	6
	GATWICK	THOMSONFLY LTD	C	A	27	0	0	70	19	7	4	0	0	13	74	29	23
	GATWICK	THOMSONFLY LTD	C	D	26	0	0	65	15	15	0	4	0	24	64	14	22
	GLASGOW	THOMSONFLY LTD	C	A	2	0	0	100	0	0	0	0	0	3	89	9	9
	GLASGOW	THOMSONFLY LTD	C	D	2	0	0	100	0	0	0	0	0	5	89	13	9
	LUTON	THOMSONFLY LTD	C	A	10	0	0	70	30	0	0	0	0	9	89	3	9
	LUTON	THOMSONFLY LTD	C	D	10	0	0	100	0	0	0	0	0	3	89	54	9
	MANCHESTER	THOMSONFLY LTD	C	A	32	0	0	75	9	9	3	0	3	25	87	17	23
	MANCHESTER	THOMSONFLY LTD	C	D	32	0	0	78	6	9	3	0	3	27	78	24	23
	NEWCASTLE	THOMSONFLY LTD	C	A	17	0	0	82	6	6	6	0	0	9	100	1	9
	NEWCASTLE	THOMSONFLY LTD	C	D	18	0	0	78	11	6	6	0	0	11	100	3	9
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	50	50	0	0	0	0	14	100	2	6
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	6	100	5	6
	GATWICK	XL AIRWAYS UK LTD	C	A	7	0	0	71	0	14	14	0	0	19	71	11	7
	GATWICK	XL AIRWAYS UK LTD	C	D	7	0	0	100	0	0	0	0	0	2	100	8	6
	MANCHESTER	XL AIRWAYS UK LTD	C	A	12	0	0	25	33	33	8	0	0	25	85	8	13
	MANCHESTER	XL AIRWAYS UK LTD	C	D	10	0	0	90	10	0	0	0	0	4	100	1	11
<b>TOTAL TENERIFE (SURREINA SOFIA)</b>					<b>1096</b>	<b>12</b>	<b>9</b>	<b>74</b>	<b>11</b>	<b>9</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>18</b>	<b>76</b>	<b>16</b>	<b>16</b>
TETERBORO																	
TIRANA																	
	STANSTED	ALBANIAN AIRLINES	S	A	6	0	1	83	0	17	0	0	0	5	40	24	15
	STANSTED	ALBANIAN AIRLINES	S	D	6	0	1	83	0	17	0	0	0	8	67	20	15
	GATWICK	BRITISH AIRWAYS PLC	S	A	22	0	0	77	18	0	5	0	0	10	41	76	17
	GATWICK	BRITISH AIRWAYS PLC	S	D	22	0	0	82	18	0	0	0	0	7	82	10	17
<b>TOTAL TIRANA</b>					<b>57</b>	<b>0</b>	<b>2</b>	<b>81</b>	<b>14</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>58</b>	<b>33</b>	<b>33</b>
TIREE																	
	GLASGOW	LOGANAIR	S	A	24	0	0	58	8	17	17	0	0	26	71	21	24
	GLASGOW	LOGANAIR	S	D	24	0	0	63	8	21	8	0	0	22	71	19	24
<b>TOTAL TIREE</b>					<b>48</b>	<b>0</b>	<b>0</b>	<b>60</b>	<b>8</b>	<b>19</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>71</b>	<b>20</b>	<b>20</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TIRGU MURES																		
	LUTON	WIZZ AIR		S A	13	0	0	69	8	0	0	23	0	65	0	0	0	
	LUTON	WIZZ AIR		S D	13	0	0	69	8	0	0	23	0	69	0	0	0	
<b>TOTAL TIRGU MURES</b>					<b>26</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>67</b>	<b>0</b>	<b>0</b>	<b>0</b>	
TOBAGO																		
	GATWICK	BRITISH AIRWAYS PLC		S A	13	0	0	77	8	15	0	0	0	9	62	26	13	
	GATWICK	BRITISH AIRWAYS PLC		S D	13	0	0	69	23	8	0	0	0	14	69	31	13	
	GATWICK	XL AIRWAYS UK LTD		C A	8	0	0	75	13	0	0	0	13	158	75	323	4	
	GATWICK	XL AIRWAYS UK LTD		C D	9	0	0	44	22	11	0	0	22	208	50	186	8	
<b>TOTAL TOBAGO</b>					<b>43</b>	<b>0</b>	<b>0</b>	<b>67</b>	<b>16</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>59</b>	<b>84</b>	<b>84</b>	
TOKYO (NARITA)																		
	HEATHROW	ALL NIPPON AIRWAYS		S A	30	1	1	33	27	37	3	0	0	26	55	16	31	
	HEATHROW	ALL NIPPON AIRWAYS		S D	30	1	1	50	27	20	3	0	0	21	61	15	31	
	HEATHROW	BRITISH AIRWAYS PLC		S A	56	3	1	16	23	50	11	0	0	39	57	21	61	
	HEATHROW	BRITISH AIRWAYS PLC		S D	56	3	2	45	25	20	11	0	0	29	48	28	62	
	HEATHROW	JAPAN AIRLINES		S A	30	1	1	27	33	30	3	7	0	42	74	10	31	
	HEATHROW	JAPAN AIRLINES		S D	29	2	3	72	10	14	3	0	0	18	65	13	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S A	30	1	1	33	23	30	13	0	0	32	81	10	31	
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD		S D	30	1	1	63	27	3	3	3	0	19	61	16	31	
<b>TOTAL TOKYO (NARITA)</b>					<b>291</b>	<b>13</b>	<b>11</b>	<b>40</b>	<b>24</b>	<b>27</b>	<b>7</b>	<b>1</b>	<b>0</b>	<b>29</b>	<b>61</b>	<b>18</b>	<b>18</b>	
TORONTO																		
	HEATHROW	AIR CANADA		S A	121	3	3	71	12	11	5	0	1	18	59	35	121	
	HEATHROW	AIR CANADA		S D	120	4	4	61	23	8	3	4	1	36	63	18	120	
	BIRMINGHAM	AIR INDIA		S A	22	0	9	50	14	27	9	0	0	26	5	226	19	
	BIRMINGHAM	AIR INDIA		S D	21	0	10	5	14	19	57	5	0	86	0	226	22	
	GATWICK	AIR TRANSAT		S A	18	0	0	83	6	11	0	0	0	6	62	13	13	
	GATWICK	AIR TRANSAT		S D	18	0	0	72	22	6	0	0	0	10	69	10	13	
	GLASGOW	AIR TRANSAT		S A	5	0	0	100	0	0	0	0	0	0	80	7	5	
	GLASGOW	AIR TRANSAT		S D	5	0	0	80	0	0	0	20	0	55	100	7	5	
