

Punctuality Statistics

Economic Regulation Group



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

Full and Summary Analysis

October 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.

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FOREWORD

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

2 ENQUIRIES

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

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

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

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

2.3 **Website** Our tables are available on the Internet free of charge, address
www.caaerg.co.uk

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 OCTOBER 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 242 | 0 | 1 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 64 | 21 | 295 |
| TOTAL BRUSSELS | | | 242 | 0 | 1 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 64 | 21 | 295 |
| TOTAL BELGIUM | | | 242 | 0 | 1 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 64 | 21 | 295 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL BURGAS | | | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 49 | 100 | 2 | 4 |
| SOFIA | BULGARIA AIR | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL SOFIA | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL BULGARIA | | | 7 | 0 | 0 | 29 | 29 | 29 | 14 | 0 | 0 | 42 | 83 | 42 | 6 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR INDIA | S | 22 | 0 | 0 | 86 | 9 | 0 | 5 | 0 | 0 | 6 | 42 | 90 | 43 |
| | AIR TRANSAT | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 6 | 67 | 11 | 18 |
| TOTAL TORONTO | | | 32 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 6 | 49 | 66 | 61 |
| TOTAL CANADA | | | 32 | 0 | 0 | 88 | 6 | 3 | 3 | 0 | 0 | 6 | 47 | 73 | 68 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | FLYBE LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 28 | 61 | 18 |
| TOTAL DUBROVNIK | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 28 | 61 | 18 |
| SPLIT | FLYBE LTD | S | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 50 | 100 | 4 | 2 |
| TOTAL SPLIT | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 50 | 100 | 4 | 2 |
| TOTAL CROATIA | | | 11 | 0 | 0 | 73 | 18 | 0 | 9 | 0 | 0 | 14 | 38 | 52 | 21 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 22 | 0 | 0 | 32 | 9 | 27 | 32 | 0 | 0 | 49 | 31 | 56 | 16 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 38 | 77 | 8 |
| | THOMAS COOK AIRLINES LTD (MY | C | 28 | 0 | 0 | 68 | 18 | 7 | 4 | 4 | 0 | 19 | 70 | 17 | 10 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 53 | 6 | 35 | 6 | 0 | 0 | 24 | 71 | 16 | 7 |
| TOTAL LARNACA | | | 75 | 0 | 0 | 52 | 15 | 20 | 12 | 1 | 0 | 29 | 56 | 35 | 73 |
| PAPHOS | MONARCH AIRLINES | C | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 11 | 61 | 16 | 18 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 100 | 0 | 8 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 69 | 12 | 8 | 12 | 0 | 0 | 18 | 78 | 13 | 18 |
| TOTAL PAPHOS | | | 52 | 0 | 0 | 73 | 13 | 8 | 6 | 0 | 0 | 14 | 68 | 14 | 72 |
| TOTAL CYPRUS | | | 127 | 0 | 0 | 61 | 14 | 15 | 9 | 1 | 0 | 23 | 62 | 25 | 145 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BMIBABY LTD | S | 46 | 0 | 8 | 83 | 9 | 7 | 2 | 0 | 0 | 9 | 77 | 8 | 62 |
| | RYANAIR | S | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL PRAGUE | | | 50 | 0 | 8 | 80 | 8 | 8 | 4 | 0 | 0 | 11 | 77 | 8 | 62 |
| TOTAL CZECH REPUBLIC | | | 50 | 0 | 8 | 80 | 8 | 8 | 4 | 0 | 0 | 11 | 77 | 8 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|----------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| DENMARK | | | | | | | | | | | | | | | |
| BILLUND | RYANAIR | S | 24 | 0 | 2 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL BILLUND | | | 24 | 0 | 2 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| COPENHAGEN | SAS | S | 104 | 0 | 0 | 82 | 15 | 1 | 2 | 0 | 0 | 8 | 89 | 4 | 94 |
| TOTAL COPENHAGEN | | | 104 | 0 | 0 | 82 | 15 | 1 | 2 | 0 | 0 | 8 | 89 | 4 | 94 |
| TOTAL DENMARK | | | 128 | 0 | 2 | 83 | 15 | 1 | 2 | 0 | 0 | 8 | 89 | 4 | 94 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUNTA CANA | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL PUNTA CANA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL DOMINICAN REPUBLIC | | | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 11 | 10 |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | KORAL BLUE AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 40 | 0 | 0 | 0 |
| LUXOR | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 56 | 24 | 9 |
| TOTAL LUXOR | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 56 | 24 | 9 |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 29 | 100 | 2 | 7 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 20 | 8 | 0 | 65 | 0 | 10 | 25 | 0 | 0 | 31 | 71 | 13 | 24 |
| TOTAL EGYPT | | | 32 | 8 | 0 | 66 | 6 | 13 | 16 | 0 | 0 | 24 | 68 | 16 | 34 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | JET2.COM LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL HELSINKI | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL FINLAND | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | FLYBE LTD | S | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 90 | 6 | 30 |
| TOTAL BERGERAC | | | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 25 | 90 | 6 | 30 |
| BIARRITZ | RYANAIR | S | 24 | 0 | 2 | 83 | 4 | 8 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL BIARRITZ | | | 24 | 0 | 2 | 83 | 4 | 8 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| DINARD | RYANAIR | S | 20 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL DINARD | | | 20 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| LYON | BRIT AIR | S | 100 | 0 | 0 | 90 | 5 | 4 | 1 | 0 | 0 | 5 | 90 | 6 | 106 |
| TOTAL LYON | | | 100 | 0 | 0 | 90 | 5 | 4 | 1 | 0 | 0 | 5 | 90 | 6 | 106 |
| MARSEILLE | RYANAIR | S | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL MARSEILLE | | | 22 | 0 | 28 | 95 | 5 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 24 |
| MONTPELLIER | EUROPEAN AIR CHARTER | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL MONTPELLIER | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| NICE | BMIBABY LTD | S | 40 | 0 | 10 | 93 | 3 | 5 | 0 | 0 | 0 | 5 | 73 | 11 | 56 |
| TOTAL NICE | | | 40 | 0 | 10 | 93 | 3 | 5 | 0 | 0 | 0 | 5 | 74 | 11 | 57 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PARIS (CHARLES DE GAULLE) | CITY JET | S | 348 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 6 | 84 | 8 | 353 |
| | FLYBE LTD | S | 222 | 0 | 0 | 82 | 8 | 6 | 2 | 2 | 0 | 14 | 79 | 13 | 224 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 570 | 0 | 0 | 86 | 8 | 4 | 2 | 1 | 0 | 9 | 82 | 10 | 579 |
| PERPIGNAN | RYANAIR | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL PERPIGNAN | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| POITIERS | RYANAIR | S | 20 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL POITIERS | | | 20 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOULOUSE (BLAGNAC) | FLYBE LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 79 | 15 | 38 |
| TOTAL TOULOUSE (BLAGNAC) | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 79 | 15 | 38 |
| TOTAL FRANCE | | | 828 | 0 | 74 | 87 | 7 | 4 | 2 | 0 | 0 | 8 | 82 | 9 | 904 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL BERLIN (TEGEL) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 196 | 0 | 0 | 94 | 4 | 2 | 0 | 0 | 0 | 4 | 81 | 9 | 196 |
| | FLYBE LTD | S | 205 | 0 | 0 | 79 | 10 | 6 | 4 | 0 | 0 | 12 | 85 | 8 | 204 |
| TOTAL DUSSELDORF | | | 401 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 8 | 83 | 9 | 400 |
| FRANKFURT MAIN | FLYBE LTD | S | 152 | 0 | 0 | 76 | 12 | 7 | 6 | 0 | 0 | 14 | 84 | 9 | 160 |
| | JET2.COM LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 50 | 10 | 2 |
| | LUFTHANSA | S | 240 | 0 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 10 | 93 | 5 | 246 |
| TOTAL FRANKFURT MAIN | | | 394 | 0 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 11 | 89 | 7 | 410 |
| HAHN | RYANAIR | S | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL HAHN | | | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| HAMBURG | FLYBE LTD | S | 44 | 0 | 0 | 82 | 5 | 7 | 7 | 0 | 0 | 12 | 60 | 21 | 58 |
| TOTAL HAMBURG | | | 44 | 0 | 0 | 82 | 5 | 7 | 7 | 0 | 0 | 12 | 60 | 21 | 58 |
| HANOVER | FLYBE LTD | S | 54 | 0 | 0 | 61 | 15 | 6 | 15 | 4 | 0 | 27 | 69 | 12 | 61 |
| TOTAL HANOVER | | | 55 | 0 | 0 | 60 | 15 | 5 | 15 | 4 | 2 | 33 | 69 | 12 | 62 |
| MUNICH | LUFTHANSA | S | 18 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | LUFTHANSA CITY LINE | S | 167 | 0 | 0 | 72 | 11 | 10 | 7 | 0 | 0 | 16 | 84 | 12 | 176 |
| TOTAL MUNICH | | | 185 | 0 | 1 | 75 | 10 | 9 | 6 | 0 | 0 | 15 | 84 | 12 | 176 |
| MUNSTER-OSNABRUCK | AIR BERLIN | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 8 |
| TOTAL MUNSTER-OSNABRUCK | | | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 8 |
| NIEDERRHEIN | RYANAIR | S | 4 | 0 | 10 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL NIEDERRHEIN | | | 4 | 0 | 10 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PADERBORN | AIR BERLIN | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 67 | 64 | 6 |
| TOTAL PADERBORN | | | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 67 | 64 | 6 |
| STUTTGART | FLYBE LTD | S | 151 | 0 | 1 | 84 | 9 | 7 | 0 | 0 | 0 | 7 | 77 | 11 | 160 |
| TOTAL STUTTGART | | | 151 | 0 | 1 | 84 | 9 | 7 | 0 | 0 | 0 | 7 | 77 | 11 | 160 |
| TOTAL GERMANY | | | 1260 | 0 | 12 | 80 | 9 | 6 | 4 | 0 | 0 | 11 | 83 | 10 | 1324 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL ATHENS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| CORFU | MONARCH AIRLINES | C | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 100 | 0 | 12 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 9 |
| | THOMSON AIRWAYS LTD | C | 13 | 0 | 0 | 77 | 0 | 0 | 23 | 0 | 0 | 32 | 100 | 0 | 7 |
| TOTAL CORFU | | | 27 | 0 | 0 | 81 | 4 | 4 | 11 | 0 | 0 | 19 | 90 | 15 | 41 |
| HERAKLION | MONARCH AIRLINES | C | 18 | 0 | 0 | 83 | 0 | 6 | 0 | 11 | 0 | 29 | 85 | 5 | 20 |
| | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 2 | 89 | 89 | 4 | 9 |
| | THOMSON AIRWAYS LTD | C | 25 | 0 | 0 | 64 | 16 | 4 | 8 | 8 | 0 | 38 | 71 | 11 | 7 |
| TOTAL HERAKLION | | | 60 | 0 | 0 | 78 | 8 | 3 | 3 | 7 | 0 | 25 | 81 | 6 | 58 |
| KEFALLINIA | THOMSON AIRWAYS LTD | C | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 57 | 28 | 7 |
| TOTAL KEFALLINIA | | | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 3 | 76 | 19 | 17 |
| KOS | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 31 | 7 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 89 | 5 | 9 |
| TOTAL KOS | | | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 81 | 12 | 21 |
| RHODES | MONARCH AIRLINES | C | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 4 |
| | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 12 | 88 | 7 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 56 | 16 | 9 |
| TOTAL RHODES | | | 23 | 2 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 7 | 78 | 12 | 40 |
| SALONIKA | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 8 | 6 |
| TOTAL SALONIKA | | | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 7 | 7 |
| ZAKINTHOS | MONARCH AIRLINES | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 88 | 3 | 8 |
| | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 80 | 10 | 0 | 0 | 0 | 10 | 130 | 93 | 2 | 15 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL ZAKINTHOS | | | 30 | 0 | 0 | 90 | 7 | 0 | 0 | 0 | 3 | 46 | 86 | 6 | 36 |
| TOTAL GREECE | | | 183 | 2 | 0 | 86 | 5 | 3 | 3 | 2 | 1 | 20 | 80 | 13 | 243 |
| INDIA | | | | | | | | | | | | | | | |
| DELHI | AIR INDIA | S | 22 | 0 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 17 | 16 | 144 | 43 |
| TOTAL DELHI | | | 22 | 0 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 17 | 16 | 144 | 43 |
| TOTAL INDIA | | | 22 | 0 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 17 | 16 | 144 | 43 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 58 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 11 | 97 | 3 | 36 |
| | BMIBABY LTD | S | 44 | 0 | 14 | 84 | 0 | 11 | 5 | 0 | 0 | 11 | 70 | 25 | 70 |
| TOTAL CORK | | | 102 | 0 | 14 | 78 | 9 | 11 | 2 | 0 | 0 | 11 | 79 | 18 | 107 |
| DUBLIN | AER LINGUS | S | 190 | 0 | 0 | 73 | 14 | 7 | 6 | 0 | 0 | 14 | 81 | 9 | 192 |
| | RYANAIR | S | 218 | 0 | 2 | 73 | 18 | 9 | 0 | 0 | 0 | 11 | 90 | 5 | 154 |
| TOTAL DUBLIN | | | 408 | 0 | 2 | 73 | 16 | 8 | 3 | 0 | 0 | 12 | 85 | 7 | 346 |
| IRELAND WEST AIRPORT KNOCK | BMIBABY LTD | S | 40 | 3 | 20 | 93 | 3 | 0 | 5 | 0 | 0 | 6 | 87 | 7 | 60 |
| TOTAL IRELAND WEST AIRPORT KNOCK | | | 40 | 3 | 20 | 93 | 3 | 0 | 5 | 0 | 0 | 6 | 87 | 7 | 60 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SHANNON | RYANAIR | S | 52 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 52 | 0 | 0 | 87 | 8 | 6 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| WATERFORD | AER ARANN | S | 54 | 0 | 0 | 96 | 0 | 0 | 0 | 4 | 0 | 9 | 100 | 0 | 54 |
| TOTAL WATERFORD | | | 54 | 0 | 0 | 96 | 0 | 0 | 0 | 4 | 0 | 9 | 100 | 0 | 54 |
| TOTAL IRISH REPUBLIC | | | 656 | 5 | 37 | 78 | 12 | 7 | 2 | 0 | 0 | 11 | 85 | 9 | 585 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | BMIBABY LTD | S | 14 | 0 | 6 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL BERGAMO | | | 14 | 0 | 6 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| BOLOGNA | RYANAIR | S | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BOLOGNA | | | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 26 | 0 | 0 | 0 |
| BRESCIA/MONTICHIARI | FLYBE LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 |
| TOTAL BRESCIA/MONTICHIARI | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 |
| FORLI | RYANAIR | S | 12 | 0 | 2 | 58 | 25 | 17 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL FORLI | | | 12 | 0 | 2 | 58 | 25 | 17 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| MILAN (MALPENSA) | FLYBE LTD | S | 108 | 0 | 0 | 78 | 17 | 4 | 2 | 0 | 0 | 9 | 82 | 14 | 106 |
| TOTAL MILAN (MALPENSA) | | | 108 | 0 | 0 | 78 | 17 | 4 | 2 | 0 | 0 | 9 | 82 | 14 | 106 |
| NAPLES | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 7 |
| TOTAL NAPLES | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 7 |
| OLBIA | RYANAIR | S | 12 | 0 | 2 | 58 | 33 | 8 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL OLBIA | | | 12 | 0 | 2 | 58 | 33 | 8 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| PISA | RYANAIR | S | 28 | 0 | 0 | 79 | 11 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL PISA | | | 28 | 0 | 0 | 79 | 11 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| ROME (FIUMICINO) | BMIBABY LTD | S | 26 | 0 | 0 | 73 | 4 | 15 | 4 | 4 | 0 | 23 | 63 | 18 | 51 |
| TOTAL ROME (FIUMICINO) | | | 26 | 0 | 0 | 73 | 4 | 15 | 4 | 4 | 0 | 23 | 63 | 18 | 51 |
| TRANPANI | RYANAIR | S | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL TRANPANI | | | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TRIESTE (RONCHI DEI LEGIONARI) | RYANAIR | S | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ITALY | | | 248 | 0 | 10 | 77 | 15 | 7 | 2 | 0 | 0 | 10 | 76 | 15 | 165 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL MONTEGO BAY | | | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL JAMAICA | | | 8 | 0 | 0 | 38 | 13 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 25 | 0 | 5 | 52 | 24 | 8 | 16 | 0 | 0 | 26 | 38 | 71 | 26 |
| | AIR MALTA | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 17 | 10 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL MALTA | | | 41 | 0 | 5 | 71 | 15 | 5 | 10 | 0 | 0 | 17 | 65 | 34 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------|------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 MALTA | | | 41 | 0 | 5 | 71 | 15 | 5 | 10 | 0 | 0 | 17 | 65 | 34 | 62 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMSON AIRWAYS LTD | C | 8 | 1 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 30 | 70 | 44 | 10 |
| TOTAL CANCUN | | | 8 | 1 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 30 | 70 | 44 | 10 |