	MANCHESTER	AIR TRANSAT		S A	4	0	1	100	0	0	0	0	0	0	100	5	5	
	MANCHESTER	AIR TRANSAT		S D	4	0	1	75	0	25	0	0	0	14	80	6	5	
	HEATHROW	BRITISH AIRWAYS PLC		S A	61	1	1	80	7	8	5	0	0	13	61	25	62	
	HEATHROW	BRITISH AIRWAYS PLC		S D	60	2	2	35	33	20	12	0	0	33	35	31	62	
	GATWICK	ZOOM AIRLINES (CANADA)		S A	13	0	0	85	8	0	8	0	0	9	55	20	11	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
TORONTO																		
	GATWICK	ZOOM AIRLINES (CANADA)	S	D	13	0	0	92	8	0	0	0	0	6	64	55	11	
	GLASGOW	ZOOM AIRLINES (CANADA)	S	A	8	0	0	63	0	13	0	13	13	106	89	3	9	
	GLASGOW	ZOOM AIRLINES (CANADA)	S	D	8	0	0	75	0	0	0	25	0	70	71	28	7	
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	A	8	0	0	63	13	0	0	13	13	98	100	0	4	
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	D	8	0	0	75	0	0	0	25	0	71	67	6	3	
<b>TOTAL TORONTO</b>					<b>517</b>	<b>12</b>	<b>31</b>	<b>64</b>	<b>15</b>	<b>11</b>	<b>7</b>	<b>3</b>	<b>1</b>	<b>29</b>	<b>55</b>	<b>41</b>	<b>41</b>	
TOULON / HYERES																		
	STANSTED	RYANAIR	S	A	14	0	0	93	7	0	0	0	0	3	78	37	18	
	STANSTED	RYANAIR	S	D	14	0	0	71	7	21	0	0	0	13	67	47	18	
<b>TOTAL TOULON / HYERES</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>82</b>	<b>7</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>72</b>	<b>42</b>	<b>42</b>	
TOULOUSE (BLAGNAC)																		
	GATWICK	BRITISH AIRWAYS PLC	S	A	85	0	0	85	9	4	2	0	0	7	74	10	84	
	GATWICK	BRITISH AIRWAYS PLC	S	D	85	0	0	87	8	4	1	0	0	7	72	14	85	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	63	0	0	81	13	5	2	0	0	8	53	20	62	
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	63	0	0	79	13	6	2	0	0	10	53	19	62	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	0	0	50	0	0	47	25	21	4	
	BIRMINGHAM	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	75	0	0	25	0	0	28	80	8	5	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	50	0	50	0	0	0	18	0	0	0	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	100	0	0	0	0	0	0	0	0	0	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	8	0	0	50	13	25	13	0	0	26	50	30	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	8	0	0	100	0	0	0	0	0	3	25	33	4	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	14	50	32	4	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	75	0	25	0	0	0	9	50	26	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	75	0	25	0	0	0	13	75	18	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	50	25	0	0	0	23	100	1	4	
	GATWICK	THOMSONFLY LTD	C	A	3	0	0	100	0	0	0	0	0	3	0	31	4	
	GATWICK	THOMSONFLY LTD	C	D	3	0	0	100	0	0	0	0	0	1	75	18	4	
<b>TOTAL TOULOUSE (BLAGNAC)</b>					<b>348</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>10</b>	<b>6</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>68</b>	<b>15</b>	<b>15</b>	
TOURS																		
	STANSTED	RYANAIR	S	A	14	0	0	79	0	7	14	0	0	13	95	6	19	
	STANSTED	RYANAIR	S	D	14	0	0	79	0	7	14	0	0	15	95	10	19	
<b>TOTAL TOURS</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>79</b>	<b>0</b>	<b>7</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>14</b>	<b>95</b>	<b>8</b>	<b>8</b>	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)											
TREVISO	STANSTED	RYANAIR		S A	60	0	5	90	5	3	2	0	0	6	69	20	75
	STANSTED	RYANAIR		S D	67	0	0	78	12	9	1	0	0	9	73	15	82
<b>TOTAL TREVISO</b>					<b>129</b>	<b>0</b>	<b>5</b>	<b>82</b>	<b>9</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>71</b>	<b>18</b>	<b>18</b>
TRIESTE (RONCHI DEI LEGIO)	STANSTED	RYANAIR		S A	18	0	0	83	0	11	0	6	0	17	67	13	18
	STANSTED	RYANAIR		S D	17	0	0	88	6	6	0	0	0	7	67	13	18
<b>TOTAL TRIESTE (RONCHI DEI LEGIONARI)</b>					<b>35</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>3</b>	<b>9</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>13</b>	<b>67</b>	<b>13</b>	<b>13</b>
TRIPOLI	GATWICK	AFRIQIYAH AIRWAYS		S A	31	0	0	19	29	32	13	6	0	45	12	37	26
	GATWICK	AFRIQIYAH AIRWAYS		S D	31	0	0	26	29	26	13	6	0	41	15	43	26
	HEATHROW	BRITISH AIRWAYS PLC		S A	29	1	1	34	24	21	21	0	0	34	83	8	30
	HEATHROW	BRITISH AIRWAYS PLC		S D	29	1	1	55	21	14	10	0	0	22	93	5	30