| TOTAL MEXICO | | | 8 | 1 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 30 | 70 | 44 | 10 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 28 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 28 | 100 | 3 | 10 |
| TOTAL MOROCCO | | | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 28 | 100 | 3 | 10 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BMIBABY LTD | S | 115 | 1 | 0 | 78 | 9 | 7 | 4 | 2 | 0 | 17 | 84 | 7 | 116 |
| | KLM | S | 190 | 0 | 0 | 96 | 2 | 3 | 0 | 0 | 0 | 4 | 93 | 5 | 134 |
| | KLM CITYHOPPER | S | 162 | 0 | 0 | 86 | 6 | 6 | 2 | 0 | 0 | 8 | 86 | 7 | 224 |
| | TRANSAVIA | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL AMSTERDAM | | | 469 | 1 | 0 | 88 | 5 | 5 | 2 | 0 | 0 | 8 | 87 | 7 | 474 |
| MAASTRICHT | VLM (BELGIUM) | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL MAASTRICHT | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 471 | 1 | 0 | 87 | 5 | 5 | 2 | 0 | 0 | 8 | 87 | 7 | 480 |
| NORWAY | | | | | | | | | | | | | | | |
| SANDEFJORD(TORP) | RYANAIR | S | 24 | 0 | 2 | 79 | 13 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL SANDEFJORD(TORP) | | | 24 | 0 | 2 | 79 | 13 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 24 | 1 | 2 | 79 | 13 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 32 | 0 | 0 | 59 | 28 | 9 | 3 | 0 | 0 | 14 | 77 | 10 | 30 |
| TOTAL ISLAMABAD | | | 32 | 0 | 0 | 59 | 28 | 9 | 3 | 0 | 0 | 14 | 77 | 10 | 30 |
| TOTAL PAKISTAN | | | 32 | 0 | 0 | 59 | 28 | 9 | 3 | 0 | 0 | 14 | 77 | 10 | 30 |
| POLAND | | | | | | | | | | | | | | | |
| BYDGOSZCZ/SZWEREDOWO | RYANAIR | S | 16 | 0 | 2 | 44 | 31 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL BYDGOSZCZ/SZWEREDOWO | | | 16 | 0 | 2 | 44 | 31 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| GDANSK | RYANAIR | S | 23 | 0 | 3 | 87 | 4 | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL GDANSK | | | 23 | 0 | 3 | 87 | 4 | 0 | 9 | 0 | 0 | 10 | 0 | 0 | 0 |
| KATOWICE | RYANAIR | S | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL KATOWICE | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| KRAKOW | BMIBABY LTD | S | 4 | 0 | 18 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | RYANAIR | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL KRAKOW | | | 8 | 0 | 18 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 50 | 75 | 16 |
| RZESZOW | RYANAIR | S | 15 | 0 | 1 | 60 | 27 | 0 | 13 | 0 | 0 | 19 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|-----------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 RZESZOW | | | 15 | 0 | 1 | 60 | 27 | 0 | 13 | 0 | 0 | 19 | 0 | 0 | 0 |
| SZCZECIN (GOLENOW) | RYANAIR | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL SZCZECIN (GOLENOW) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL POLAND | | | 66 | 0 | 24 | 70 | 18 | 6 | 6 | 0 | 0 | 14 | 75 | 29 | 52 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | BMIBABY LTD | S | 32 | 0 | 0 | 69 | 6 | 6 | 19 | 0 | 0 | 30 | 88 | 10 | 33 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 87 | 5 | 5 | 0 | 3 | 0 | 15 | 93 | 5 | 58 |
| | THOMAS COOK AIRLINES LTD (MY | C | 7 | 0 | 0 | 29 | 43 | 0 | 29 | 0 | 0 | 51 | 63 | 40 | 8 |
| | THOMSON AIRWAYS LTD | C | 19 | 0 | 0 | 63 | 11 | 5 | 21 | 0 | 0 | 21 | 86 | 4 | 7 |
| TOTAL FARO | | | 120 | 1 | 0 | 75 | 8 | 5 | 10 | 2 | 0 | 22 | 82 | 12 | 119 |
| LISBON | BMIBABY LTD | S | 30 | 0 | 6 | 77 | 3 | 7 | 7 | 7 | 0 | 32 | 37 | 40 | 35 |
| | JET2.COM LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL LISBON | | | 32 | 1 | 6 | 78 | 3 | 6 | 6 | 6 | 0 | 30 | 39 | 39 | 36 |
| OPORTO (PORTUGAL) | RYANAIR | S | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL OPORTO (PORTUGAL) | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 0 | 20 | 1 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 170 | 2 | 6 | 77 | 8 | 5 | 8 | 2 | 0 | 22 | 71 | 18 | 156 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 100 | 4 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 100 | 4 | 10 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | AIR SLOVAKIA BWJ | C | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 60 | 56 | 38 | 16 |
| | RYANAIR | S | 24 | 0 | 2 | 92 | 0 | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL BRATISLAVA | | | 29 | 0 | 2 | 86 | 3 | 0 | 7 | 3 | 0 | 18 | 61 | 34 | 18 |
| TOTAL SLOVAK REPUBLIC | | | 29 | 0 | 2 | 86 | 3 | 0 | 7 | 3 | 0 | 18 | 61 | 34 | 18 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BMIBABY LTD | S | 60 | 0 | 2 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 80 | 11 | 64 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 2 | 83 | 18 | 60 |
| | RYANAIR | S | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 100 | 0 | 7 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 80 | 9 | 10 |
| TOTAL ALICANTE | | | 144 | 0 | 2 | 97 | 2 | 1 | 0 | 0 | 0 | 2 | 80 | 14 | 149 |
| ALMERIA | MONARCH AIRLINES | S | 26 | 0 | 0 | 65 | 15 | 15 | 4 | 0 | 0 | 16 | 71 | 54 | 28 |
| TOTAL ALMERIA | | | 26 | 0 | 0 | 65 | 15 | 15 | 4 | 0 | 0 | 16 | 71 | 54 | 28 |
| BARCELONA | BMIBABY LTD | S | 40 | 0 | 8 | 60 | 10 | 13 | 15 | 3 | 0 | 33 | 78 | 15 | 60 |
| TOTAL BARCELONA | | | 40 | 0 | 8 | 60 | 10 | 13 | 15 | 3 | 0 | 33 | 78 | 15 | 60 |
| GERONA | RYANAIR | S | 26 | 0 | 0 | 73 | 4 | 12 | 12 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL GERONA | | | 26 | 0 | 0 | 73 | 4 | 12 | 12 | 0 | 0 | 18 | 100 | 1 | 8 |
| IBIZA | MONARCH AIRLINES | S | 5 | 0 | 3 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 1 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IBIZA | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 100 | 1 | 14 |
| | THOMSON AIRWAYS LTD | C | 28 | 0 | 0 | 82 | 7 | 0 | 7 | 4 | 0 | 18 | 80 | 5 | 15 |
| TOTAL IBIZA | | | 41 | 0 | 3 | 83 | 7 | 0 | 7 | 2 | 0 | 14 | 90 | 3 | 31 |
| MADRID | BMIBABY LTD | S | 26 | 0 | 18 | 77 | 12 | 8 | 4 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL MADRID | | | 26 | 0 | 18 | 77 | 12 | 8 | 4 | 0 | 0 | 12 | 0 | 0 | 0 |
| MAHON | MONARCH AIRLINES | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 7 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 88 | 4 | 32 |
| | THOMAS COOK AIRLINES LTD (MY | C | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 5 | 13 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 7 |
| TOTAL MAHON | | | 67 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 90 | 4 | 68 |
| MALAGA | BMIBABY LTD | S | 64 | 0 | 0 | 67 | 20 | 9 | 3 | 0 | 0 | 15 | 67 | 15 | 83 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 85 | 6 | 5 | 3 | 0 | 0 | 8 | 83 | 12 | 58 |
| | RYANAIR | S | 9 | 0 | 1 | 56 | 33 | 11 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 8 |
| TOTAL MALAGA | | | 152 | 0 | 1 | 76 | 14 | 7 | 3 | 0 | 0 | 11 | 73 | 16 | 156 |
| MURCIA SAN JAVIER | BMIBABY LTD | S | 40 | 0 | 0 | 70 | 5 | 15 | 10 | 0 | 0 | 17 | 91 | 4 | 44 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 4 | 90 | 5 | 59 |
| | RYANAIR | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | 106 | 0 | 0 | 83 | 7 | 7 | 4 | 0 | 0 | 9 | 90 | 4 | 103 |
| PALMA DE MALLORCA | BMIBABY LTD | S | 46 | 0 | 4 | 83 | 7 | 0 | 11 | 0 | 0 | 13 | 71 | 10 | 56 |
| | MONARCH AIRLINES | S | 70 | 0 | 0 | 81 | 9 | 4 | 3 | 3 | 0 | 16 | 80 | 22 | 64 |
| | RYANAIR | S | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 33 | 0 | 0 | 76 | 9 | 6 | 9 | 0 | 0 | 17 | 79 | 28 | 24 |
| | THOMSON AIRWAYS LTD | C | 68 | 0 | 0 | 71 | 16 | 9 | 1 | 0 | 3 | 23 | 74 | 15 | 38 |
| TOTAL PALMA DE MALLORCA | | | 221 | 0 | 4 | 77 | 10 | 5 | 5 | 1 | 1 | 18 | 73 | 18 | 237 |
| REUS | RYANAIR | S | 36 | 0 | 0 | 69 | 14 | 14 | 3 | 0 | 0 | 12 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 14 | 9 |
| | THOMSON AIRWAYS LTD | C | 19 | 0 | 0 | 84 | 0 | 5 | 11 | 0 | 0 | 22 | 100 | 1 | 7 |
| TOTAL REUS | | | 62 | 0 | 0 | 77 | 8 | 10 | 5 | 0 | 0 | 14 | 92 | 6 | 26 |
| TOTAL SPAIN | | | 911 | 0 | 36 | 81 | 9 | 6 | 4 | 0 | 0 | 12 | 79 | 14 | 868 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | MONARCH AIRLINES | S | 9 | 0 | 1 | 56 | 11 | 22 | 11 | 0 | 0 | 28 | 80 | 9 | 10 |
| | THOMAS COOK AIRLINES LTD (MY | C | 25 | 0 | 0 | 88 | 4 | 0 | 8 | 0 | 0 | 10 | 94 | 2 | 16 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 75 | 13 | 0 | 0 | 13 | 0 | 29 | 73 | 16 | 11 |
| TOTAL ARRECIFE | | | 50 | 0 | 1 | 78 | 8 | 4 | 6 | 4 | 0 | 19 | 76 | 12 | 67 |
| FUERTEVENTURA | RYANAIR | S | 4 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 16 | 0 | 0 | 81 | 0 | 6 | 13 | 0 | 0 | 12 | 100 | 1 | 9 |
| | THOMSON AIRWAYS LTD | C | 15 | 0 | 0 | 87 | 7 | 0 | 0 | 7 | 0 | 23 | 80 | 14 | 10 |
| TOTAL FUERTEVENTURA | | | 35 | 0 | 0 | 74 | 3 | 14 | 6 | 3 | 0 | 19 | 76 | 132 | 37 |
| LAS PALMAS | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 5 | 18 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 24 | 100 | 5 | 10 |
| TOTAL LAS PALMAS | | | 25 | 0 | 0 | 84 | 8 | 0 | 8 | 0 | 0 | 10 | 76 | 21 | 46 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|--------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | FLIGHTLINE LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | LTE INTERNATIONAL AIRWAYS | C | 4 | 0 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 40 | 38 | 31 | 8 |
| | MONARCH AIRLINES | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 35 | 2 | 0 | 66 | 23 | 11 | 0 | 0 | 0 | 11 | 78 | 10 | 37 |
| | SPANAIR | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 30 | 0 | 0 | 80 | 13 | 0 | 0 | 7 | 0 | 18 | 92 | 6 | 12 |
| | THOMSON AIRWAYS LTD | C | 24 | 0 | 0 | 58 | 17 | 17 | 8 | 0 | 0 | 20 | 71 | 51 | 14 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 100 | 2 | 0 | 64 | 19 | 13 | 2 | 2 | 0 | 17 | 66 | 23 | 112 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 210 | 2 | 1 | 71 | 12 | 10 | 4 | 2 | 0 | 17 | 72 | 35 | 262 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | CITY AIRLINE | S | 100 | 0 | 0 | 90 | 9 | 1 | 0 | 0 | 0 | 5 | 93 | 5 | 100 |
| TOTAL GOTEBORG | | | 100 | 0 | 0 | 90 | 9 | 1 | 0 | 0 | 0 | 5 | 93 | 5 | 100 |
| STOCKHOLM (SKAVSTA) | RYANAIR | S | 32 | 0 | 2 | 88 | 9 | 0 | 0 | 3 | 0 | 16 | 0 | 0 | 0 |
| TOTAL STOCKHOLM (SKAVSTA) | | | 32 | 0 | 2 | 88 | 9 | 0 | 0 | 3 | 0 | 16 | 0 | 0 | 0 |
| TOTAL SWEDEN | | | 132 | 0 | 2 | 89 | 9 | 1 | 0 | 1 | 0 | 8 | 93 | 5 | 100 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET SWITZERLAND | S | 28 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL GENEVA | | | 28 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| ZURICH | SWISS AIRLINES | S | 184 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 7 | 72 | 11 | 184 |
| TOTAL ZURICH | | | 184 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 7 | 72 | 11 | 184 |
| TOTAL SWITZERLAND | | | 212 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 7 | 72 | 11 | 184 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | THOMAS COOK AIRLINES LTD (MY | C | 18 | 0 | 0 | 89 | 6 | 0 | 0 | 6 | 0 | 13 | 100 | 2 | 8 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 22 | 75 | 12 | 8 |
| TOTAL MONASTIR | | | 36 | 0 | 0 | 83 | 8 | 0 | 6 | 3 | 0 | 17 | 84 | 7 | 32 |
| TOTAL TUNISIA | | | 36 | 0 | 0 | 83 | 8 | 0 | 6 | 3 | 0 | 17 | 84 | 7 | 32 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 17 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 17 | 71 | 56 | 17 |
| BODRUM (MILAS) | ONUR AIR | C | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 4 | 47 | 53 | 15 |
| | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 71 | 6 | 18 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 1 | 0 | 13 | 13 | 50 | 25 | 0 | 0 | 54 | 75 | 11 | 8 |
| TOTAL BODRUM (MILAS) | | | 42 | 1 | 0 | 64 | 12 | 17 | 7 | 0 | 0 | 19 | 65 | 45 | 43 |
| DALAMAN | KIBRIS TURKISH AIRLINES - KTHY | S | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 88 | 13 | 8 |
| | ONUR AIR | C | 8 | 1 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 13 | 100 | 1 | 15 |
| | THOMAS COOK AIRLINES LTD (MY | C | 25 | 0 | 0 | 72 | 4 | 12 | 4 | 8 | 0 | 26 | 91 | 10 | 23 |
| | THOMSON AIRWAYS LTD | C | 25 | 0 | 0 | 68 | 20 | 0 | 12 | 0 | 0 | 19 | 100 | 3 | 7 |
| TOTAL DALAMAN | | | 64 | 1 | 0 | 70 | 14 | 5 | 8 | 3 | 0 | 20 | 93 | 7 | 68 |
| TOTAL TURKEY | | | 123 | 2 | 0 | 70 | 11 | 8 | 9 | 2 | 0 | 19 | 81 | 26 | 129 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: BIRMINGHAM (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-----------------------|-------------------|-------------------|-----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 36 | 0 | 0 | 69 | 17 | 3 | 0 | 11 | 0 | 37 | 75 | 10 | 36 |
| TOTAL ASHKHABAD | | | 36 | 0 | 0 | 69 | 17 | 3 | 0 | 11 | 0 | 37 | 75 | 10 | 36 |
| TOTAL TURKMENISTAN | | | 36 | 0 | 0 | 69 | 17 | 3 | 0 | 11 | 0 | 37 | 75 | 10 | 36 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 124 | 0 | 0 | 55 | 23 | 19 | 3 | 0 | 0 | 19 | 70 | 12 | 124 |
| TOTAL DUBAI | | | 124 | 0 | 0 | 55 | 23 | 19 | 3 | 0 | 0 | 19 | 70 | 12 | 124 |
| TOTAL UNITED ARAB EMIRATES | | | 124 | 0 | 0 | 55 | 23 | 19 | 3 | 0 | 0 | 19 | 70 | 12 | 124 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMIBABY LTD | S | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 83 | 7 | 108 |
| | FLYBE LTD | S | 153 | 0 | 0 | 74 | 12 | 5 | 8 | 1 | 0 | 15 | 91 | 6 | 161 |
| TOTAL ABERDEEN | | | 215 | 0 | 0 | 77 | 12 | 5 | 7 | 0 | 0 | 13 | 88 | 7 | 269 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 333 | 0 | 2 | 83 | 9 | 6 | 1 | 0 | 0 | 8 | 78 | 9 | 392 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 333 | 0 | 2 | 83 | 9 | 6 | 1 | 0 | 0 | 8 | 78 | 9 | 392 |
| BELFAST INTERNATIONAL | BMIBABY LTD | S | 124 | 0 | 0 | 59 | 6 | 5 | 1 | 16 | 13 | 106 | 78 | 12 | 162 |
| TOTAL BELFAST INTERNATIONAL | | | 124 | 0 | 0 | 59 | 6 | 5 | 1 | 16 | 13 | 106 | 78 | 12 | 162 |
| CITY OF DERRY (EGLINTON) | RYANAIR | S | 12 | 0 | 0 | 67 | 17 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 12 | 0 | 0 | 67 | 17 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| DUNDEE | LOGANAIR | S | 136 | 2 | 4 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL DUNDEE | | | 136 | 2 | 4 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 76 | 9 | 84 |
| EDINBURGH | BMIBABY LTD | S | 132 | 2 | 0 | 82 | 10 | 5 | 3 | 0 | 0 | 9 | 76 | 10 | 172 |
| | FLYBE LTD | S | 387 | 2 | 1 | 84 | 8 | 6 | 2 | 0 | 0 | 8 | 77 | 12 | 431 |
| TOTAL EDINBURGH | | | 519 | 4 | 1 | 83 | 9 | 6 | 2 | 0 | 0 | 8 | 76 | 12 | 603 |
| GLASGOW | BMIBABY LTD | S | 126 | 0 | 0 | 87 | 6 | 6 | 2 | 0 | 0 | 7 | 89 | 7 | 161 |
| | FLYBE LTD | S | 355 | 1 | 1 | 79 | 8 | 6 | 6 | 0 | 0 | 14 | 75 | 16 | 432 |
| TOTAL GLASGOW | | | 482 | 1 | 1 | 82 | 7 | 6 | 5 | 0 | 0 | 12 | 79 | 13 | 594 |
| GUERNSEY | FLYBE LTD | S | 56 | 0 | 0 | 68 | 13 | 13 | 7 | 0 | 0 | 17 | 72 | 12 | 54 |
| TOTAL GUERNSEY | | | 56 | 0 | 0 | 68 | 13 | 13 | 7 | 0 | 0 | 17 | 72 | 12 | 54 |
| INVERNESS | FLYBE LTD | S | 59 | 0 | 1 | 83 | 12 | 3 | 2 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | 59 | 0 | 1 | 83 | 12 | 3 | 2 | 0 | 0 | 8 | 87 | 13 | 102 |
| ISLE OF MAN | EASTERN AIRWAYS | S | 116 | 2 | 12 | 90 | 5 | 3 | 2 | 0 | 0 | 4 | 99 | 0 | 146 |
| | FLYBE LTD | S | 88 | 0 | 2 | 70 | 10 | 9 | 9 | 1 | 0 | 22 | 95 | 3 | 62 |
| TOTAL ISLE OF MAN | | | 204 | 2 | 14 | 81 | 7 | 6 | 5 | 0 | 0 | 12 | 98 | 1 | 208 |
| JERSEY | FLYBE LTD | S | 68 | 0 | 0 | 69 | 15 | 9 | 7 | 0 | 0 | 16 | 73 | 13 | 70 |
| TOTAL JERSEY | | | 68 | 0 | 22 | 69 | 15 | 9 | 7 | 0 | 0 | 16 | 76 | 12 | 96 |
| NEWCASTLE | EASTERN AIRWAYS | S | 154 | 0 | 2 | 95 | 3 | 1 | 0 | 1 | 0 | 5 | 94 | 3 | 174 |
| TOTAL NEWCASTLE | | | 154 | 0 | 2 | 95 | 3 | 1 | 0 | 1 | 0 | 5 | 94 | 3 | 174 |
| TOTAL UNITED KINGDOM | | | 2363 | 15 | 47 | 82 | 8 | 5 | 3 | 1 | 1 | 15 | 81 | 10 | 2738 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------|----------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 | 8 | 2 | 0 | 0 | 9 | 76 | 11 | 62 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 76 | 15 | 8 | 2 | 0 | 0 | 9 | 76 | 11 | 62 |
| SANFORD | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 86 | 40 | 7 |
| TOTAL SANFORD | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 86 | 40 | 7 |
| TOTAL USA | | | 70 | 1 | 0 | 77 | 14 | 7 | 1 | 0 | 0 | 8 | 77 | 14 | 69 |
| TOTAL BIRMINGHAM | | | 8916 | 42 | 269 | 81 | 9 | 6 | 3 | 1 | 0 | 13 | 79 | 13 | 9369 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI REGIONAL | S | 148 | 2 | 0 | 93 | 3 | 3 | 2 | 0 | 0 | 4 | 86 | 10 | 154 |
| TOTAL BRUSSELS | | | 148 | 2 | 0 | 93 | 3 | 3 | 2 | 0 | 0 | 4 | 86 | 10 | 154 |
| TOTAL BELGIUM | | | 148 | 2 | 0 | 93 | 3 | 3 | 2 | 0 | 0 | 4 | 86 | 10 | 154 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | FLYGLOBESPAN | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PULA | FLYGLOBESPAN | S | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 100 | 0 | 5 |
| TOTAL PULA | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 100 | 0 | 5 |
| TOTAL CROATIA | | | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 29 | 100 | 0 | 5 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | MONARCH AIRLINES | C | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 18 | 44 | 123 | 9 |
| PAPHOS | FLYGLOBESPAN | S | 9 | 0 | 0 | 33 | 11 | 33 | 22 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL PAPHOS | | | 9 | 0 | 0 | 33 | 11 | 33 | 22 | 0 | 0 | 46 | 0 | 0 | 0 |
| TOTAL CYPRUS | | | 18 | 0 | 0 | 44 | 17 | 22 | 17 | 0 | 0 | 32 | 44 | 123 | 9 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | JET2.COM LTD | S | 40 | 0 | 0 | 70 | 15 | 10 | 5 | 0 | 0 | 17 | 83 | 9 | 42 |
| TOTAL PRAGUE | | | 40 | 0 | 0 | 70 | 15 | 10 | 5 | 0 | 0 | 17 | 83 | 9 | 42 |
| TOTAL CZECH REPUBLIC | | | 40 | 0 | 0 | 70 | 15 | 10 | 5 | 0 | 0 | 17 | 83 | 9 | 42 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI REGIONAL | S | 158 | 0 | 0 | 98 | 1 | 1 | 0 | 0 | 0 | 2 | 94 | 3 | 108 |
| | STERLING AIRLINES | S | 14 | 0 | 0 | 50 | 14 | 21 | 14 | 0 | 0 | 27 | 0 | 0 | 0 |
| | THOMAS COOK SCANDANAVIA | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 174 | 0 | 0 | 94 | 2 | 3 | 1 | 0 | 0 | 5 | 94 | 3 | 108 |
| TOTAL DENMARK | | | 174 | 0 | 0 | 94 | 2 | 3 | 1 | 0 | 0 | 5 | 93 | 3 | 110 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | FLYGLOBESPAN | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL EGYPT | | | 11 | 0 | 0 | 82 | 0 | 18 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| FRANCE | | | | | | | | | | | | | | | |
| BERGERAC | FLYBE LTD | S | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 24 | 63 | 15 | 8 |
| TOTAL BERGERAC | | | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 24 | 63 | 15 | 8 |
| MARSEILLE | RYANAIR | S | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL MARSEILLE | | | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 |
| | FLYGLOBESPAN | S | 26 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 25 | 50 | 24 | 44 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 NICE | | | 52 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 17 | 50 | 24 | 44 |
| PARIS (CHARLES DE GAULLE) | CITY JET | S | 248 | 0 | 0 | 85 | 8 | 6 | 1 | 0 | 0 | 7 | 75 | 13 | 185 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 84 | 3 | 10 | 3 | 0 | 0 | 10 | 61 | 18 | 54 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 310 | 0 | 0 | 85 | 7 | 6 | 1 | 0 | 0 | 7 | 69 | 18 | 414 |
| PARIS (LE BOURGET) | PAN EUROPEAN AIR SERVICE | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL PARIS (LE BOURGET) | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| RENNES | FLYBE LTD | S | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL RENNES | | | 6 | 0 | 0 | 67 | 0 | 17 | 17 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 390 | 0 | 0 | 83 | 7 | 7 | 2 | 0 | 0 | 9 | 67 | 19 | 466 |
| GERMANY | | | | | | | | | | | | | | | |
| BREMEN | RYANAIR | S | 36 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL BREMEN | | | 36 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 11 | 0 | 0 | 0 |
| COLOGNE BONN | GERMANWINGS | S | 36 | 0 | 0 | 44 | 33 | 17 | 3 | 3 | 0 | 25 | 64 | 14 | 42 |
| TOTAL COLOGNE BONN | | | 36 | 0 | 0 | 44 | 33 | 17 | 3 | 3 | 0 | 25 | 64 | 14 | 42 |
| DORTMUND | EASYJET AIRLINE COMPANY LTD | S | 30 | 0 | 0 | 57 | 20 | 17 | 7 | 0 | 0 | 20 | 92 | 5 | 36 |
| TOTAL DORTMUND | | | 30 | 0 | 0 | 57 | 20 | 17 | 7 | 0 | 0 | 20 | 92 | 5 | 36 |
| FRANKFURT MAIN | LUFTHANSA | S | 168 | 0 | 0 | 74 | 13 | 8 | 5 | 0 | 0 | 13 | 85 | 7 | 186 |
| TOTAL FRANKFURT MAIN | | | 168 | 0 | 0 | 74 | 13 | 8 | 5 | 0 | 0 | 13 | 85 | 7 | 186 |
| HAHN | RYANAIR | S | 26 | 0 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL HAHN | | | 26 | 0 | 0 | 58 | 27 | 15 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| MUNICH | AIR BERLIN | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 77 | 13 | 5 | 3 | 2 | 0 | 14 | 81 | 7 | 62 |
| TOTAL MUNICH | | | 64 | 0 | 0 | 77 | 13 | 6 | 3 | 2 | 0 | 15 | 81 | 7 | 62 |
| NIEDERRHEIN | RYANAIR | S | 22 | 0 | 1 | 77 | 9 | 9 | 0 | 0 | 5 | 30 | 0 | 0 | 0 |
| TOTAL NIEDERRHEIN | | | 22 | 0 | 1 | 77 | 9 | 9 | 0 | 0 | 5 | 30 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 382 | 0 | 1 | 69 | 17 | 9 | 4 | 1 | 0 | 16 | 82 | 8 | 326 |
| GREECE | | | | | | | | | | | | | | | |
| RHODES | MONARCH AIRLINES | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL RHODES | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| ZAKINTHOS | MONARCH AIRLINES | C | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 88 | 11 | 8 |
| TOTAL ZAKINTHOS | | | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 88 | 11 | 8 |
| TOTAL GREECE | | | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 5 | 88 | 11 | 8 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER ARANN | S | 54 | 0 | 0 | 83 | 9 | 7 | 0 | 0 | 0 | 7 | 83 | 10 | 90 |
| TOTAL CORK | | | 54 | 0 | 0 | 83 | 9 | 7 | 0 | 0 | 0 | 7 | 83 | 10 | 90 |
| DUBLIN | AER ARANN | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | AER LINGUS | S | 72 | 0 | 0 | 78 | 11 | 4 | 7 | 0 | 0 | 12 | 69 | 16 | 68 |
| | RYANAIR | S | 204 | 0 | 0 | 74 | 16 | 9 | 0 | 0 | 0 | 10 | 81 | 8 | 188 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights | |
| | | | MATCHED | Actual (7) | | | | | | | | | | | Plan (8) |
| TOTAL DUBLIN | | | 278 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 11 | 78 | 10 | 256 |
| GALWAY | AER ARANN | S | 44 | 2 | 0 | 86 | 5 | 9 | 0 | 0 | 0 | 8 | 82 | 11 | 50 |
| | AER ARANN | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL GALWAY | | | 46 | 2 | 0 | 85 | 7 | 9 | 0 | 0 | 0 | 9 | 82 | 11 | 50 |
| SHANNON | RYANAIR | S | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 94 | 1 | 34 |
| TOTAL SHANNON | | | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 94 | 1 | 34 |
| TOTAL IRISH REPUBLIC | | | 414 | 2 | 0 | 79 | 12 | 7 | 1 | 0 | 0 | 9 | 81 | 9 | 430 |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (MALPENSA) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 83 | 7 | 60 |
| TOTAL MILAN (MALPENSA) | | | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 83 | 7 | 60 |
| PALERMO | MISTRAL AIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL PALERMO | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 50 | 18 | 2 |
| PISA | JET2.COM LTD | S | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 17 | 58 | 13 | 24 |
| | RYANAIR | S | 26 | 0 | 0 | 58 | 19 | 15 | 8 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL PISA | | | 34 | 0 | 0 | 59 | 15 | 21 | 6 | 0 | 0 | 21 | 58 | 13 | 24 |
| ROME (FIUMICINO) | FLYGLOBESPAN | S | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 20 | 38 | 39 | 16 |
| TOTAL ROME (FIUMICINO) | | | 18 | 0 | 0 | 50 | 22 | 22 | 6 | 0 | 0 | 20 | 38 | 39 | 16 |
| TOTAL ITALY | | | 116 | 1 | 0 | 71 | 14 | 11 | 4 | 0 | 0 | 14 | 76 | 11 | 136 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 83 | 6 | 102 |
| | KLM | S | 200 | 0 | 0 | 88 | 9 | 2 | 2 | 0 | 0 | 7 | 95 | 4 | 196 |
| | KLM CITYHOPPER | S | 96 | 0 | 0 | 77 | 13 | 4 | 6 | 0 | 0 | 12 | 71 | 14 | 112 |
| TOTAL AMSTERDAM | | | 358 | 1 | 0 | 85 | 10 | 3 | 3 | 0 | 0 | 8 | 86 | 7 | 410 |
| TOTAL NETHERLANDS | | | 358 | 2 | 0 | 85 | 10 | 3 | 3 | 0 | 0 | 8 | 86 | 7 | 410 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 8 | 58 | 35 | 26 |
| TOTAL OSLO (GARDERMOEN) | | | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 8 | 57 | 34 | 28 |
| TOTAL NORWAY | | | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 8 | 57 | 34 | 28 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 4 |
| TOTAL KRAKOW | | | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 4 |
| TOTAL POLAND | | | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 69 | 29 | 108 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | FLYGLOBESPAN | S | 62 | 0 | 0 | 82 | 6 | 8 | 0 | 0 | 3 | 22 | 75 | 21 | 61 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL FARO | | | 72 | 0 | 0 | 82 | 8 | 7 | 0 | 0 | 3 | 20 | 73 | 19 | 73 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 72 | 0 | 0 | 82 | 8 | 7 | 0 | 0 | 3 | 20 | 73 | 19 | 73 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | FLYGLOBESPAN | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 100 | 3 | 8 |
| | FLYGLOBESPAN | S | 43 | 0 | 0 | 65 | 9 | 7 | 0 | 0 | 19 | 87 | 92 | 6 | 62 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 4 | 10 |
| | RYANAIR | S | 36 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 95 | 0 | 0 | 80 | 6 | 5 | 0 | 0 | 8 | 42 | 94 | 5 | 80 |
| BARCELONA | FLYGLOBESPAN | S | 39 | 4 | 3 | 51 | 15 | 5 | 8 | 13 | 8 | 83 | 66 | 64 | 61 |
| TOTAL BARCELONA | | | 39 | 4 | 3 | 51 | 15 | 5 | 8 | 13 | 8 | 83 | 63 | 44 | 119 |
| IBIZA | BMI BRITISH MIDLAND | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 8 | 7 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 4 | 45 | 18 | 11 |
| MADRID | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 26 | 19 | 24 | 31 | 0 | 0 | 44 | 69 | 18 | 62 |
| TOTAL MADRID | | | 62 | 0 | 0 | 26 | 19 | 24 | 31 | 0 | 0 | 44 | 69 | 18 | 62 |
| MAHON | JET2.COM LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL MAHON | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 5 |
| MALAGA | FLYGLOBESPAN | S | 52 | 0 | 0 | 71 | 13 | 8 | 8 | 0 | 0 | 18 | 66 | 24 | 95 |
| TOTAL MALAGA | | | 52 | 0 | 0 | 71 | 13 | 8 | 8 | 0 | 0 | 18 | 66 | 24 | 95 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 77 | 8 | 30 |
| TOTAL MURCIA SAN JAVIER | | | 30 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 56 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 16 | 100 | 0 | 8 |
| | FLYGLOBESPAN | S | 54 | 0 | 0 | 87 | 7 | 2 | 0 | 0 | 4 | 21 | 78 | 33 | 68 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 14 | 75 | 13 | 8 |
| | SPANAIR | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 14 | 0 | 0 | 57 | 7 | 36 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL PALMA DE MALLORCA | | | 85 | 0 | 0 | 76 | 11 | 9 | 1 | 0 | 2 | 19 | 80 | 25 | 101 |
| REUS | MONARCH AIRLINES | C | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 2 | 88 | 4 | 8 |
| TOTAL REUS | | | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 2 | 88 | 4 | 8 |
| VALLADOLID | PRIVILEGE STYLE | C | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL VALLADOLID | | | 9 | 0 | 0 | 67 | 22 | 0 | 11 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 395 | 4 | 3 | 69 | 11 | 9 | 7 | 1 | 3 | 33 | 74 | 23 | 537 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| | FLYGLOBESPAN | S | 7 | 0 | 1 | 43 | 29 | 29 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | IBERWORLD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 15 | 0 | 1 | 53 | 20 | 13 | 13 | 0 | 0 | 25 | 13 | 44 | 8 |
| FUERTEVENTURA | MONARCH AIRLINES | C | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 10 | 100 | 6 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 FUERTEVENTURA | | | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 10 | 100 | 6 | 10 |
| LAS PALMAS | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 51 | 0 | 0 | 0 |
| | FLYGLOBESPAN | S | 8 | 0 | 0 | 25 | 13 | 50 | 13 | 0 | 0 | 42 | 0 | 0 | 0 |
| | IBERWORLD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 45 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 3 | 80 | 6 | 10 |
| TOTAL LAS PALMAS | | | 19 | 0 | 0 | 47 | 11 | 26 | 16 | 0 | 0 | 29 | 80 | 6 | 10 |
| TENERIFE (SURREINA SOFIA) | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 35 | 0 | 53 | 1 |
| | FLYGLOBESPAN | S | 9 | 0 | 0 | 11 | 11 | 78 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| | IBERWORLD | C | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 11 | 63 | 9 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 10 | 75 | 9 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 28 | 0 | 0 | 50 | 14 | 36 | 0 | 0 | 0 | 21 | 65 | 11 | 17 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 69 | 0 | 1 | 54 | 13 | 26 | 7 | 0 | 0 | 23 | 67 | 15 | 45 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | SAS | S | 12 | 0 | 6 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 11 | 20 |
| | STERLING AIRLINES | S | 14 | 0 | 0 | 71 | 0 | 7 | 21 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL STOCKHOLM (ARLANDA) | | | 27 | 0 | 6 | 81 | 4 | 4 | 11 | 0 | 0 | 14 | 75 | 11 | 20 |
| TOTAL SWEDEN | | | 27 | 0 | 6 | 81 | 4 | 4 | 11 | 0 | 0 | 14 | 75 | 11 | 20 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 8 | 63 | 14 | 62 |
| TOTAL GENEVA | | | 62 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 8 | 63 | 14 | 62 |
| ZURICH | BMI REGIONAL | S | 42 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 4 | 85 | 8 | 52 |
| TOTAL ZURICH | | | 42 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 4 | 85 | 8 | 52 |
| TOTAL SWITZERLAND | | | 104 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 7 | 73 | 12 | 114 |
| TURKEY | | | | | | | | | | | | | | | |
| DALAMAN | FREEBIRD AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 5 |
| | MONARCH AIRLINES | C | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 5 |
| | ONUR AIR | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 16 | 0 | 0 | 0 |
| | PEGASUS AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 63 | 12 | 8 |
| TOTAL DALAMAN | | | 28 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 7 | 83 | 6 | 18 |
| TOTAL TURKEY | | | 28 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 7 | 83 | 6 | 18 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 230 | 0 | 0 | 77 | 5 | 10 | 9 | 0 | 0 | 15 | 87 | 10 | 218 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 230 | 0 | 0 | 77 | 5 | 10 | 9 | 0 | 0 | 15 | 87 | 10 | 218 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 168 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 5 | 89 | 7 | 224 |
| TOTAL BELFAST INTERNATIONAL | | | 168 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 5 | 89 | 7 | 224 |
| BIRMINGHAM | BMIBABY LTD | S | 134 | 0 | 6 | 83 | 8 | 5 | 4 | 0 | 0 | 10 | 74 | 11 | 172 |
| | FLYBE LTD | S | 386 | 3 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 8 | 72 | 14 | 432 |
| TOTAL BIRMINGHAM | | | 520 | 3 | 6 | 82 | 11 | 5 | 2 | 0 | 0 | 8 | 73 | 13 | 604 |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | S | 178 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 91 | 5 | 170 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 BRISTOL | | | 178 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 91 | 5 | 170 |
| CARDIFF WALES | BMIBABY LTD | S | 116 | 0 | 0 | 91 | 3 | 3 | 3 | 0 | 0 | 6 | 85 | 11 | 124 |
| | FLYBE LTD | S | 134 | 0 | 0 | 75 | 13 | 9 | 1 | 1 | 0 | 12 | 0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | 250 | 0 | 0 | 83 | 8 | 6 | 2 | 0 | 0 | 9 | 85 | 11 | 124 |
| EAST MIDLANDS INTERNATIONAL | BMIBABY LTD | S | 140 | 0 | 0 | 87 | 6 | 4 | 4 | 0 | 0 | 8 | 91 | 4 | 160 |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | 140 | 0 | 0 | 87 | 6 | 4 | 4 | 0 | 0 | 8 | 91 | 4 | 160 |
| EXETER | FLYBE LTD | S | 119 | 0 | 0 | 66 | 17 | 8 | 8 | 1 | 0 | 20 | 71 | 16 | 124 |
| TOTAL EXETER | | | 119 | 0 | 0 | 66 | 17 | 8 | 8 | 1 | 0 | 20 | 71 | 16 | 124 |
| GATWICK | BRITISH AIRWAYS PLC | S | 332 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 60 | 19 | 348 |
| | EASYJET AIRLINE COMPANY LTD | S | 240 | 0 | 0 | 85 | 9 | 3 | 3 | 0 | 0 | 9 | 75 | 14 | 240 |
| TOTAL GATWICK | | | 572 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 6 | 66 | 17 | 588 |
| HEATHROW | BMI BRITISH MIDLAND | S | 478 | 1 | 5 | 80 | 12 | 7 | 1 | 0 | 0 | 8 | 72 | 15 | 480 |
| | BRITISH AIRWAYS PLC | S | 606 | 1 | 0 | 79 | 13 | 7 | 1 | 0 | 0 | 10 | 54 | 23 | 612 |
| TOTAL HEATHROW | | | 1084 | 2 | 5 | 80 | 12 | 7 | 1 | 0 | 0 | 9 | 62 | 20 | 1092 |
| INVERNESS | LOGANAIR | S | 50 | 0 | 0 | 76 | 4 | 12 | 8 | 0 | 0 | 17 | 69 | 21 | 49 |
| TOTAL INVERNESS | | | 50 | 0 | 0 | 76 | 4 | 12 | 8 | 0 | 0 | 17 | 69 | 21 | 49 |
| ISLE OF MAN | LOGANAIR | S | 62 | 1 | 0 | 84 | 2 | 10 | 5 | 0 | 0 | 10 | 85 | 9 | 54 |