	HEATHROW	LIBYAN ARAB AIRLINES		S A	9	0	0	44	11	0	33	11	0	68	33	25	9
	HEATHROW	LIBYAN ARAB AIRLINES		S D	9	0	0	33	11	11	22	22	0	71	44	21	9
	MANCHESTER	LIBYAN ARAB AIRLINES		S A	12	0	0	33	17	42	0	8	0	39	13	98	8
	MANCHESTER	LIBYAN ARAB AIRLINES		S D	10	0	1	30	10	40	10	10	0	53	13	207	8
<b>TOTAL TRIPOLI</b>					<b>161</b>	<b>2</b>	<b>3</b>	<b>34</b>	<b>22</b>	<b>24</b>	<b>15</b>	<b>6</b>	<b>0</b>	<b>41</b>	<b>47</b>	<b>36</b>	<b>36</b>
TRIVANDRUM	GATWICK	FIRST CHOICE AIRWAYS LTD		C A	2	0	0	50	0	50	0	0	0	23	0	72	2
	GATWICK	FIRST CHOICE AIRWAYS LTD		C D	2	0	0	100	0	0	0	0	0	9	50	14	2
	GATWICK	MYTRAVEL AIRWAYS		C A	3	0	0	33	0	33	33	0	0	42	0	445	4
	GATWICK	MYTRAVEL AIRWAYS		C D	4	0	0	50	25	25	0	0	0	17	50	78	4
<b>TOTAL TRIVANDRUM</b>					<b>11</b>	<b>0</b>	<b>0</b>	<b>55</b>	<b>9</b>	<b>27</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>25</b>	<b>189</b>	<b>189</b>
TROMSOE	STANSTED	NORWEGIAN AIR SHUTTLE		S A	9	0	0	44	22	0	33	0	0	41	0	0	0
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	9	0	0	44	11	33	11	0	0	26	0	0	0
<b>TOTAL TROMSOE</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>34</b>	<b>0</b>	<b>0</b>	<b>0</b>
TRONDHEIM (VAERNES)	STANSTED	NORWEGIAN AIR SHUTTLE		S A	14	0	0	64	14	21	0	0	0	16	67	20	12
	STANSTED	NORWEGIAN AIR SHUTTLE		S D	14	0	0	71	7	14	7	0	0	19	75	21	12
<b>TOTAL TRONDHEIM (VAERNES)</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>11</b>	<b>18</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>17</b>	<b>71</b>	<b>21</b>	<b>21</b>
TUNIS																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					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	22	0	0	77	18	5	0	0	0	9	41	18	22	
	GATWICK	GB AIRWAYS LTD	S	D	22	0	0	64	32	0	5	0	0	13	65	16	23	
	HEATHROW	TUNISAIR	S	A	17	0	0	18	41	35	6	0	0	35	31	26	16	
	HEATHROW	TUNISAIR	S	D	17	0	0	35	18	35	12	0	0	31	50	22	16	
<b>TOTAL TUNIS</b>					<b>78</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>27</b>	<b>17</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>21</b>	<b>48</b>	<b>20</b>	<b>20</b>	
TURIN																		
	BIRMINGHAM	BA CITYFLYER LTD	C	A	4	0	0	50	0	0	50	0	0	35	0	0	0	
	BIRMINGHAM	BA CITYFLYER LTD	C	D	4	0	0	50	25	25	0	0	0	21	0	0	0	
	GATWICK	BMI BRITISH MIDLAND	C	A	4	0	0	25	25	25	25	0	0	39	0	25	4	
	GATWICK	BMI BRITISH MIDLAND	C	D	4	0	0	75	0	25	0	0	0	8	100	1	4	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	0	74	10	13	3	0	0	13	45	27	31	
	GATWICK	BRITISH AIRWAYS PLC	S	D	31	0	0	84	16	0	0	0	0	7	58	22	31	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	87	3	3	6	0	0	12	57	19	21	
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	71	23	3	3	0	0	15	48	23	21	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	25	25	0	50	0	0	42	13	30	8	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	25	0	0	0	24	75	21	8	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	50	25	25	0	0	0	17	50	32	4	
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	50	25	0	25	0	0	25	50	41	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	100	0	0	0	0	0	6	50	12	4	
	STANSTED	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	5	75	7	4	
	EDINBURGH	JET2.COM LTD	C	A	4	0	0	50	0	25	25	0	0	46	0	0	0	
	EDINBURGH	JET2.COM LTD	C	D	4	0	0	75	25	0	0	0	0	9	0	0	0	
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	25	0	0	75	0	0	66	0	0	0	
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	25	0	0	75	0	0	73	0	0	0	
	MANCHESTER	MONARCH AIRLINES	C	A	4	0	0	75	0	25	0	0	0	19	75	31	4	
	MANCHESTER	MONARCH AIRLINES	C	D	4	0	0	100	0	0	0	0	0	1	75	21	4	
	STANSTED	RYANAIR	S	A	61	0	0	67	16	13	2	2	0	17	55	21	64	
	STANSTED	RYANAIR	S	D	61	0	0	70	20	8	2	0	0	12	65	19	65	
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	50	0	25	25	0	0	43	25	124	4	
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	50	0	25	25	0	0	28	25	129	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	A	4	0	0	0	50	0	50	0	0	49	25	33	4	
	MANCHESTER	THOMAS COOK AIRLINES LTD	C	D	4	0	0	75	25	0	0	0	0	7	100	9	4	
	BIRMINGHAM	THOMSONFLY LTD	C	A	4	0	0	25	0	25	50	0	0	62	50	38	4	

ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: T

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007					
					MATCHED		UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records
					Actual (7)	Plan (8)												
TURIN	BIRMINGHAM	THOMSONFLY LTD	C	D	4	0	0	50	50	0	0	0	0	12	75	24	4	
	GATWICK	THOMSONFLY LTD	C	A	4	0	0	25	25	25	25	0	0	38	25	29	4	
	GATWICK	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	10	75	12	4	
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	25	0	25	50	0	0	66	50	31	4	
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	3	75	19	4	
	NEWCASTLE	THOMSONFLY LTD	C	A	4	0	0	25	25	25	25	0	0	41	50	41	4	
	NEWCASTLE	THOMSONFLY LTD	C	D	4	0	0	75	0	25	0	0	0	12	50	40	4	
	STANSTED	THOMSONFLY LTD	C	A	4	0	0	25	25	25	25	0	0	40	50	17	4	
	STANSTED	THOMSONFLY LTD	C	D	4	0	0	100	0	0	0	0	0	4	100	2	4	
<b>TOTAL TURIN</b>					<b>366</b>	<b>1</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>9</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>55</b>	<b>25</b>	<b>25</b>	





## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					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)											
VAGAR																	
<b>TOTAL VAGAR</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>24</b>	<b>50</b>	<b>15</b>	<b>15</b>
VALENCIA																	
	HEATHROW	CLICKAIR	S	A	25	5	1	44	24	16	8	8	0	37	0	0	0
	HEATHROW	CLICKAIR	S	D	25	5	1	80	4	0	8	8	0	34	0	0	0
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	10	0	0	0	0	3	90	6	31
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	0	10	0	0	0	5	84	10	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	A	31	0	0	90	3	3	3	0	0	5	90	8	31
	STANSTED	EASYJET AIRLINE COMPANY LTD	S	D	31	0	0	90	0	10	0	0	0	8	90	8	30
	STANSTED	RYANAIR	S	A	62	0	0	87	8	3	2	0	0	6	95	8	61
	STANSTED	RYANAIR	S	D	62	0	0	84	8	6	2	0	0	8	95	6	61
<b>TOTAL VALENCIA</b>					<b>298</b>	<b>10</b>	<b>2</b>	<b>84</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>87</b>	<b>10</b>	<b>10</b>
VALLADOLID																	
	STANSTED	RYANAIR	S	A	13	0	0	92	0	8	0	0	0	6	73	18	30
	STANSTED	RYANAIR	S	D	13	0	0	92	8	0	0	0	0	7	77	14	31
<b>TOTAL VALLADOLID</b>					<b>28</b>	<b>0</b>	<b>0</b>	<b>93</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>75</b>	<b>16</b>	<b>16</b>
VANCOUVER																	
	HEATHROW	AIR CANADA	S	A	35	2	3	69	14	9	9	0	0	21	71	32	42
	HEATHROW	AIR CANADA	S	D	36	1	1	56	31	14	0	0	0	16	56	26	43
	HEATHROW	BRITISH AIRWAYS PLC	S	A	30	1	1	57	13	20	10	0	0	24	35	35	31
	HEATHROW	BRITISH AIRWAYS PLC	S	D	30	1	1	33	40	13	13	0	0	29	29	30	31
	GATWICK	ZOOM AIRLINES (CANADA)	S	A	16	0	0	75	0	13	13	0	0	22	13	33	8
	GATWICK	ZOOM AIRLINES (CANADA)	S	D	16	0	0	69	13	13	6	0	0	17	22	37	9
	GLASGOW	ZOOM AIRLINES (CANADA)	S	A	4	0	0	50	0	25	0	0	25	107	20	30	5
	GLASGOW	ZOOM AIRLINES (CANADA)	S	D	4	0	0	50	0	25	0	0	25	134	100	4	6
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	A	4	0	0	50	0	25	0	25	0	97	60	19	5
	MANCHESTER	ZOOM AIRLINES (CANADA)	S	D	4	0	0	75	0	0	0	0	25	118	100	2	6
<b>TOTAL VANCOUVER</b>					<b>181</b>	<b>5</b>	<b>6</b>	<b>57</b>	<b>19</b>	<b>14</b>	<b>7</b>	<b>1</b>	<b>2</b>	<b>30</b>	<b>50</b>	<b>29</b>	<b>29</b>
VARADERO																	
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	8	0	29	2
	GATWICK	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	0	50	50	0	0	0	32	0	25	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	2	0	0	100	0	0	0	0	0	5	100	3	2
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	2	0	0	50	50	0	0	0	0	18	100	1	2