| TOTAL ISLE OF MAN | | | 62 | 1 | 0 | 84 | 2 | 10 | 5 | 0 | 0 | 10 | 85 | 9 | 54 |
| JERSEY | FLYBE LTD | S | 44 | 0 | 0 | 73 | 7 | 11 | 9 | 0 | 0 | 20 | 74 | 13 | 58 |
| TOTAL JERSEY | | | 44 | 0 | 0 | 73 | 7 | 11 | 9 | 0 | 0 | 20 | 74 | 13 | 58 |
| KIRKWALL | LOGANAIR | S | 142 | 0 | 0 | 82 | 10 | 4 | 4 | 0 | 0 | 9 | 87 | 12 | 116 |
| TOTAL KIRKWALL | | | 142 | 0 | 0 | 82 | 10 | 4 | 4 | 0 | 0 | 9 | 87 | 12 | 116 |
| LEEDS BRADFORD | BMI REGIONAL | S | 119 | 0 | 0 | 90 | 7 | 3 | 1 | 0 | 0 | 4 | 87 | 5 | 188 |
| TOTAL LEEDS BRADFORD | | | 119 | 0 | 0 | 90 | 7 | 3 | 1 | 0 | 0 | 4 | 87 | 5 | 188 |
| LONDON CITY | BA CITYFLYER LTD | S | 463 | 0 | 0 | 83 | 8 | 5 | 4 | 0 | 0 | 10 | 71 | 17 | 395 |
| | CITY JET | S | 325 | 2 | 0 | 84 | 9 | 5 | 3 | 0 | 0 | 8 | 60 | 16 | 309 |
| TOTAL LONDON CITY | | | 788 | 2 | 0 | 83 | 8 | 5 | 4 | 0 | 0 | 9 | 66 | 17 | 704 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 285 | 0 | 1 | 83 | 10 | 4 | 2 | 1 | 0 | 11 | 83 | 10 | 280 |
| TOTAL LUTON | | | 286 | 0 | 1 | 83 | 10 | 4 | 2 | 1 | 0 | 12 | 83 | 10 | 280 |
| MANCHESTER | BMI REGIONAL | S | 356 | 0 | 0 | 95 | 3 | 1 | 1 | 0 | 0 | 4 | 92 | 5 | 364 |
| | FLYBE LTD | S | 262 | 0 | 8 | 89 | 2 | 4 | 5 | 0 | 0 | 10 | 80 | 11 | 376 |
| TOTAL MANCHESTER | | | 619 | 0 | 8 | 92 | 2 | 3 | 3 | 0 | 0 | 6 | 86 | 8 | 740 |
| TOTAL NEWCASTLE | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| NEWQUAY | FLYBE LTD | S | 36 | 0 | 0 | 78 | 6 | 8 | 8 | 0 | 0 | 14 | 69 | 18 | 42 |
| TOTAL NEWQUAY | | | 36 | 0 | 0 | 78 | 6 | 8 | 8 | 0 | 0 | 14 | 69 | 18 | 42 |
| NORWICH | FLYBE LTD | S | 108 | 0 | 0 | 86 | 8 | 2 | 3 | 1 | 0 | 10 | 91 | 5 | 108 |
| TOTAL NORWICH | | | 108 | 0 | 0 | 86 | 8 | 2 | 3 | 1 | 0 | 10 | 91 | 5 | 108 |
| SOUTHAMPTON | FLYBE LTD | S | 313 | 0 | 1 | 83 | 9 | 4 | 4 | 0 | 0 | 10 | 65 | 16 | 327 |
| TOTAL SOUTHAMPTON | | | 313 | 0 | 1 | 83 | 9 | 4 | 4 | 0 | 0 | 10 | 65 | 16 | 327 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: EDINBURGH (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|------------------------------------|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 | 292 | 0 | 2 | 88 | 7 | 3 | 0 | 1 | 0 | 7 | 63 | 16 | 294 |
| TOTAL STANSTED | | | 292 | 0 | 2 | 88 | 7 | 3 | 0 | 1 | 0 | 7 | 63 | 16 | 294 |
| STORNOWAY | LOGANAIR | S | 157 | 0 | 0 | 83 | 6 | 5 | 5 | 1 | 0 | 12 | 86 | 10 | 155 |
| TOTAL STORNOWAY | | | 157 | 0 | 0 | 83 | 6 | 5 | 5 | 1 | 0 | 12 | 86 | 10 | 155 |
| SUMBURGH | LOGANAIR | S | 116 | 0 | 0 | 84 | 7 | 6 | 3 | 0 | 0 | 8 | 88 | 10 | 108 |
| TOTAL SUMBURGH | | | 116 | 0 | 0 | 84 | 7 | 6 | 3 | 0 | 0 | 8 | 88 | 10 | 108 |
| WICK | LOGANAIR | S | 46 | 0 | 0 | 85 | 2 | 4 | 9 | 0 | 0 | 15 | 83 | 18 | 46 |
| TOTAL WICK | | | 46 | 0 | 0 | 85 | 2 | 4 | 9 | 0 | 0 | 15 | 83 | 18 | 46 |
| TOTAL UNITED KINGDOM | | | 6442 | 10 | 23 | 84 | 8 | 5 | 3 | 0 | 0 | 9 | 74 | 13 | 6573 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (JF KENNEDY) | DELTA AIRLINES | S | 54 | 1 | 4 | 78 | 13 | 2 | 4 | 4 | 0 | 15 | 0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 54 | 1 | 4 | 78 | 13 | 2 | 4 | 4 | 0 | 15 | 0 | 0 | 0 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 114 | 0 | 0 | 75 | 10 | 9 | 6 | 0 | 0 | 12 | 75 | 13 | 118 |
| TOTAL NEW YORK (NEWARK) | | | 114 | 0 | 0 | 75 | 10 | 9 | 6 | 0 | 0 | 12 | 75 | 13 | 118 |
| TOTAL USA | | | 168 | 1 | 4 | 76 | 11 | 7 | 5 | 1 | 0 | 13 | 78 | 12 | 148 |
| TOTAL EDINBURGH | | | 9444 | 22 | 38 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 75 | 14 | 9777 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------------|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALBANIA | | | | | | | | | | | | | | | |
| TIRANA | BRITISH AIRWAYS PLC | S | 42 | 0 | 0 | 81 | 10 | 5 | 5 | 0 | 0 | 11 | 48 | 23 | 46 |
| TOTAL TIRANA | | | 42 | 0 | 0 | 81 | 10 | 5 | 5 | 0 | 0 | 11 | 48 | 23 | 46 |
| TOTAL ALBANIA | | | 42 | 0 | 0 | 81 | 10 | 5 | 5 | 0 | 0 | 11 | 48 | 23 | 46 |
| ALGERIA | | | | | | | | | | | | | | | |
| HASSI MESSAOUD | MONARCH AIRLINES | C | 28 | 0 | 0 | 79 | 11 | 7 | 4 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL HASSI MESSAOUD | | | 28 | 0 | 0 | 79 | 11 | 7 | 4 | 0 | 0 | 11 | 52 | 20 | 46 |
| TOTAL ALGERIA | | | 28 | 0 | 0 | 79 | 11 | 7 | 4 | 0 | 0 | 11 | 51 | 26 | 107 |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | BRITISH AIRWAYS PLC | S | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 27 | 0 | 0 | 48 | 19 | 11 | 11 | 0 | 11 | 96 | 54 | 30 | 24 |
| TOTAL ANTIGUA | | | 34 | 0 | 0 | 53 | 15 | 15 | 9 | 0 | 9 | 80 | 55 | 26 | 42 |
| TOTAL ANTIGUA AND BARBUDA | | | 34 | 0 | 0 | 53 | 15 | 15 | 9 | 0 | 9 | 80 | 55 | 26 | 42 |
| AUSTRIA | | | | | | | | | | | | | | | |
| INNSBRUCK | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 78 | 6 | 6 | 6 | 6 | 0 | 23 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | 18 | 0 | 0 | 78 | 6 | 6 | 6 | 6 | 0 | 23 | 88 | 11 | 16 |
| SALZBURG | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 91 | 2 | 5 | 2 | 0 | 0 | 5 | 67 | 24 | 46 |
| TOTAL SALZBURG | | | 44 | 0 | 0 | 91 | 2 | 5 | 2 | 0 | 0 | 5 | 67 | 24 | 46 |
| TOTAL AUSTRIA | | | 62 | 0 | 0 | 87 | 3 | 5 | 3 | 2 | 0 | 10 | 73 | 21 | 62 |
| AZERBAIJAN | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | S | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 23 | 69 | 11 | 16 |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 23 | 69 | 11 | 16 |
| TOTAL AZERBAIJAN | | | 10 | 0 | 0 | 40 | 30 | 30 | 0 | 0 | 0 | 23 | 69 | 11 | 16 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BRITISH AIRWAYS PLC | S | 63 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 74 | 12 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 60 | 0 | 0 | 50 | 18 | 12 | 15 | 2 | 3 | 47 | 56 | 27 | 62 |
| TOTAL BRIDGETOWN | | | 123 | 0 | 0 | 66 | 14 | 9 | 9 | 1 | 2 | 29 | 65 | 21 | 136 |
| TOTAL BARBADOS | | | 123 | 0 | 0 | 66 | 14 | 9 | 9 | 1 | 2 | 29 | 65 | 21 | 136 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK INT'L | BELAVIA (BELARUSSIAN AIRLINES) | S | 20 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 17 | 78 | 11 | 18 |
| | THOMAS COOK AIRLINES LTD (MY) | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL MINSK INT'L | | | 22 | 0 | 0 | 55 | 36 | 9 | 0 | 0 | 0 | 15 | 78 | 11 | 18 |
| TOTAL BELARUS | | | 22 | 0 | 0 | 55 | 36 | 9 | 0 | 0 | 0 | 15 | 78 | 11 | 18 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 123 | 0 | 0 | 80 | 10 | 2 | 7 | 0 | 0 | 13 | 70 | 14 | 114 |
| TOTAL BRUSSELS | | | 123 | 0 | 0 | 80 | 10 | 2 | 7 | 0 | 0 | 13 | 70 | 14 | 114 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 BELGIUM | | | 123 | 0 | 0 | 80 | 10 | 2 | 7 | 0 | 0 | 13 | 70 | 14 | 114 |
| BERMUDA | | | | | | | | | | | | | | | |
| BERMUDA | BRITISH AIRWAYS PLC | S | 59 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 4 | 77 | 11 | 60 |
| TOTAL BERMUDA | | | 59 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 4 | 77 | 11 | 60 |
| TOTAL BERMUDA | | | 59 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 4 | 77 | 11 | 60 |
| BOSNIA-HERZEGOVINA | | | | | | | | | | | | | | | |
| SARAJEVO | BRITISH AIRWAYS PLC | S | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 17 | 26 |
| TOTAL SARAJEVO | | | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 17 | 26 |
| TOTAL BOSNIA-HERZEGOVINA | | | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 17 | 26 |
| BRAZIL | | | | | | | | | | | | | | | |
| SALVADOR | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 35 | 0 | 0 | 0 |
| TOTAL SALVADOR | | | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 35 | 0 | 43 | 3 |
| TOTAL BRAZIL | | | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 35 | 0 | 43 | 3 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 1 |
| TOTAL BURGAS | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 86 | 5 | 14 |
| SOFIA | BULGARIA AIR | S | 48 | 0 | 0 | 90 | 4 | 2 | 4 | 0 | 0 | 7 | 80 | 14 | 64 |
| | EASYJET AIRLINE COMPANY LTD | S | 72 | 0 | 0 | 86 | 6 | 4 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL SOFIA | | | 120 | 0 | 0 | 88 | 5 | 3 | 4 | 0 | 0 | 9 | 80 | 14 | 64 |
| VARNA | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 50 | 25 | 20 | 5 | 0 | 0 | 19 | 38 | 25 | 24 |
| | BULGARIA AIR | S | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 86 | 6 | 28 |
| TOTAL VARNA | | | 42 | 0 | 0 | 69 | 19 | 10 | 2 | 0 | 0 | 12 | 63 | 15 | 54 |
| TOTAL BULGARIA | | | 168 | 0 | 0 | 83 | 9 | 5 | 4 | 0 | 0 | 9 | 73 | 14 | 132 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | THOMAS COOK AIRLINES LTD (MY | S | 14 | 0 | 0 | 64 | 14 | 7 | 14 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL CALGARY | | | 14 | 0 | 0 | 64 | 14 | 7 | 14 | 0 | 0 | 27 | 56 | 80 | 18 |
| FREDERICTON | AIR TRANSAT | S | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL FREDERICTON | | | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| HALIFAX INT | THOMAS COOK AIRLINES LTD (MY | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL HALIFAX INT | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 48 | 8 |
| HAMILTON (CANADA) | FLYGLOBESPAN | S | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 26 | 79 | 9 | 28 |
| TOTAL HAMILTON (CANADA) | | | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 26 | 79 | 9 | 28 |
| MONTREAL (DORVAL) | AIR TRANSAT | S | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 30 | 83 | 8 | 6 |
| | THOMAS COOK AIRLINES LTD (MY | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL MONTREAL (DORVAL) | | | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 14 | 63 | 23 | 27 |
| OTTAWA INTERNATIONAL | THOMAS COOK AIRLINES LTD (MY | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL OTTAWA INTERNATIONAL | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 7 | 4 |
| QUEBEC | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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|---------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 QUEBEC | | | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 30 | 50 | 16 | 2 |
| TORONTO | AIR TRANSAT | S | 61 | 0 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | 4 | 81 | 9 | 58 |
| | THOMAS COOK AIRLINES LTD (MY | S | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 7 | 8 |
| TOTAL TORONTO | | | 67 | 0 | 0 | 91 | 6 | 1 | 1 | 0 | 0 | 4 | 76 | 14 | 111 |
| VANCOUVER | AIR TRANSAT | S | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 79 | 8 | 14 |
| | THOMAS COOK AIRLINES LTD (MY | S | 20 | 0 | 0 | 60 | 15 | 10 | 5 | 10 | 0 | 39 | 44 | 79 | 9 |
| TOTAL VANCOUVER | | | 26 | 0 | 0 | 65 | 15 | 8 | 4 | 8 | 0 | 31 | 64 | 25 | 58 |
| TOTAL CANADA | | | 133 | 0 | 0 | 80 | 10 | 4 | 5 | 2 | 0 | 13 | 71 | 22 | 258 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 33 | 28 | 39 | 0 | 0 | 0 | 24 | 30 | 29 | 10 |
| TOTAL ILHA DO SAL C.VERDE | | | 18 | 0 | 0 | 33 | 28 | 39 | 0 | 0 | 0 | 24 | 30 | 29 | 10 |
| TOTAL CAPE VERDE ISLANDS | | | 18 | 0 | 0 | 33 | 28 | 39 | 0 | 0 | 0 | 24 | 28 | 29 | 18 |
| COSTA RICA | | | | | | | | | | | | | | | |
| LIBERIA | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL LIBERIA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 44 | 34 | 9 |
| TOTAL COSTA RICA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 44 | 34 | 9 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 81 | 9 | 10 | 0 | 0 | 0 | 9 | 50 | 20 | 58 |
| | CROATIA AIRLINES | S | 26 | 0 | 0 | 50 | 27 | 8 | 15 | 0 | 0 | 27 | 15 | 50 | 34 |
| | MONARCH AIRLINES | C | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 91 | 0 | 0 | 70 | 14 | 9 | 7 | 0 | 0 | 16 | 39 | 30 | 98 |
| SPLIT | CROATIA AIRLINES | S | 15 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 33 | 37 | 30 |
| | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 8 | 24 |
| | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 53 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 7 | 58 | 22 | 102 |
| ZAGREB | CROATIA AIRLINES | S | 43 | 0 | 0 | 56 | 23 | 16 | 5 | 0 | 0 | 21 | 56 | 20 | 27 |
| TOTAL ZAGREB | | | 43 | 0 | 0 | 56 | 23 | 16 | 5 | 0 | 0 | 21 | 56 | 20 | 27 |
| TOTAL CROATIA | | | 188 | 0 | 0 | 70 | 16 | 10 | 4 | 0 | 0 | 14 | 50 | 25 | 228 |
| CUBA | | | | | | | | | | | | | | | |
| CUNAGUA (CAYO COCO) | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL CUNAGUA (CAYO COCO) | | | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 60 | 62 | 10 |
| HAVANA | CUBANA | S | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 14 | 56 | 25 | 18 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 44 | 17 | 22 | 11 | 6 | 0 | 42 | 59 | 20 | 17 |
| TOTAL HAVANA | | | 26 | 0 | 0 | 50 | 19 | 19 | 8 | 4 | 0 | 33 | 57 | 23 | 35 |
| VARADERO | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 12 | 0 | 0 | 42 | 17 | 25 | 17 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL VARADERO | | | 20 | 0 | 0 | 65 | 10 | 15 | 10 | 0 | 0 | 16 | 27 | 59 | 11 |
| TOTAL CUBA | | | 56 | 0 | 0 | 61 | 13 | 14 | 11 | 2 | 0 | 25 | 50 | 49 | 68 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | EUROCYPRIA AIRLINES LTD | C | 16 | 0 | 0 | 6 | 25 | 56 | 13 | 0 | 0 | 44 | 46 | 65 | 26 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 17 | 33 | 41 | 18 |
| | MONARCH AIRLINES | S | 36 | 0 | 0 | 53 | 28 | 17 | 3 | 0 | 0 | 17 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 26 | 0 | 0 | 73 | 4 | 12 | 12 | 0 | 0 | 20 | 38 | 15 | 8 |
| | THOMSON AIRWAYS LTD | C | 46 | 0 | 0 | 52 | 28 | 15 | 2 | 0 | 2 | 35 | 50 | 20 | 16 |
| TOTAL LARNACA | | | 134 | 0 | 0 | 53 | 22 | 19 | 6 | 0 | 1 | 27 | 45 | 45 | 125 |
| PAPHOS | | | | | | | | | | | | | | | |
| | AIR MALTA | C | 7 | 1 | 0 | 29 | 0 | 43 | 29 | 0 | 0 | 46 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 13 | 0 | 0 | 23 | 15 | 15 | 46 | 0 | 0 | 50 | 25 | 77 | 4 |
| | BRITISH AIRWAYS PLC | S | 63 | 0 | 0 | 56 | 30 | 11 | 3 | 0 | 0 | 18 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 122 | 1 | 1 | 78 | 14 | 6 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 26 | 0 | 0 | 73 | 8 | 19 | 0 | 0 | 0 | 12 | 42 | 57 | 26 |
| | THOMAS COOK AIRLINES LTD (MY | C | 14 | 0 | 0 | 71 | 7 | 21 | 0 | 0 | 0 | 11 | 100 | 6 | 7 |
| | THOMSON AIRWAYS LTD | C | 71 | 1 | 0 | 65 | 21 | 10 | 4 | 0 | 0 | 17 | 53 | 19 | 36 |
| TOTAL PAPHOS | | | 316 | 3 | 1 | 66 | 18 | 11 | 5 | 0 | 0 | 16 | 53 | 30 | 285 |
| TOTAL CYPRUS | | | 450 | 3 | 1 | 62 | 19 | 13 | 5 | 0 | 0 | 19 | 51 | 35 | 410 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET AIRLINE COMPANY LTD | S | 122 | 0 | 1 | 68 | 13 | 11 | 8 | 0 | 0 | 17 | 69 | 14 | 124 |
| TOTAL PRAGUE | | | 122 | 0 | 1 | 68 | 13 | 11 | 8 | 0 | 0 | 17 | 67 | 14 | 162 |
| TOTAL CZECH REPUBLIC | | | 122 | 0 | 1 | 68 | 13 | 11 | 8 | 0 | 0 | 17 | 67 | 14 | 162 |
| DENMARK | | | | | | | | | | | | | | | |
| AALBORG | STERLING AIRLINES | S | 40 | 0 | 0 | 85 | 5 | 0 | 5 | 5 | 0 | 17 | 75 | 17 | 44 |
| TOTAL AALBORG | | | 40 | 0 | 0 | 85 | 5 | 0 | 5 | 5 | 0 | 17 | 75 | 17 | 44 |
| BILLUND | STERLING AIRLINES | S | 86 | 0 | 8 | 86 | 9 | 5 | 0 | 0 | 0 | 7 | 79 | 17 | 96 |
| TOTAL BILLUND | | | 86 | 0 | 8 | 86 | 9 | 5 | 0 | 0 | 0 | 7 | 79 | 17 | 96 |
| COPENHAGEN | STERLING AIRLINES | S | 158 | 0 | 6 | 80 | 10 | 8 | 3 | 0 | 0 | 11 | 72 | 21 | 176 |
| TOTAL COPENHAGEN | | | 158 | 0 | 6 | 80 | 10 | 8 | 3 | 0 | 0 | 11 | 72 | 21 | 176 |
| TOTAL DENMARK | | | 284 | 0 | 14 | 82 | 9 | 6 | 2 | 1 | 0 | 10 | 75 | 19 | 316 |
| DJIBOUTI REPUBLIC | | | | | | | | | | | | | | | |
| DJIBOUTI | DAALLO AIRLINES | S | 10 | 0 | 0 | 30 | 10 | 30 | 30 | 0 | 0 | 50 | 56 | 15 | 9 |
| TOTAL DJIBOUTI | | | 10 | 0 | 0 | 30 | 10 | 30 | 30 | 0 | 0 | 50 | 56 | 15 | 9 |
| TOTAL DJIBOUTI REPUBLIC | | | 10 | 0 | 0 | 30 | 10 | 30 | 30 | 0 | 0 | 50 | 56 | 15 | 9 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | THOMAS COOK AIRLINES LTD (MY | C | 17 | 1 | 0 | 82 | 6 | 0 | 0 | 6 | 6 | 40 | 33 | 48 | 9 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 9 | 20 | 52 | 10 |
| TOTAL PUERTO PLATA | | | 33 | 1 | 0 | 76 | 15 | 3 | 0 | 3 | 3 | 25 | 47 | 57 | 43 |
| PUNTA CANA | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 50 | 106 | 10 |
| | THOMSON AIRWAYS LTD | C | 14 | 0 | 0 | 71 | 21 | 7 | 0 | 0 | 0 | 11 | 63 | 15 | 8 |
| TOTAL PUNTA CANA | | | 22 | 0 | 0 | 73 | 14 | 5 | 9 | 0 | 0 | 15 | 57 | 56 | 23 |
| SAMANA (EL CATEY) | THOMSON AIRWAYS LTD | C | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |

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|---------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 SAMANA (EL CATEY) | | | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL DOMINICAN REPUBLIC | | | 60 | 1 | 0 | 73 | 13 | 7 | 3 | 2 | 2 | 21 | 50 | 56 | 66 |
| EGYPT | | | | | | | | | | | | | | | |
| ALEXANDRIA (BORG EL ARAB) | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 67 | 23 | 3 |
| TOTAL ALEXANDRIA (BORG EL ARAB) | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 50 | 23 | 4 |
| HURGHADA | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 47 | 24 | 18 | 12 | 0 | 0 | 22 | 25 | 36 | 8 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 11 | 44 | 11 | 33 | 0 | 0 | 53 | 0 | 0 | 0 |
| | VIKING AIRLINES | C | 9 | 0 | 0 | 22 | 22 | 44 | 11 | 0 | 0 | 35 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | 35 | 0 | 0 | 31 | 29 | 23 | 17 | 0 | 0 | 33 | 53 | 21 | 32 |
| LUXOR | MONARCH AIRLINES | C | 31 | 0 | 0 | 65 | 13 | 13 | 3 | 6 | 0 | 34 | 40 | 26 | 20 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 25 | 60 | 14 | 10 |
| TOTAL LUXOR | | | 49 | 0 | 0 | 61 | 16 | 12 | 6 | 4 | 0 | 31 | 55 | 27 | 51 |
| MARSA ALAM | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 30 | 10 | 20 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL MARSA ALAM | | | 10 | 0 | 0 | 40 | 30 | 10 | 20 | 0 | 0 | 27 | 30 | 36 | 10 |
| SHARM EL SHEIKH (OPHIRA) | AIR MALTA | C | 7 | 0 | 0 | 0 | 0 | 71 | 29 | 0 | 0 | 49 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 45 | 0 | 1 | 80 | 11 | 7 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 50 | 25 | 14 | 7 | 4 | 0 | 24 | 42 | 25 | 24 |
| | THOMAS COOK AIRLINES LTD (MY | C | 27 | 0 | 0 | 63 | 11 | 4 | 0 | 19 | 4 | 62 | 0 | 68 | 3 |
| | THOMSON AIRWAYS LTD | C | 36 | 1 | 0 | 44 | 22 | 8 | 8 | 17 | 0 | 60 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | S | 18 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 21 | 47 | 24 | 32 |
| | VIKING AIRLINES | C | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 170 | 1 | 1 | 57 | 18 | 11 | 6 | 7 | 1 | 35 | 57 | 24 | 196 |
| TABA | MONARCH AIRLINES | C | 17 | 0 | 0 | 65 | 0 | 18 | 12 | 6 | 0 | 35 | 61 | 16 | 18 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 22 | 0 | 22 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL TABA | | | 26 | 0 | 0 | 62 | 8 | 12 | 15 | 4 | 0 | 37 | 67 | 17 | 39 |
| TOTAL EGYPT | | | 292 | 2 | 1 | 54 | 18 | 13 | 9 | 5 | 0 | 34 | 56 | 24 | 333 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | ESTONIAN AIR | S | 56 | 0 | 0 | 46 | 11 | 5 | 30 | 5 | 2 | 59 | 68 | 24 | 76 |
| TOTAL TALLIN | | | 56 | 0 | 0 | 46 | 11 | 5 | 30 | 5 | 2 | 59 | 68 | 24 | 76 |
| TOTAL ESTONIA | | | 56 | 0 | 0 | 46 | 11 | 5 | 30 | 5 | 2 | 59 | 68 | 24 | 76 |
| FRANCE | | | | | | | | | | | | | | | |
| BORDEAUX | BLUE LINE | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 10 | 68 | 15 | 124 |
| TOTAL BORDEAUX | | | 64 | 0 | 0 | 81 | 6 | 13 | 0 | 0 | 0 | 9 | 68 | 15 | 124 |
| LYON | EASYJET AIRLINE COMPANY LTD | S | 58 | 0 | 0 | 91 | 3 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL LYON | | | 59 | 0 | 0 | 92 | 3 | 3 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| MARSEILLE | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 91 | 2 | 4 | 3 | 0 | 0 | 7 | 76 | 15 | 195 |
| | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 84 | 13 | 1 | 1 | 0 | 0 | 8 | 75 | 10 | 68 |
| TOTAL MARSEILLE | | | 193 | 0 | 0 | 89 | 6 | 3 | 3 | 0 | 0 | 7 | 76 | 14 | 275 |
| MONTPELLIER | EASYJET AIRLINE COMPANY LTD | S | 35 | 0 | 1 | 94 | 0 | 3 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |

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| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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 MONTPELLIER | | | 35 | 0 | 1 | 94 | 0 | 3 | 3 | 0 | 0 | 5 | 50 | 11 | 2 |
| NANTES | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL NANTES | | | 26 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 77 | 20 | 30 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 223 | 0 | 0 | 81 | 13 | 4 | 3 | 0 | 0 | 9 | 73 | 15 | 164 |
| TOTAL NICE | | | 223 | 0 | 0 | 81 | 13 | 4 | 3 | 0 | 0 | 9 | 67 | 17 | 282 |
| TOULOUSE (BLAGNAC) | BRITISH AIRWAYS PLC | S | 172 | 0 | 0 | 89 | 5 | 5 | 2 | 0 | 0 | 7 | 65 | 17 | 184 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 70 | 15 | 10 | 2 | 2 | 0 | 16 | 60 | 18 | 124 |
| TOTAL TOULOUSE (BLAGNAC) | | | 296 | 0 | 0 | 81 | 9 | 7 | 2 | 1 | 0 | 11 | 63 | 17 | 308 |
| TOTAL FRANCE | | | 899 | 2 | 1 | 84 | 8 | 5 | 2 | 0 | 0 | 9 | 69 | 16 | 1131 |
| GAMBIA | | | | | | | | | | | | | | | |
| BANJUL | MONARCH AIRLINES | C | 17 | 0 | 0 | 47 | 18 | 6 | 29 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL BANJUL | | | 17 | 0 | 0 | 47 | 18 | 6 | 29 | 0 | 0 | 49 | 22 | 37 | 32 |
| TOTAL GAMBIA | | | 17 | 0 | 0 | 47 | 18 | 6 | 29 | 0 | 0 | 49 | 22 | 37 | 32 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 113 | 0 | 3 | 67 | 14 | 10 | 5 | 3 | 1 | 28 | 53 | 26 | 68 |
| TOTAL BERLIN (SCHONEFELD) | | | 113 | 0 | 3 | 67 | 14 | 10 | 5 | 3 | 1 | 28 | 53 | 26 | 68 |
| COLOGNE BONN | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 55 | 10 | 19 | 13 | 3 | 0 | 31 | 43 | 29 | 108 |
| TOTAL COLOGNE BONN | | | 62 | 0 | 0 | 55 | 10 | 19 | 13 | 3 | 0 | 31 | 43 | 29 | 108 |
| DRESDEN | BRITISH AIRWAYS PLC | S | 48 | 0 | 0 | 94 | 2 | 0 | 4 | 0 | 0 | 6 | 66 | 14 | 62 |
| TOTAL DRESDEN | | | 48 | 0 | 0 | 94 | 2 | 0 | 4 | 0 | 0 | 6 | 66 | 14 | 62 |
| TOTAL GERMANY | | | 223 | 0 | 3 | 70 | 10 | 10 | 7 | 2 | 0 | 24 | 57 | 22 | 346 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | GHANA INTERNATIONAL AIRLINES | S | 36 | 0 | 6 | 69 | 28 | 0 | 3 | 0 | 0 | 11 | 47 | 62 | 38 |
| TOTAL ACCRA | | | 36 | 0 | 6 | 69 | 28 | 0 | 3 | 0 | 0 | 11 | 50 | 56 | 46 |
| TOTAL GHANA | | | 36 | 0 | 6 | 69 | 28 | 0 | 3 | 0 | 0 | 11 | 50 | 56 | 46 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 48 | 26 | 10 | 8 | 6 | 2 | 44 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 77 | 10 | 4 | 2 | 6 | 0 | 25 | 0 | 0 | 0 |
| TOTAL GIBRALTAR | | | 186 | 0 | 0 | 68 | 16 | 6 | 4 | 6 | 1 | 31 | 69 | 13 | 143 |
| TOTAL GIBRALTAR | | | 186 | 0 | 0 | 68 | 16 | 6 | 4 | 6 | 1 | 31 | 69 | 13 | 143 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | EASYJET AIRLINE COMPANY LTD | S | 122 | 0 | 0 | 74 | 16 | 7 | 2 | 0 | 0 | 12 | 77 | 10 | 97 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| | OLYMPIC AIRLINES | S | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 19 | 47 | 20 | 30 |
| TOTAL ATHENS | | | 135 | 0 | 0 | 71 | 18 | 8 | 3 | 0 | 0 | 13 | 70 | 12 | 127 |
| CHANIA | MONARCH AIRLINES | C | 10 | 0 | 0 | 50 | 20 | 10 | 20 | 0 | 0 | 24 | 93 | 4 | 14 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 93 | 89 | 3 | 9 |
| TOTAL CHANIA | | | 18 | 0 | 0 | 39 | 11 | 17 | 22 | 11 | 0 | 55 | 88 | 8 | 41 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CORFU | EASYJET AIRLINE COMPANY LTD | S | 57 | 0 | 0 | 74 | 14 | 5 | 5 | 2 | 0 | 17 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 29 | 0 | 0 | 52 | 14 | 14 | 10 | 3 | 7 | 54 | 93 | 10 | 27 |
| | THOMAS COOK AIRLINES LTD (MY | C | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 5 | 78 | 13 | 9 |
| | THOMSON AIRWAYS LTD | C | 31 | 0 | 0 | 68 | 10 | 10 | 13 | 0 | 0 | 17 | 100 | 5 | 16 |
| TOTAL CORFU | | | 131 | 0 | 0 | 69 | 11 | 8 | 8 | 2 | 2 | 24 | 81 | 11 | 109 |
| HERAKLION | EASYJET AIRLINE COMPANY LTD | S | 71 | 0 | 0 | 75 | 13 | 7 | 4 | 1 | 0 | 16 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 28 | 0 | 0 | 68 | 11 | 11 | 4 | 7 | 0 | 27 | 78 | 8 | 23 |
| | THOMAS COOK AIRLINES LTD (MY | C | 42 | 0 | 0 | 81 | 2 | 0 | 17 | 0 | 0 | 17 | 100 | 0 | 2 |
| | THOMSON AIRWAYS LTD | C | 23 | 0 | 0 | 74 | 13 | 4 | 0 | 9 | 0 | 29 | 57 | 22 | 14 |
| TOTAL HERAKLION | | | 164 | 0 | 0 | 75 | 10 | 5 | 7 | 3 | 0 | 20 | 64 | 23 | 159 |
| KALAMATA | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | VIKING AIRLINES | C | 16 | 0 | 0 | 81 | 6 | 6 | 0 | 6 | 0 | 18 | 0 | 0 | 0 |
| TOTAL KALAMATA | | | 18 | 0 | 0 | 83 | 6 | 6 | 0 | 6 | 0 | 16 | 45 | 39 | 11 |
| KEFALLINIA | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 56 | 11 | 11 | 0 | 22 | 0 | 71 | 100 | 7 | 3 |
| | THOMSON AIRWAYS LTD | C | 20 | 0 | 0 | 85 | 0 | 10 | 0 | 5 | 0 | 19 | 60 | 15 | 5 |
| TOTAL KEFALLINIA | | | 47 | 0 | 0 | 85 | 2 | 6 | 0 | 6 | 0 | 23 | 75 | 26 | 44 |
| KOS | AIR MALTA | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 4 | 12 |
| | THOMAS COOK AIRLINES LTD (MY | C | 19 | 0 | 0 | 84 | 11 | 0 | 5 | 0 | 0 | 7 | 57 | 28 | 7 |
| | THOMSON AIRWAYS LTD | C | 12 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 7 | 50 | 17 | 8 |
| | VIKING AIRLINES | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL KOS | | | 60 | 0 | 0 | 90 | 5 | 2 | 3 | 0 | 0 | 5 | 80 | 9 | 70 |
| LEMNOS | THOMAS COOK AIRLINES LTD (MY | C | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL LEMNOS | | | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 49 | 100 | 0 | 1 |
| MIKONOS | EASYJET AIRLINE COMPANY LTD | S | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL MIKONOS | | | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 75 | 14 | 8 |
| MITILINI | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL MITILINI | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 12 | 6 |
| PREVEZA | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 32 | 50 | 19 | 6 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 12 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL PREVEZA | | | 31 | 0 | 0 | 65 | 13 | 16 | 6 | 0 | 0 | 15 | 71 | 21 | 42 |
| RHODES | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 86 | 11 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 11 | 80 | 9 | 20 |
| | THOMAS COOK AIRLINES LTD (MY | C | 16 | 0 | 0 | 81 | 0 | 13 | 6 | 0 | 0 | 11 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 81 | 8 | 8 | 4 | 0 | 0 | 11 | 56 | 21 | 16 |
| TOTAL RHODES | | | 96 | 0 | 0 | 81 | 10 | 5 | 3 | 0 | 0 | 9 | 61 | 31 | 112 |
| SALONIKA | BRITISH AIRWAYS PLC | S | 52 | 0 | 0 | 94 | 0 | 4 | 2 | 0 | 0 | 6 | 67 | 20 | 58 |
| | EASYJET AIRLINE COMPANY LTD | S | 40 | 0 | 0 | 85 | 13 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 6 | 6 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 SALONIKA | | | 101 | 0 | 0 | 91 | 5 | 3 | 1 | 0 | 0 | 5 | 62 | 21 | 115 |
| SAMOS | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL SAMOS | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 67 | 16 | 6 |
| SKIATHOS | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 50 | 100 | 0 | 1 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL SKIATHOS | | | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 15 | 73 | 23 | 15 |
| THIRA (SANTORINI) | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 57 | 15 | 7 |
| TOTAL THIRA (SANTORINI) | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 76 | 16 | 17 |
| VOLOS | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL VOLOS | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 49 | 0 | 0 | 0 |
| ZAKINTHOS | MONARCH AIRLINES | C | 18 | 0 | 0 | 78 | 0 | 6 | 17 | 0 | 0 | 21 | 75 | 43 | 16 |
| | THOMAS COOK AIRLINES LTD (MY | C | 18 | 1 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 15 | 100 | 2 | 7 |
| | THOMSON AIRWAYS LTD | C | 23 | 0 | 0 | 78 | 13 | 0 | 0 | 9 | 0 | 32 | 100 | 1 | 8 |
| TOTAL ZAKINTHOS | | | 59 | 1 | 0 | 81 | 5 | 2 | 8 | 3 | 0 | 24 | 82 | 18 | 57 |
| TOTAL GREECE | | | 889 | 1 | 0 | 77 | 10 | 6 | 5 | 2 | 0 | 16 | 71 | 19 | 941 |
| GRENADA | | | | | | | | | | | | | | | |
| GRENADA | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 30 | 24 | 10 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 16 | 63 | 24 | 8 |
| TOTAL GRENADA | | | 20 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 44 | 25 | 25 |
| TOTAL GRENADA | | | 20 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 44 | 25 | 25 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 8 | 76 | 15 | 62 |
| | MALEV (HUNGARIAN AIRLINES) | S | 124 | 0 | 0 | 66 | 18 | 11 | 5 | 0 | 0 | 15 | 54 | 20 | 124 |
| TOTAL BUDAPEST | | | 186 | 0 | 0 | 72 | 16 | 9 | 3 | 0 | 0 | 13 | 61 | 18 | 186 |
| TOTAL HUNGARY | | | 186 | 0 | 0 | 72 | 16 | 9 | 3 | 0 | 0 | 13 | 61 | 18 | 186 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 62 | 0 | 0 | 85 | 5 | 6 | 3 | 0 | 0 | 7 | 84 | 12 | 62 |
| TOTAL CORK | | | 62 | 0 | 0 | 85 | 5 | 6 | 3 | 0 | 0 | 7 | 84 | 12 | 62 |
| DUBLIN | AER LINGUS | S | 228 | 0 | 0 | 78 | 11 | 9 | 3 | 0 | 0 | 11 | 53 | 19 | 32 |
| | BRITISH AIRWAYS PLC | S | 184 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 5 | 72 | 16 | 232 |
| | RYANAIR | S | 372 | 0 | 0 | 63 | 19 | 11 | 7 | 0 | 0 | 18 | 59 | 19 | 372 |
| TOTAL DUBLIN | | | 784 | 1 | 0 | 73 | 14 | 9 | 4 | 0 | 0 | 13 | 63 | 18 | 636 |
| SHANNON | RYANAIR | S | 124 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 6 | 53 | 18 | 62 |
| TOTAL SHANNON | | | 124 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 6 | 53 | 18 | 62 |
| TOTAL IRISH REPUBLIC | | | 970 | 1 | 0 | 76 | 13 | 8 | 4 | 0 | 0 | 12 | 64 | 17 | 760 |
| ISLE OF CURACAO NETH.ANTILLES | | | | | | | | | | | | | | | |
| ARUBA | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL ARUBA | | | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 67 | 9 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------------------|-------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 ISLE OF CURACAO NETH.ANTILLES | | | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 67 | 9 | 3 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | THOMAS COOK AIRLINES LTD (MY) | C | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 39 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 39 | 50 | 32 | 2 |
| TOTAL ISRAEL | | | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 39 | 50 | 32 | 2 |
| ITALY | | | | | | | | | | | | | | | |
| BARI (PALESE) | BRITISH AIRWAYS PLC | S | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 6 | 44 | 21 | 16 |
| TOTAL BARI (PALESE) | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 6 | 44 | 21 | 16 |
| BOLOGNA | BRITISH AIRWAYS PLC | S | 166 | 0 | 0 | 86 | 9 | 4 | 0 | 0 | 1 | 12 | 60 | 20 | 172 |
| TOTAL BOLOGNA | | | 166 | 0 | 0 | 86 | 9 | 4 | 0 | 0 | 1 | 12 | 60 | 20 | 172 |
| CAGLIARI (ELMAS) | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 75 | 10 | 0 | 10 | 5 | 0 | 30 | 55 | 14 | 22 |
| TOTAL CAGLIARI (ELMAS) | | | 21 | 0 | 0 | 71 | 10 | 5 | 10 | 5 | 0 | 30 | 58 | 13 | 24 |
| CATANIA (FONTANAROSSA) | AIR MALTA | S | 20 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 53 | 16 | 17 |
| | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 91 | 2 | 4 | 4 | 0 | 0 | 7 | 59 | 17 | 56 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 11 | 71 | 9 | 7 |
| TOTAL CATANIA (FONTANAROSSA) | | | 82 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 6 | 59 | 16 | 80 |
| FLORENCE | MERIDIANA AIR | S | 138 | 0 | 2 | 91 | 7 | 0 | 1 | 0 | 0 | 5 | 70 | 16 | 148 |
| TOTAL FLORENCE | | | 138 | 1 | 2 | 91 | 7 | 0 | 1 | 0 | 0 | 5 | 70 | 16 | 148 |
| GENOA | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 84 | 5 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL GENOA | | | 58 | 0 | 0 | 84 | 5 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| MILAN (LINATE) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 82 | 6 | 6 | 5 | 0 | 0 | 11 | 63 | 14 | 62 |
| TOTAL MILAN (LINATE) | | | 62 | 1 | 0 | 82 | 6 | 6 | 5 | 0 | 0 | 11 | 63 | 14 | 62 |
| MILAN (MALPENSA) | EASYJET AIRLINE COMPANY LTD | S | 224 | 0 | 0 | 81 | 9 | 5 | 5 | 0 | 0 | 12 | 63 | 21 | 216 |
| TOTAL MILAN (MALPENSA) | | | 224 | 0 | 0 | 81 | 9 | 5 | 5 | 0 | 0 | 12 | 63 | 21 | 216 |
| NAPLES | BRITISH AIRWAYS PLC | S | 173 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 13 | 45 | 26 | 170 |
| | MONARCH AIRLINES | C | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 18 | 64 | 10 | 11 |
| | THOMSON AIRWAYS LTD | C | 19 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 8 |
| TOTAL NAPLES | | | 202 | 0 | 0 | 76 | 15 | 7 | 2 | 0 | 0 | 12 | 49 | 23 | 197 |
| OLBIA | EASYJET AIRLINE COMPANY LTD | S | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 77 | 10 | 26 |
| TOTAL OLBIA | | | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 10 | 28 |
| PALERMO | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 73 | 15 | 4 | 8 | 0 | 0 | 12 | 78 | 10 | 18 |
| TOTAL PALERMO | | | 26 | 0 | 0 | 73 | 15 | 4 | 8 | 0 | 0 | 12 | 78 | 10 | 18 |
| PISA | BRITISH AIRWAYS PLC | S | 160 | 0 | 0 | 79 | 12 | 7 | 1 | 1 | 0 | 11 | 56 | 22 | 204 |
| | EASYJET AIRLINE COMPANY LTD | S | 100 | 0 | 0 | 80 | 9 | 7 | 4 | 0 | 0 | 11 | 60 | 19 | 62 |
| TOTAL PISA | | | 261 | 0 | 0 | 80 | 11 | 7 | 2 | 0 | 0 | 11 | 57 | 21 | 267 |
| ROME (CIAMPINO) | ASTRAEUS LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 43 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 123 | 0 | 0 | 80 | 11 | 3 | 6 | 1 | 0 | 14 | 62 | 17 | 124 |
| TOTAL ROME (CIAMPINO) | | | 125 | 0 | 0 | 78 | 11 | 4 | 6 | 1 | 0 | 15 | 62 | 17 | 125 |
| ROME (FIUMICINO) | AIR ONE | C | 4 | 0 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 50 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ROME (FIUMICINO) | BRITISH AIRWAYS PLC | S | 174 | 0 | 0 | 80 | 10 | 7 | 3 | 0 | 0 | 11 | 45 | 26 | 123 |
| | TITAN AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 182 | 0 | 0 | 77 | 10 | 9 | 3 | 0 | 0 | 12 | 44 | 27 | 126 |
| TURIN | BRITISH AIRWAYS PLC | S | 70 | 0 | 0 | 66 | 14 | 10 | 10 | 0 | 0 | 17 | 48 | 18 | 60 |
| TOTAL TURIN | | | 70 | 0 | 0 | 66 | 14 | 10 | 10 | 0 | 0 | 17 | 48 | 18 | 60 |