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					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)											
VARADERO																	
<b>TOTAL VARADERO</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>15</b>	<b>59</b>	<b>28</b>	<b>28</b>
VARNA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	13	0	0	62	8	15	0	8	8	64	0	40	8
	GATWICK	BRITISH AIRWAYS PLC	S	D	13	0	0	62	8	15	8	0	8	56	63	27	8
	GATWICK	BULGARIA AIR	S	A	8	0	1	50	13	25	13	0	0	31	46	21	13
	GATWICK	BULGARIA AIR	S	D	8	0	2	75	0	13	13	0	0	22	85	11	13
<b>TOTAL VARNA</b>					<b>42</b>	<b>0</b>	<b>3</b>	<b>62</b>	<b>7</b>	<b>17</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>47</b>	<b>44</b>	<b>25</b>	<b>25</b>
VASTERAS																	
	STANSTED	RYANAIR	S	A	53	0	1	72	13	13	0	2	0	15	0	0	0
	STANSTED	RYANAIR	S	D	54	0	0	80	9	9	2	0	0	12	0	0	0
<b>TOTAL VASTERAS</b>					<b>107</b>	<b>0</b>	<b>1</b>	<b>76</b>	<b>11</b>	<b>11</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>14</b>	<b>0</b>	<b>0</b>	<b>0</b>
VENICE																	
	HEATHROW	BMI BRITISH MIDLAND	S	A	21	1	1	52	24	10	14	0	0	27	64	26	22
	HEATHROW	BMI BRITISH MIDLAND	S	D	21	1	1	52	33	10	5	0	0	17	82	8	22
	GATWICK	BRITISH AIRWAYS PLC	S	A	71	0	0	80	17	3	0	0	0	8	70	16	60
	GATWICK	BRITISH AIRWAYS PLC	S	D	71	0	0	80	14	4	1	0	0	8	70	14	60
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	A	62	0	0	89	6	5	0	0	0	7	69	15	62
	GATWICK	EASYJET AIRLINE COMPANY LTD	S	D	62	0	0	89	8	3	0	0	0	5	79	12	62
<b>TOTAL VENICE</b>					<b>308</b>	<b>2</b>	<b>2</b>	<b>80</b>	<b>14</b>	<b>5</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>72</b>	<b>15</b>	<b>15</b>
VERONA VILLAFRANCA																	
	GATWICK	BRITISH AIRWAYS PLC	S	A	31	0	1	61	26	13	0	0	0	14	62	28	29
	GATWICK	BRITISH AIRWAYS PLC	S	D	32	0	0	78	22	0	0	0	0	9	69	24	29
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	A	4	0	0	75	25	0	0	0	0	4	75	13	4
	MANCHESTER	FIRST CHOICE AIRWAYS LTD	C	D	4	0	0	100	0	0	0	0	0	1	100	4	4
	GATWICK	MONARCH AIRLINES	C	A	4	0	0	0	0	50	25	25	0	101	0	0	0
	GATWICK	MONARCH AIRLINES	C	D	4	0	0	50	25	0	25	0	0	41	0	0	0
	GATWICK	THOMAS COOK AIRLINES LTD	C	A	4	0	0	25	0	50	25	0	0	51	50	131	4
	GATWICK	THOMAS COOK AIRLINES LTD	C	D	4	0	0	25	0	50	25	0	0	41	50	110	4
	MANCHESTER	THOMSONFLY LTD	C	A	4	0	0	0	25	50	25	0	0	65	0	0	0
	MANCHESTER	THOMSONFLY LTD	C	D	4	0	0	0	50	25	25	0	0	42	0	0	0
<b>TOTAL VERONA VILLAFRANCA</b>					<b>97</b>	<b>1</b>	<b>1</b>	<b>57</b>	<b>21</b>	<b>13</b>	<b>7</b>	<b>1</b>	<b>1</b>	<b>31</b>	<b>63</b>	<b>34</b>	<b>34</b>
VIENNA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: V