| VENICE | BRITISH AIRWAYS PLC | S | 227 | 0 | 0 | 86 | 6 | 4 | 3 | 1 | 0 | 10 | 53 | 23 | 236 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 71 | 13 | 7 | 7 | 2 | 0 | 20 | 71 | 13 | 124 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL VENICE | | | 353 | 0 | 0 | 81 | 8 | 5 | 4 | 1 | 0 | 14 | 59 | 19 | 362 |
| VERONA VILLAFRANCA | BRITISH AIRWAYS PLC | S | 90 | 0 | 0 | 92 | 1 | 3 | 3 | 0 | 0 | 6 | 56 | 26 | 114 |
| | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 18 | 100 | 0 | 1 |
| TOTAL VERONA VILLAFRANCA | | | 93 | 0 | 0 | 90 | 2 | 4 | 3 | 0 | 0 | 7 | 56 | 26 | 117 |
| TOTAL ITALY | | | 2094 | 2 | 2 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 58 | 20 | 2028 |
| JAMAICA | | | | | | | | | | | | | | | |
| KINGSTON | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 81 | 11 | 0 | 7 | 0 | 0 | 13 | 59 | 30 | 27 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 18 | 0 | 0 | 50 | 11 | 22 | 17 | 0 | 0 | 31 | 50 | 27 | 2 |
| TOTAL KINGSTON | | | 45 | 0 | 0 | 69 | 11 | 9 | 11 | 0 | 0 | 21 | 59 | 30 | 29 |
| MONTEGO BAY | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 120 | 56 | 23 | 9 |
| | THOMSON AIRWAYS LTD | C | 15 | 0 | 0 | 80 | 13 | 0 | 7 | 0 | 0 | 9 | 10 | 35 | 10 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 17 | 0 | 0 | 59 | 18 | 12 | 0 | 0 | 12 | 56 | 47 | 20 | 19 |
| TOTAL MONTEGO BAY | | | 40 | 0 | 0 | 65 | 13 | 5 | 3 | 10 | 5 | 51 | 44 | 24 | 43 |
| TOTAL JAMAICA | | | 85 | 0 | 0 | 67 | 12 | 7 | 7 | 5 | 2 | 35 | 50 | 27 | 72 |
| JORDAN | | | | | | | | | | | | | | | |
| AQABA | MONARCH AIRLINES | C | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL AQABA | | | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL JORDAN | | | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 27 | 30 | 40 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL MOMBASA | | | 16 | 0 | 0 | 56 | 13 | 25 | 6 | 0 | 0 | 24 | 64 | 17 | 36 |
| TOTAL KENYA | | | 16 | 0 | 0 | 56 | 13 | 25 | 6 | 0 | 0 | 24 | 64 | 17 | 36 |
| KOSOVO | | | | | | | | | | | | | | | |
| PRISTINA | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL PRISTINA | | | 28 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL KOSOVO | | | 28 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | AIR BALTIC | S | 62 | 0 | 0 | 45 | 26 | 23 | 6 | 0 | 0 | 24 | 66 | 19 | 62 |
| TOTAL RIGA | | | 62 | 0 | 0 | 45 | 26 | 23 | 6 | 0 | 0 | 24 | 66 | 19 | 62 |
| TOTAL LATVIA | | | 62 | 0 | 0 | 45 | 26 | 23 | 6 | 0 | 0 | 24 | 66 | 19 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LIBYA | | | | | | | | | | | | | | | |
| TRIPOLI | AFRIQIYAH AIRWAYS | S | 60 | 0 | 0 | 27 | 12 | 40 | 18 | 3 | 0 | 45 | 45 | 34 | 60 |
| TOTAL TRIPOLI | | | 60 | 0 | 0 | 27 | 12 | 40 | 18 | 3 | 0 | 45 | 45 | 34 | 60 |
| TOTAL LIBYA | | | 60 | 0 | 0 | 27 | 12 | 40 | 18 | 3 | 0 | 45 | 45 | 34 | 60 |
| LITHUANIA | | | | | | | | | | | | | | | |
| VILNIUS | AIR BALTIC | S | 62 | 0 | 0 | 69 | 23 | 5 | 3 | 0 | 0 | 13 | 81 | 16 | 62 |
| | LITHUANIAN AIRLINES | S | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 12 | 95 | 3 | 62 |
| TOTAL VILNIUS | | | 124 | 0 | 0 | 77 | 16 | 4 | 3 | 0 | 0 | 12 | 88 | 9 | 124 |
| TOTAL LITHUANIA | | | 124 | 0 | 0 | 77 | 16 | 4 | 3 | 0 | 0 | 12 | 88 | 9 | 124 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | BRITISH AIRWAYS PLC | S | 99 | 0 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 8 | 56 | 18 | 98 |
| TOTAL LUXEMBOURG | | | 99 | 1 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 8 | 56 | 18 | 98 |
| TOTAL LUXEMBOURG | | | 99 | 1 | 0 | 85 | 9 | 6 | 0 | 0 | 0 | 8 | 56 | 18 | 98 |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | MONARCH AIRLINES | C | 16 | 0 | 0 | 19 | 38 | 31 | 13 | 0 | 0 | 32 | 16 | 62 | 19 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 13 | 25 | 25 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL MALE INTERNATIONAL | | | 24 | 0 | 0 | 25 | 29 | 29 | 17 | 0 | 0 | 32 | 29 | 48 | 28 |
| TOTAL MALDIVE ISLANDS | | | 24 | 0 | 0 | 25 | 29 | 29 | 17 | 0 | 0 | 32 | 29 | 48 | 28 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 100 | 1 | 0 | 78 | 14 | 4 | 4 | 0 | 0 | 11 | 52 | 17 | 86 |
| | BRITISH AIRWAYS PLC | S | 57 | 0 | 0 | 81 | 16 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 95 | 3 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 0 | 13 | 52 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 10 | 10 | 40 | 0 | 0 | 57 | 80 | 8 | 10 |
| TOTAL MALTA | | | 237 | 1 | 0 | 82 | 11 | 3 | 3 | 0 | 0 | 11 | 60 | 17 | 211 |
| TOTAL MALTA | | | 237 | 1 | 0 | 82 | 11 | 3 | 3 | 0 | 0 | 11 | 60 | 17 | 211 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMAS COOK AIRLINES LTD (MY | C | 16 | 0 | 0 | 75 | 6 | 0 | 19 | 0 | 0 | 20 | 70 | 18 | 10 |
| | THOMSON AIRWAYS LTD | C | 36 | 0 | 0 | 67 | 17 | 8 | 6 | 3 | 0 | 24 | 29 | 27 | 17 |
| TOTAL CANCUN | | | 52 | 0 | 0 | 69 | 13 | 6 | 10 | 2 | 0 | 23 | 58 | 22 | 55 |
| COZUMEL | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL COZUMEL | | | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 9 | 67 | 19 | 3 |
| PUERTO VALLARTA | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 120 | 0 | 0 | 0 |
| TOTAL PUERTO VALLARTA | | | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 120 | 33 | 14 | 3 |
| TOTAL MEXICO | | | 62 | 0 | 0 | 66 | 16 | 5 | 10 | 3 | 0 | 26 | 57 | 22 | 61 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | S | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 AGADIR | | | 20 | 0 | 0 | 85 | 5 | 10 | 0 | 0 | 0 | 8 | 71 | 13 | 21 |
| FEZ | ROYAL AIR MAROC | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL FEZ | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 6 | 2 |
| MARRAKESH | ATLAS BLUE | S | 44 | 0 | 0 | 82 | 11 | 2 | 5 | 0 | 0 | 12 | 68 | 18 | 44 |
| | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 84 | 9 | 6 | 1 | 0 | 0 | 7 | 60 | 18 | 86 |
| TOTAL MARRAKESH | | | 132 | 0 | 0 | 83 | 10 | 5 | 2 | 0 | 0 | 9 | 64 | 18 | 198 |
| TOTAL MOROCCO | | | 154 | 0 | 0 | 84 | 9 | 5 | 2 | 0 | 0 | 9 | 65 | 17 | 221 |
| NAMIBIA | | | | | | | | | | | | | | | |
| WINDHOEK | AIR NAMIBIA | S | 20 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 16 | 96 | 5 | 26 |
| TOTAL WINDHOEK | | | 20 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 16 | 96 | 5 | 26 |
| TOTAL NAMIBIA | | | 20 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 16 | 96 | 5 | 26 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BRITISH AIRWAYS PLC | S | 274 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 8 | 67 | 15 | 314 |
| | EASYJET AIRLINE COMPANY LTD | S | 222 | 0 | 0 | 81 | 11 | 7 | 1 | 0 | 0 | 9 | 68 | 13 | 272 |
| TOTAL AMSTERDAM | | | 496 | 1 | 0 | 81 | 11 | 6 | 1 | 0 | 0 | 8 | 67 | 14 | 586 |
| TOTAL NETHERLANDS | | | 496 | 1 | 0 | 81 | 11 | 6 | 1 | 0 | 0 | 8 | 67 | 14 | 586 |
| NIGERIA | | | | | | | | | | | | | | | |
| LAGOS | VIRGIN NIGERIA AIRWAYS | S | 46 | 0 | 2 | 67 | 13 | 9 | 7 | 2 | 2 | 41 | 32 | 61 | 50 |
| TOTAL LAGOS | | | 46 | 0 | 2 | 67 | 13 | 9 | 7 | 2 | 2 | 41 | 32 | 61 | 50 |
| TOTAL NIGERIA | | | 46 | 0 | 2 | 67 | 13 | 9 | 7 | 2 | 2 | 41 | 32 | 61 | 50 |
| NORWAY | | | | | | | | | | | | | | | |
| ALESUND | SAS | S | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 61 | 24 | 18 |
| TOTAL ALESUND | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 61 | 24 | 18 |
| BERGEN | NORWEGIAN AIR SHUTTLE | S | 54 | 0 | 0 | 57 | 22 | 11 | 6 | 4 | 0 | 27 | 0 | 0 | 0 |
| | SAS BRAATHENS | S | 44 | 0 | 0 | 80 | 16 | 5 | 0 | 0 | 0 | 8 | 73 | 12 | 52 |
| TOTAL BERGEN | | | 98 | 0 | 0 | 67 | 19 | 8 | 3 | 2 | 0 | 18 | 73 | 12 | 52 |
| OSLO (GARDERMOEN) | STERLING AIRLINES | S | 18 | 0 | 2 | 89 | 0 | 0 | 0 | 6 | 6 | 44 | 67 | 14 | 6 |
| TOTAL OSLO (GARDERMOEN) | | | 18 | 0 | 2 | 89 | 0 | 0 | 0 | 6 | 6 | 44 | 50 | 20 | 14 |
| STAVANGER | NORWEGIAN AIR SHUTTLE | S | 36 | 0 | 0 | 64 | 14 | 11 | 8 | 3 | 0 | 29 | 0 | 0 | 0 |
| TOTAL STAVANGER | | | 36 | 0 | 0 | 64 | 14 | 11 | 8 | 3 | 0 | 29 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 168 | 0 | 2 | 72 | 14 | 7 | 4 | 2 | 1 | 22 | 67 | 16 | 84 |
| OMAN | | | | | | | | | | | | | | | |
| MUSCAT | OMAN AIR | S | 56 | 0 | 0 | 75 | 18 | 4 | 2 | 2 | 0 | 14 | 0 | 0 | 0 |
| TOTAL MUSCAT | | | 56 | 0 | 0 | 75 | 18 | 4 | 2 | 2 | 0 | 14 | 0 | 0 | 0 |
| TOTAL OMAN | | | 56 | 0 | 0 | 75 | 18 | 4 | 2 | 2 | 0 | 14 | 0 | 0 | 0 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | BRITISH AIRWAYS PLC | S | 54 | 0 | 0 | 81 | 15 | 2 | 0 | 2 | 0 | 12 | 59 | 21 | 54 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 92 | 5 | 0 | 3 | 0 | 0 | 7 | 57 | 16 | 54 |
| TOTAL KRAKOW | | | 116 | 0 | 0 | 87 | 9 | 1 | 2 | 1 | 0 | 10 | 60 | 22 | 152 |
| POZNAN | BRITISH AIRWAYS PLC | S | 48 | 0 | 2 | 77 | 15 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL POZNAN | | | 48 | 0 | 2 | 77 | 15 | 4 | 4 | 0 | 0 | 9 | 0 | 0 | 0 |
| WARSAW | BRITISH AIRWAYS PLC | S | 147 | 0 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL WARSAW | | | 147 | 0 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 11 | 41 | 51 | 44 |
| TOTAL POLAND | | | 311 | 0 | 2 | 84 | 10 | 4 | 3 | 0 | 0 | 10 | 64 | 24 | 286 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| AZORES PONTA DELGADA | SATA | S | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 31 | 40 | 21 | 10 |
| TOTAL AZORES PONTA DELGADA | | | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 31 | 40 | 21 | 10 |
| FARO | BRITISH AIRWAYS PLC | S | 98 | 0 | 0 | 78 | 11 | 5 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 301 | 1 | 2 | 80 | 8 | 7 | 4 | 1 | 0 | 14 | 67 | 14 | 122 |
| | MONARCH AIRLINES | S | 90 | 0 | 0 | 79 | 7 | 9 | 6 | 0 | 0 | 13 | 78 | 18 | 97 |
| | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 3 | 50 | 20 | 8 |
| | THOMSON AIRWAYS LTD | C | 44 | 0 | 0 | 84 | 9 | 7 | 0 | 0 | 0 | 8 | 57 | 26 | 21 |
| TOTAL FARO | | | 551 | 1 | 2 | 80 | 9 | 7 | 4 | 1 | 0 | 13 | 71 | 18 | 465 |
| LISBON | AIR PORTUGAL | S | 62 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 7 | 41 | 60 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 79 | 13 | 2 | 6 | 0 | 0 | 13 | 58 | 20 | 62 |
| TOTAL LISBON | | | 124 | 0 | 0 | 83 | 11 | 2 | 3 | 0 | 0 | 9 | 42 | 31 | 177 |
| OPORTO (PORTUGAL) | AIR PORTUGAL | S | 123 | 0 | 0 | 72 | 20 | 8 | 0 | 0 | 0 | 10 | 57 | 20 | 121 |
| | BLUE LINE | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 61 | 0 | 0 | 0 |
| | JET2.COM LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEOS SPA | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 46 | 0 | 0 | 0 |
| | SEAGLE AIR | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 65 | 0 | 0 | 0 |
| TOTAL OPORTO (PORTUGAL) | | | 131 | 0 | 0 | 71 | 19 | 8 | 2 | 0 | 0 | 12 | 57 | 20 | 121 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 812 | 1 | 2 | 79 | 11 | 6 | 4 | 0 | 0 | 12 | 62 | 22 | 776 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR PORTUGAL | S | 44 | 0 | 0 | 66 | 5 | 25 | 5 | 0 | 0 | 16 | 39 | 30 | 44 |
| | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 75 | 7 | 5 | 9 | 5 | 0 | 26 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 5 | 70 | 10 | 10 |
| TOTAL FUNCHAL | | | 112 | 0 | 0 | 74 | 7 | 12 | 5 | 2 | 0 | 18 | 57 | 21 | 132 |
| TOTAL PORTUGAL(MADEIRA) | | | 112 | 0 | 0 | 74 | 7 | 12 | 5 | 2 | 0 | 18 | 57 | 21 | 132 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | QATAR AIRWAYS | S | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | 6 | 66 | 11 | 62 |
| TOTAL DOHA | | | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | 6 | 66 | 11 | 62 |
| TOTAL QATAR | | | 62 | 0 | 0 | 85 | 11 | 3 | 0 | 0 | 0 | 6 | 66 | 11 | 62 |
| REPUBLIC OF MONTENEGRO | | | | | | | | | | | | | | | |
| TIVAT | MONTENEGRO AIRLINES | S | 27 | 0 | 0 | 70 | 19 | 4 | 4 | 0 | 4 | 28 | 0 | 0 | 0 |
| TOTAL TIVAT | | | 27 | 0 | 0 | 70 | 19 | 4 | 4 | 0 | 4 | 28 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 REPUBLIC OF MONTENEGRO | | | 27 | 0 | 0 | 70 | 19 | 4 | 4 | 0 | 4 | 28 | 0 | 0 | 0 |
| ROMANIA | | | | | | | | | | | | | | | |
| CLUJ NAPOCA | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL CLUJ NAPOCA | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 45 | 0 | 0 | 0 |
| TOTAL ROMANIA | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 45 | 38 | 24 | 8 |
| RUSSIA | | | | | | | | | | | | | | | |
| KALININGRAD | KD AVIA | S | 54 | 0 | 0 | 70 | 13 | 13 | 4 | 0 | 0 | 14 | 65 | 15 | 26 |
| TOTAL KALININGRAD | | | 54 | 0 | 0 | 70 | 13 | 13 | 4 | 0 | 0 | 14 | 65 | 15 | 26 |
| ST PETERSBURG | GTK RUSSIA | S | 32 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 9 | 72 | 12 | 18 |
| TOTAL ST PETERSBURG | | | 32 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 9 | 72 | 12 | 18 |
| TOTAL RUSSIA | | | 86 | 0 | 0 | 74 | 13 | 9 | 3 | 0 | 0 | 12 | 67 | 16 | 46 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | ADRIA AIRWAYS | S | 60 | 0 | 0 | 78 | 12 | 8 | 2 | 0 | 0 | 10 | 61 | 14 | 62 |
| TOTAL LJUBLJANA | | | 60 | 0 | 0 | 78 | 12 | 8 | 2 | 0 | 0 | 10 | 61 | 14 | 62 |
| TOTAL SLOVENIA | | | 60 | 0 | 0 | 78 | 12 | 8 | 2 | 0 | 0 | 10 | 61 | 14 | 62 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BRITISH AIRWAYS PLC | S | 63 | 0 | 0 | 86 | 6 | 5 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 261 | 0 | 2 | 78 | 8 | 6 | 8 | 0 | 0 | 16 | 68 | 15 | 139 |
| | MONARCH AIRLINES | S | 110 | 0 | 0 | 85 | 3 | 3 | 4 | 4 | 2 | 22 | 61 | 42 | 113 |
| | THOMAS COOK AIRLINES LTD (MY | C | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 42 | 0 | 0 | 69 | 2 | 12 | 12 | 5 | 0 | 32 | 85 | 5 | 34 |
| TOTAL ALICANTE | | | 482 | 0 | 2 | 80 | 6 | 6 | 7 | 1 | 0 | 18 | 70 | 20 | 440 |
| ALMERIA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 87 | 8 | 3 | 0 | 2 | 0 | 9 | 84 | 10 | 62 |
| TOTAL ALMERIA | | | 63 | 0 | 0 | 87 | 8 | 3 | 0 | 2 | 0 | 9 | 80 | 11 | 69 |
| BARCELONA | BRITISH AIRWAYS PLC | S | 114 | 0 | 0 | 72 | 16 | 9 | 4 | 0 | 0 | 14 | 49 | 27 | 176 |