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE							JAN 2007			
					MATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)											
VIENNA	HEATHROW	AUSTRIAN AIRLINES	S	A	146	5	6	42	25	21	11	1	0	28	58	17	148
	HEATHROW	AUSTRIAN AIRLINES	S	D	146	4	6	45	21	20	14	1	0	29	69	16	148
	LONDON CITY	AUSTRIAN AIRLINES	S	A	46	0	0	67	20	9	4	0	0	17	0	0	0
	LONDON CITY	AUSTRIAN AIRLINES	S	D	46	0	0	24	33	37	7	0	0	34	0	0	0
	HEATHROW	BRITISH AIRWAYS PLC	S	A	110	3	3	55	18	11	14	1	1	38	67	29	120
	HEATHROW	BRITISH AIRWAYS PLC	S	D	112	2	2	60	21	9	10	0	0	22	66	17	120
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	35	0	0	86	3	3	6	0	3	18	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	35	0	0	71	14	11	3	0	0	15	0	0	0
<b>TOTAL VIENNA</b>					<b>676</b>	<b>16</b>	<b>17</b>	<b>52</b>	<b>21</b>	<b>16</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>27</b>	<b>68</b>	<b>18</b>	<b>18</b>
VILNIUS	GATWICK	AIR BALTIC	S	A	31	0	0	42	39	13	3	3	0	27	58	22	31
	GATWICK	AIR BALTIC	S	D	31	0	0	39	32	23	3	3	0	29	77	17	31
	GATWICK	LITHUANIAN AIRLINES	S	A	31	0	0	52	32	13	3	0	0	17	53	21	32
	GATWICK	LITHUANIAN AIRLINES	S	D	31	0	0	74	13	10	3	0	0	13	78	16	32
	STANSTED	LITHUANIAN AIRLINES	S	A	5	0	0	60	0	40	0	0	0	21	0	0	0
	STANSTED	LITHUANIAN AIRLINES	S	D	5	0	0	20	20	60	0	0	0	34	0	0	0
<b>TOTAL VILNIUS</b>					<b>134</b>	<b>0</b>	<b>0</b>	<b>51</b>	<b>28</b>	<b>17</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>22</b>	<b>67</b>	<b>19</b>	<b>19</b>
VITORIA																	

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 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	88	3	3	43	16	23	18	0	0	33	41	33	92
	HEATHROW	BRITISH AIRWAYS PLC	S	D	88	3	3	52	15	22	11	0	0	26	70	17	92
	EDINBURGH	CENTRALWINGS	S	A	18	0	0	22	28	28	22	0	0	37	46	47	13
	EDINBURGH	CENTRALWINGS	S	D	16	0	0	69	25	0	6	0	0	13	85	24	13
	GATWICK	CENTRALWINGS	S	A	22	0	0	55	14	14	9	5	5	48	72	23	25
	GATWICK	CENTRALWINGS	S	D	22	0	0	77	9	5	0	5	5	41	64	13	25
	MANCHESTER	CENTRALWINGS	S	A	17	0	0	59	24	18	0	0	0	17	44	26	27
	MANCHESTER	CENTRALWINGS	S	D	17	0	0	82	12	6	0	0	0	5	88	3	26
	STANSTED	CENTRALWINGS	S	A	14	0	0	36	29	7	21	0	7	57	69	23	13
	STANSTED	CENTRALWINGS	S	D	14	0	0	36	29	21	7	0	7	61	62	30	13
	LUTON	EASYJET AIRLINE COMPANY LTD	S	A	55	0	0	80	7	9	4	0	0	10	68	23	47
	LUTON	EASYJET AIRLINE COMPANY LTD	S	D	55	0	0	84	11	5	0	0	0	9	60	19	47
	HEATHROW	LOT-POLISH AIRLINES	S	A	89	3	3	39	22	25	11	1	1	39	35	35	91
	HEATHROW	LOT-POLISH AIRLINES	S	D	88	3	3	63	13	15	8	2	0	25	66	29	90
	BIRMINGHAM	NORWEGIAN AIR SHUTTLE	S	A	17	0	0	35	41	24	0	0	0	23	0	0	0
	BIRMINGHAM	NORWEGIAN AIR SHUTTLE	S	D	17	0	0	35	35	29	0	0	0	25	0	0	0
	LUTON	WIZZ AIR	S	A	59	0	0	78	5	10	7	0	0	13	59	28	51
	LUTON	WIZZ AIR	S	D	59	0	0	54	14	17	15	0	0	27	37	33	51
<b>TOTAL WARSAW</b>					<b>756</b>	<b>12</b>	<b>12</b>	<b>57</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>1</b>	<b>1</b>	<b>26</b>	<b>57</b>	<b>26</b>	<b>26</b>
WASHINGTON (DULLES)	HEATHROW	BRITISH AIRWAYS PLC	S	A	60	1	1	67	12	7	13	2	0	22	60	23	62
	HEATHROW	BRITISH AIRWAYS PLC	S	D	59	3	2	36	25	27	10	2	0	35	42	32	62
	HEATHROW	UNITED AIRLINES	S	A	90	3	0	88	6	2	4	0	0	8	76	15	93
	HEATHROW	UNITED AIRLINES	S	D	86	3	0	63	20	13	5	0	0	17	86	7	93
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	A	30	1	1	70	3	20	7	0	0	19	71	19	31
	HEATHROW	VIRGIN ATLANTIC AIRWAYS LTD	S	D	30	1	1	57	20	13	10	0	0	21	55	19	31
<b>TOTAL WASHINGTON (DULLES)</b>					<b>355</b>	<b>12</b>	<b>5</b>	<b>65</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>1</b>	<b>0</b>	<b>19</b>	<b>68</b>	<b>18</b>	<b>18</b>
WATERFORD	BIRMINGHAM	AER ARRAN	S	A	26	0	1	92	4	4	0	0	0	2	0	0	0
	BIRMINGHAM	AER ARRAN	S	D	26	0	1	92	4	4	0	0	0	2	0	0	0
	LUTON	AER ARRAN	S	A	59	0	3	93	2	3	2	0	0	4	81	19	59
	LUTON	AER ARRAN	S	D	61	0	2	89	5	2	5	0	0	6	73	19	60
	MANCHESTER	AER ARRAN	S	A	27	0	0	89	0	4	4	4	0	19	94	9	18

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: W

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS		PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					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)											
WATERFORD	MANCHESTER	AER ARRAN		S D	27	0	0	89	0	4	4	4	0	17	83	19	18
<b>TOTAL WATERFORD</b>					<b>226</b>	<b>0</b>	<b>7</b>	<b>91</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>80</b>	<b>18</b>	<b>18</b>
WICK	EDINBURGH	LOGANAIR		S A	21	0	0	90	5	0	5	0	0	7	0	0	0
	EDINBURGH	LOGANAIR		S D	21	0	0	81	10	5	5	0	0	9	0	0	0
<b>TOTAL WICK</b>					<b>44</b>	<b>0</b>	<b>0</b>	<b>86</b>	<b>7</b>	<b>2</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>0</b>
WINDHOEK	GATWICK	AIR NAMIBIA		S A	11	0	0	73	18	0	9	0	0	12	83	23	12
	GATWICK	AIR NAMIBIA		S D	11	0	0	64	9	0	18	9	0	48	92	11	13
<b>TOTAL WINDHOEK</b>					<b>22</b>	<b>0</b>	<b>0</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>14</b>	<b>5</b>	<b>0</b>	<b>30</b>	<b>88</b>	<b>17</b>	<b>17</b>
WROCLAW	GATWICK	CENTRALWINGS		S A	13	0	0	85	8	8	0	0	0	5	77	16	22
	GATWICK	CENTRALWINGS		S D	13	0	0	38	23	23	15	0	0	29	68	37	22
	STANSTED	RYANAIR		S A	46	0	0	76	15	4	2	2	0	16	65	15	43
	STANSTED	RYANAIR		S D	45	0	0	71	18	9	2	0	0	13	61	16	44
<b>TOTAL WROCLAW</b>					<b>119</b>	<b>0</b>	<b>0</b>	<b>71</b>	<b>17</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>15</b>	<b>66</b>	<b>19</b>	<b>19</b>

## ROUTE / AIRLINE ANALYSIS - FULL WITH ARRIVAL / DEPARTURE SPLIT FOR JANUARY 2008

Origin / Destinations: Z

ORIGIN / DESTINATION	REPORTING AIRPORT	AIRLINE	CHARTER/ SCHED	ARR/ DEP	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007				
					MATCHED		UNMATCHED	Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15	Average Delay (mins)	No matched records	
					Actual (7)	Plan (8)												
ZAGREB																		
	GATWICK	CROATIA AIRLINES		S A	12	0	0	25	33	33	8	0	0	30	0	0	0	0
	GATWICK	CROATIA AIRLINES		S D	12	0	0	17	25	50	8	0	0	35	0	0	0	0
	HEATHROW	CROATIA AIRLINES		S A	38	1	1	29	29	26	16	0	0	32	41	28	34	34
	HEATHROW	CROATIA AIRLINES		S D	38	1	1	24	18	39	18	0	0	41	44	26	34	34
	LUTON	WIZZ AIR		S A	13	0	1	77	0	8	0	15	0	48	53	17	17	17
	LUTON	WIZZ AIR		S D	13	0	1	69	8	8	0	15	0	58	47	18	17	17
<b>TOTAL ZAGREB</b>					<b>126</b>	<b>2</b>	<b>4</b>	<b>35</b>	<b>21</b>	<b>29</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>39</b>	<b>45</b>	<b>24</b>	<b>24</b>	<b>24</b>
ZARAGOZA																		
	STANSTED	RYANAIR		S A	21	0	0	76	10	14	0	0	0	10	91	3	23	23
	STANSTED	RYANAIR		S D	20	0	1	70	15	15	0	0	0	12	84	5	25	25
<b>TOTAL ZARAGOZA</b>					<b>41</b>	<b>0</b>	<b>1</b>	<b>73</b>	<b>12</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>88</b>	<b>4</b>	<b>4</b>	<b>4</b>
ZURICH																		
	LONDON CITY	BA CITYFLYER LTD		S A	90	0	0	59	27	4	10	0	0	19	0	0	0	0
	LONDON CITY	BA CITYFLYER LTD		S D	90	0	0	52	22	14	11	0	0	25	0	0	0	0
	EDINBURGH	BMI REGIONAL		S A	27	0	0	78	4	11	7	0	0	13	0	0	0	0
	EDINBURGH	BMI REGIONAL		S D	27	0	0	85	4	0	11	0	0	11	0	0	0	0
	GATWICK	BRITISH AIRWAYS PLC		S A	62	0	0	76	16	3	3	2	0	14	47	28	62	62
	GATWICK	BRITISH AIRWAYS PLC		S D	62	0	0	63	27	5	3	2	0	17	71	19	62	62
	HEATHROW	BRITISH AIRWAYS PLC		S A	164	6	6	54	21	13	10	1	0	25	63	24	178	178
	HEATHROW	BRITISH AIRWAYS PLC		S D	167	5	5	53	23	15	9	0	0	23	63	22	178	178
	LONDON CITY	CITY JET		S A	72	0	0	89	6	3	3	0	0	6	0	0	0	0
	LONDON CITY	CITY JET		S D	50	23	0	48	38	14	0	0	0	17	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S A	53	0	1	92	4	4	0	0	0	3	0	0	0	0
	LUTON	EASYJET AIRLINE COMPANY LTD		S D	53	0	1	85	13	0	2	0	0	9	0	0	0	0
	BIRMINGHAM	SWISS AIRLINES		S A	92	0	0	80	10	9	1	0	0	8	74	13	89	89
	BIRMINGHAM	SWISS AIRLINES		S D	92	0	0	73	10	14	3	0	0	15	62	20	89	89
	HEATHROW	SWISS AIRLINES		S A	174	6	6	49	18	21	11	0	0	25	59	18	180	180
	HEATHROW	SWISS AIRLINES		S D	175	5	5	56	14	19	11	0	0	22	61	18	180	180
	LONDON CITY	SWISS AIRLINES		S A	206	0	0	73	17	7	3	0	0	12	82	10	164	164
	LONDON CITY	SWISS AIRLINES		S D	202	0	1	41	26	24	9	0	0	26	56	23	163	163
	MANCHESTER	SWISS AIRLINES		S A	93	0	0	76	14	9	1	0	0	11	55	19	91	91
	MANCHESTER	SWISS AIRLINES		S D	93	0	0	77	18	4	0	0	0	8	53	23	91	91
<b>TOTAL ZURICH</b>					<b>2044</b>	<b>52</b>	<b>27</b>	<b>63</b>	<b>18</b>	<b>12</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>18</b>	<b>63</b>	<b>19</b>	<b>19</b>	<b>19</b>

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: BIRMINGHAM (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	574	7	0	70	10	9	9	1	1	25	71	23	572
SCHEDULED FLIGHTS(ALL ROUTES)	6937	25	106	81	8	6	4	0	0	11	79	14	7496
AIRPORT TOTAL	7511	32	106	80	8	6	4	0	0	13	78	15	8068



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: EDINBURGH (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	86	9	0	27	27	19	21	7	0	53	48	37	73
SCHEDULED FLIGHTS(ALL ROUTES)	8216	80	66	74	12	8	5	0	0	14	77	14	8546
AIRPORT TOTAL	8302	89	66	74	12	8	6	0	0	15	76	14	8619

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: GATWICK (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	2111	65	0	55	16	15	12	2	1	34	58	35	2259
SCHEDULED FLIGHTS(ALL ROUTES)	17145	32	90	76	12	7	4	1	0	14	67	18	16735
AIRPORT TOTAL	19256	97	90	73	13	8	5	1	0	16	66	20	18994

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: GLASGOW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	272	9	0	69	12	12	5	1	0	19	74	32	330
SCHEDULED FLIGHTS(ALL ROUTES)	5966	122	77	76	10	8	5	0	0	15	77	16	6716
AIRPORT TOTAL	6238	131	77	76	10	8	5	0	0	15	77	16	7046

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: HEATHROW (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	37	11	0	49	19	14	19	0	0	28	76	15	29
SCHEDULED FLIGHTS(ALL ROUTES)	37301	1194	1360	51	19	17	12	1	0	29	61	22	38864
AIRPORT TOTAL	37338	1205	1360	51	19	17	12	1	0	29	61	22	38893

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: LONDON CITY (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m to 6 hours	More than 6 hours	Average delay (mins)	% Early to 15 mins	Average Delay (mins)	Number of Flights
		Actual (7)	Plan (8)										
CHARTERED FLIGHTS(ALL ROUTES)	2	2	0	0	50	50	0	0	0	32	100	12	2
SCHEDULED FLIGHTS(ALL ROUTES)	6625	34	87	59	20	14	6	1	0	21	68	16	5726
AIRPORT TOTAL	6627	36	87	59	20	14	6	1	0	21	68	16	5728

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: LUTON (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	68	87	0	68	18	7	6	1	0	19	79	17	117
SCHEDULED FLIGHTS(ALL ROUTES)	6154	28	103	80	10	6	4	1	0	14	77	13	5551
AIRPORT TOTAL	6222	115	103	80	10	6	4	1	0	14	77	14	5668

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: MANCHESTER (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	1802	67	0	65	12	11	9	1	1	31	73	27	1848
SCHEDULED FLIGHTS(ALL ROUTES)	12163	29	118	79	9	7	4	1	0	12	76	15	13039
AIRPORT TOTAL	13965	96	118	78	9	7	5	1	0	15	76	17	14887

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: NEWCASTLE (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	250	3	0	76	10	8	5	0	1	17	78	20	317
SCHEDULED FLIGHTS(ALL ROUTES)	3538	1	40	79	9	7	5	1	0	13	76	15	3880
AIRPORT TOTAL	3788	4	40	79	9	7	5	1	0	13	76	15	4197



CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR JANUARY 2008

Reporting Airport: STANSTED (By Airport)

ORIGIN / DESTINATION	NUMBER OF FLIGHTS			PERCENTAGE OF FLIGHTS LATE						JAN 2007			
	MATCHED	UNMATCHED		Early to 15 mins	16 to 30 mins	31 to 60 mins	1h 1m to 3 hours	3h 1m 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)	243	17	0	64	14	12	7	2	1	28	66	45	302
SCHEDULED FLIGHTS(ALL ROUTES)	12839	40	117	82	10	6	2	0	0	10	80	11	13962
AIRPORT TOTAL	13082	57	117	81	10	6	2	0	0	11	80	12	14264