| | EASYJET AIRLINE COMPANY LTD | S | 245 | 1 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 8 | 61 | 19 | 240 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 48 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 363 | 1 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 10 | 56 | 23 | 416 |
| BILBAO | CLICKAIR | S | 50 | 0 | 0 | 84 | 6 | 2 | 8 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BILBAO | | | 50 | 0 | 0 | 84 | 6 | 2 | 8 | 0 | 0 | 15 | 0 | 0 | 0 |
| IBIZA | BRITISH AIRWAYS PLC | S | 51 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 62 | 4 | 12 | 19 | 4 | 0 | 36 | 67 | 8 | 3 |
| | MONARCH AIRLINES | S | 6 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 13 | 0 | 44 | 100 | 4 | 9 |
| | THOMSON AIRWAYS LTD | C | 33 | 0 | 0 | 76 | 12 | 6 | 6 | 0 | 0 | 17 | 70 | 14 | 27 |
| TOTAL IBIZA | | | 124 | 0 | 2 | 83 | 4 | 5 | 6 | 2 | 0 | 16 | 85 | 8 | 73 |
| MADRID | AIR COMET | S | 124 | 0 | 0 | 94 | 3 | 1 | 2 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 112 | 0 | 0 | 79 | 14 | 4 | 3 | 1 | 0 | 13 | 48 | 23 | 184 |
| | EASYJET AIRLINE COMPANY LTD | S | 232 | 0 | 0 | 69 | 13 | 10 | 7 | 1 | 0 | 20 | 58 | 18 | 232 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 MADRID | | | 468 | 0 | 0 | 78 | 11 | 6 | 5 | 1 | 0 | 14 | 55 | 20 | 487 |
| MAHON | EASYJET AIRLINE COMPANY LTD | S | 18 | 0 | 0 | 61 | 22 | 6 | 11 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 26 | 0 | 3 | 77 | 12 | 4 | 8 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 10 |
| | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 86 | 7 | 14 |
| | THOMSON AIRWAYS LTD | C | 49 | 1 | 0 | 73 | 4 | 10 | 6 | 6 | 0 | 30 | 91 | 4 | 32 |
| TOTAL MAHON | | | 106 | 1 | 3 | 75 | 9 | 7 | 7 | 3 | 0 | 21 | 86 | 12 | 101 |
| MALAGA | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 76 | 18 | 6 | 1 | 0 | 0 | 11 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 368 | 1 | 0 | 74 | 11 | 9 | 5 | 1 | 0 | 16 | 68 | 15 | 155 |
| | JET2.COM LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 121 | 0 | 0 | 56 | 13 | 7 | 13 | 11 | 0 | 47 | 55 | 33 | 116 |
| | THOMSON AIRWAYS LTD | C | 63 | 0 | 0 | 81 | 16 | 0 | 3 | 0 | 0 | 9 | 88 | 7 | 42 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 680 | 1 | 0 | 72 | 13 | 7 | 6 | 3 | 0 | 20 | 68 | 18 | 570 |
| MURCIA SAN JAVIER | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 66 | 19 | 6 | 7 | 3 | 0 | 25 | 73 | 12 | 70 |
| | MONARCH AIRLINES | S | 62 | 0 | 1 | 81 | 5 | 3 | 11 | 0 | 0 | 13 | 57 | 19 | 58 |
| TOTAL MURCIA SAN JAVIER | | | 132 | 0 | 1 | 73 | 12 | 5 | 9 | 2 | 0 | 19 | 66 | 15 | 128 |
| PALMA DE MALLORCA | BRITISH AIRWAYS PLC | S | 55 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 178 | 0 | 0 | 78 | 10 | 6 | 6 | 0 | 0 | 13 | 64 | 18 | 130 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 82 | 25 | 17 |
| | THOMAS COOK AIRLINES LTD (MY | C | 24 | 0 | 0 | 75 | 8 | 13 | 4 | 0 | 0 | 11 | 100 | 0 | 9 |
| | THOMSON AIRWAYS LTD | C | 126 | 0 | 0 | 77 | 10 | 6 | 5 | 2 | 1 | 21 | 82 | 13 | 68 |
| TOTAL PALMA DE MALLORCA | | | 392 | 0 | 0 | 79 | 9 | 6 | 5 | 1 | 0 | 14 | 75 | 15 | 368 |
| REUS | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 88 | 4 | 16 |
| | THOMSON AIRWAYS LTD | C | 23 | 0 | 0 | 87 | 4 | 4 | 4 | 0 | 0 | 7 | 100 | 7 | 7 |
| TOTAL REUS | | | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 7 | 88 | 7 | 43 |
| SEVILLE | CLICKAIR | S | 56 | 0 | 0 | 95 | 4 | 2 | 0 | 0 | 0 | 3 | 92 | 6 | 62 |
| TOTAL SEVILLE | | | 56 | 0 | 0 | 95 | 4 | 2 | 0 | 0 | 0 | 3 | 92 | 6 | 62 |
| VALENCIA | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 90 | 2 | 3 | 5 | 0 | 0 | 9 | 61 | 17 | 62 |
| TOTAL VALENCIA | | | 88 | 0 | 0 | 90 | 2 | 3 | 5 | 0 | 0 | 9 | 59 | 17 | 66 |
| VIGO | CLICKAIR | S | 22 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL VIGO | | | 22 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 3057 | 3 | 8 | 78 | 9 | 6 | 5 | 1 | 0 | 15 | 68 | 18 | 2870 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BMI BRITISH MIDLAND | C | 7 | 0 | 0 | 0 | 29 | 14 | 57 | 0 | 0 | 61 | 0 | 65 | 3 |
| | EASYJET AIRLINE COMPANY LTD | S | 35 | 0 | 0 | 74 | 11 | 0 | 11 | 3 | 0 | 22 | 0 | 0 | 0 |
| | IBERWORLD | C | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 100 | 4 | 1 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 13 | 2 |
| | MONARCH AIRLINES | S | 28 | 0 | 0 | 61 | 18 | 14 | 7 | 0 | 0 | 18 | 44 | 29 | 18 |
| | THOMAS COOK AIRLINES LTD (MY | C | 43 | 0 | 0 | 72 | 9 | 2 | 12 | 0 | 5 | 36 | 88 | 7 | 8 |
| | THOMSON AIRWAYS LTD | C | 56 | 0 | 0 | 66 | 16 | 11 | 7 | 0 | 0 | 18 | 65 | 12 | 26 |
| TOTAL ARRECIFE | | | 178 | 0 | 0 | 67 | 13 | 7 | 11 | 1 | 1 | 24 | 52 | 26 | 181 |
| FUERTEVENTURA | THOMAS COOK AIRLINES LTD (MY | C | 28 | 0 | 0 | 75 | 7 | 7 | 4 | 7 | 0 | 35 | 65 | 12 | 23 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| FUERTEVENTURA | THOMSON AIRWAYS LTD | C | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 9 | 90 | 8 | 10 |
| TOTAL FUERTEVENTURA | | | 59 | 0 | 0 | 85 | 3 | 5 | 3 | 3 | 0 | 21 | 67 | 18 | 102 |
| LAS PALMAS | BMI BRITISH MIDLAND | C | 6 | 0 | 0 | 0 | 17 | 50 | 33 | 0 | 0 | 70 | 29 | 86 | 7 |
| | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 53 | 14 | 17 | 14 | 3 | 0 | 32 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 13 | 0 | 0 | 54 | 23 | 15 | 0 | 8 | 0 | 28 | 40 | 29 | 10 |
| | THOMAS COOK AIRLINES LTD (MY | C | 36 | 0 | 0 | 69 | 8 | 8 | 8 | 3 | 3 | 34 | 100 | 1 | 8 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 56 | 15 | 3 | 21 | 6 | 0 | 44 | 75 | 23 | 28 |
| TOTAL LAS PALMAS | | | 126 | 0 | 0 | 56 | 13 | 13 | 13 | 4 | 1 | 37 | 62 | 27 | 171 |
| SANTA CRUZ DE LA PALMA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TENERIFE (SURREINA SOFIA) | BMI BRITISH MIDLAND | C | 10 | 0 | 0 | 40 | 20 | 30 | 10 | 0 | 0 | 28 | 0 | 141 | 8 |
| | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 68 | 19 | 6 | 3 | 2 | 1 | 22 | 0 | 0 | 0 |
| | LTE INTERNATIONAL AIRWAYS | C | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 27 | 33 | 43 | 6 |
| | MONARCH AIRLINES | C | 14 | 0 | 0 | 50 | 7 | 21 | 7 | 14 | 0 | 66 | 80 | 8 | 5 |
| | MONARCH AIRLINES | S | 54 | 0 | 1 | 59 | 20 | 4 | 7 | 6 | 4 | 47 | 65 | 20 | 20 |
| | THOMAS COOK AIRLINES LTD (MY | C | 50 | 1 | 0 | 70 | 8 | 6 | 4 | 8 | 4 | 44 | 77 | 8 | 26 |
| | THOMSON AIRWAYS LTD | C | 49 | 0 | 0 | 63 | 20 | 6 | 10 | 0 | 0 | 19 | 79 | 9 | 29 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 269 | 1 | 1 | 63 | 17 | 7 | 6 | 4 | 2 | 33 | 63 | 19 | 315 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 640 | 1 | 1 | 65 | 14 | 8 | 8 | 3 | 1 | 30 | 61 | 23 | 771 |
| SRI LANKA | | | | | | | | | | | | | | | |
| COLOMBO | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL COLOMBO | | | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 30 | 60 | 11 | 10 |
| TOTAL SRI LANKA | | | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 30 | 60 | 11 | 10 |
| ST LUCIA | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 22 | 27 | 9 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 25 | 0 | 0 | 68 | 16 | 12 | 4 | 0 | 0 | 14 | 78 | 13 | 27 |
| TOTAL ST LUCIA (HEWANORRA) | | | 33 | 0 | 0 | 70 | 12 | 15 | 3 | 0 | 0 | 14 | 66 | 16 | 38 |
| TOTAL ST LUCIA | | | 33 | 0 | 0 | 70 | 12 | 15 | 3 | 0 | 0 | 14 | 66 | 16 | 38 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | STERLING AIRLINES | S | 70 | 0 | 14 | 71 | 14 | 7 | 1 | 6 | 0 | 20 | 64 | 20 | 56 |
| TOTAL STOCKHOLM (ARLANDA) | | | 70 | 0 | 14 | 71 | 14 | 7 | 1 | 6 | 0 | 20 | 64 | 20 | 56 |
| TOTAL SWEDEN | | | 70 | 0 | 14 | 71 | 14 | 7 | 1 | 6 | 0 | 20 | 64 | 20 | 56 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | EASYJET SWITZERLAND | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BASLE MULHOUSE | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| GENEVA | BRITISH AIRWAYS PLC | S | 141 | 0 | 0 | 87 | 8 | 3 | 3 | 0 | 0 | 8 | 65 | 18 | 160 |
| | EASYJET SWITZERLAND | S | 248 | 0 | 0 | 76 | 13 | 8 | 2 | 1 | 0 | 14 | 53 | 31 | 236 |
| TOTAL GENEVA | | | 389 | 0 | 0 | 80 | 11 | 6 | 3 | 1 | 0 | 12 | 58 | 26 | 396 |
| ZURICH | BRITISH AIRWAYS PLC | S | 104 | 1 | 0 | 77 | 14 | 8 | 1 | 0 | 0 | 9 | 65 | 16 | 114 |
| TOTAL ZURICH | | | 104 | 1 | 0 | 77 | 14 | 8 | 1 | 0 | 0 | 9 | 65 | 16 | 114 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|--------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 SWITZERLAND | | | 503 | 1 | 0 | 79 | 12 | 7 | 2 | 0 | 0 | 11 | 59 | 24 | 510 |
| TRINIDAD AND TOBAGO | | | | | | | | | | | | | | | |
| PORT OF SPAIN | BRITISH AIRWAYS PLC | S | 28 | 0 | 0 | 64 | 14 | 11 | 7 | 0 | 4 | 67 | 40 | 27 | 25 |
| TOTAL PORT OF SPAIN | | | 28 | 0 | 0 | 64 | 14 | 11 | 7 | 0 | 4 | 67 | 40 | 27 | 25 |
| TOBAGO | BRITISH AIRWAYS PLC | S | 20 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 53 | 22 | 19 |
| TOTAL TOBAGO | | | 20 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 54 | 31 | 35 |
| TOTAL TRINIDAD AND TOBAGO | | | 48 | 0 | 0 | 67 | 21 | 6 | 4 | 0 | 2 | 43 | 48 | 29 | 60 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | KATHARGO AIRLINES | C | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 47 | 50 | 14 | 2 |
| | THOMAS COOK AIRLINES LTD (MY | C | 28 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 2 | 71 | 10 | 17 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 85 | 4 | 4 | 8 | 0 | 0 | 11 | 83 | 7 | 18 |
| TOTAL MONASTIR | | | 63 | 0 | 0 | 86 | 3 | 5 | 6 | 0 | 0 | 12 | 70 | 18 | 81 |
| TUNIS | BRITISH AIRWAYS PLC | S | 44 | 0 | 0 | 61 | 25 | 5 | 5 | 5 | 0 | 24 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL TUNIS | | | 46 | 0 | 0 | 61 | 26 | 4 | 4 | 4 | 0 | 24 | 71 | 18 | 45 |
| TOTAL TUNISIA | | | 109 | 0 | 0 | 75 | 13 | 5 | 6 | 2 | 0 | 17 | 71 | 18 | 126 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 29 | 0 | 0 | 0 |
| | ONUR AIR | C | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 50 | 18 | 8 |
| | THOMAS COOK AIRLINES LTD (MY | C | 35 | 1 | 0 | 63 | 14 | 9 | 11 | 0 | 3 | 49 | 43 | 41 | 7 |
| | THOMSON AIRWAYS LTD | C | 33 | 0 | 0 | 85 | 3 | 3 | 9 | 0 | 0 | 10 | 71 | 12 | 7 |
| TOTAL ANTALYA | | | 111 | 1 | 0 | 75 | 8 | 9 | 7 | 0 | 1 | 23 | 44 | 49 | 68 |
| BODRUM (MILAS) | ONUR AIR | C | 22 | 1 | 0 | 77 | 18 | 0 | 5 | 0 | 0 | 12 | 61 | 25 | 18 |
| | THOMAS COOK AIRLINES LTD (MY | C | 23 | 0 | 0 | 70 | 13 | 17 | 0 | 0 | 0 | 12 | 100 | 3 | 9 |
| | THOMSON AIRWAYS LTD | C | 41 | 0 | 0 | 78 | 12 | 2 | 5 | 2 | 0 | 17 | 100 | 1 | 7 |
| TOTAL BODRUM (MILAS) | | | 87 | 1 | 0 | 76 | 14 | 6 | 3 | 1 | 0 | 14 | 70 | 26 | 110 |
| DALAMAN | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 51 | 0 | 1 | 78 | 10 | 4 | 8 | 0 | 0 | 13 | 0 | 0 | 0 |
| | KIBRIS TURKISH AIRLINES - KTHY | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 25 | 17 | 8 |
| | MONARCH AIRLINES | C | 21 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 9 | 75 | 10 | 12 |
| | ONUR AIR | C | 43 | 0 | 0 | 74 | 19 | 7 | 0 | 0 | 0 | 9 | 51 | 31 | 35 |
| | PEGASUS AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 78 | 0 | 0 | 79 | 12 | 1 | 5 | 3 | 0 | 17 | 88 | 11 | 16 |
| | THOMSON AIRWAYS LTD | C | 77 | 0 | 0 | 66 | 17 | 6 | 5 | 5 | 0 | 25 | 81 | 18 | 16 |
| TOTAL DALAMAN | | | 288 | 0 | 1 | 74 | 15 | 5 | 4 | 2 | 0 | 16 | 62 | 26 | 239 |
| ISTANBUL (SABIHA GOKCEN) | MONARCH AIRLINES | C | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 0 | 34 | 2 |
| | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 17 | 0 | 34 | 2 |
| IZMIR (ADNAM MENDERES) | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 85 | 12 | 0 | 4 | 0 | 0 | 7 | 76 | 10 | 37 |
| | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 22 | 22 | 28 | 6 | 17 | 6 | 91 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 IZMIR (ADNAM MENDERES) | | | 53 | 0 | 0 | 66 | 13 | 9 | 4 | 6 | 2 | 35 | 72 | 15 | 53 |
| TOTAL TURKEY | | | 547 | 2 | 1 | 74 | 13 | 7 | 5 | 2 | 0 | 19 | 62 | 28 | 475 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | UKRAINE INTERNATIONAL AIRLIN | S | 92 | 0 | 0 | 75 | 14 | 5 | 4 | 1 | 0 | 17 | 68 | 32 | 62 |
| TOTAL KIEV (BORISPOL) | | | 92 | 0 | 0 | 75 | 14 | 5 | 4 | 1 | 0 | 17 | 68 | 32 | 62 |
| TOTAL UKRAINE | | | 92 | 0 | 0 | 75 | 14 | 5 | 4 | 1 | 0 | 17 | 68 | 32 | 62 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 186 | 0 | 0 | 78 | 17 | 3 | 1 | 1 | 0 | 12 | 71 | 11 | 186 |
| TOTAL DUBAI | | | 186 | 0 | 0 | 78 | 17 | 3 | 1 | 1 | 0 | 12 | 71 | 11 | 186 |
| TOTAL UNITED ARAB EMIRATES | | | 186 | 0 | 0 | 78 | 17 | 3 | 1 | 1 | 0 | 12 | 71 | 11 | 186 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | FLYBE LTD | S | 170 | 0 | 0 | 79 | 10 | 8 | 2 | 1 | 0 | 13 | 0 | 0 | 0 |
| TOTAL ABERDEEN | | | 170 | 0 | 0 | 79 | 10 | 8 | 2 | 1 | 0 | 13 | 56 | 20 | 190 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 224 | 0 | 0 | 91 | 6 | 2 | 0 | 0 | 0 | 4 | 67 | 15 | 239 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 224 | 0 | 0 | 91 | 6 | 2 | 0 | 0 | 0 | 4 | 67 | 15 | 239 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 326 | 0 | 6 | 85 | 6 | 6 | 3 | 1 | 0 | 9 | 68 | 14 | 286 |
| TOTAL BELFAST INTERNATIONAL | | | 326 | 0 | 6 | 85 | 6 | 6 | 3 | 1 | 0 | 9 | 68 | 14 | 286 |
| EDINBURGH | BRITISH AIRWAYS PLC | S | 332 | 0 | 0 | 90 | 7 | 4 | 0 | 0 | 0 | 5 | 56 | 20 | 348 |
| | EASYJET AIRLINE COMPANY LTD | S | 240 | 0 | 0 | 88 | 5 | 5 | 2 | 0 | 0 | 8 | 71 | 16 | 240 |
| TOTAL EDINBURGH | | | 572 | 0 | 0 | 89 | 6 | 4 | 1 | 0 | 0 | 6 | 62 | 18 | 588 |
| GLASGOW | BRITISH AIRWAYS PLC | S | 270 | 0 | 0 | 86 | 7 | 6 | 1 | 0 | 0 | 7 | 63 | 19 | 288 |
| | EASYJET AIRLINE COMPANY LTD | S | 178 | 0 | 0 | 88 | 7 | 2 | 1 | 1 | 0 | 9 | 70 | 14 | 178 |
| TOTAL GLASGOW | | | 448 | 2 | 0 | 87 | 7 | 5 | 1 | 0 | 0 | 8 | 65 | 17 | 467 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 248 | 0 | 0 | 88 | 4 | 4 | 3 | 0 | 0 | 7 | 75 | 16 | 247 |
| | FLYBE LTD | S | 259 | 0 | 1 | 89 | 6 | 3 | 2 | 0 | 0 | 6 | 83 | 9 | 246 |
| TOTAL GUERNSEY | | | 507 | 0 | 1 | 89 | 5 | 4 | 2 | 0 | 0 | 7 | 79 | 13 | 493 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 71 | 24 | 5 | 0 | 0 | 0 | 10 | 71 | 14 | 62 |
| | FLYBE LTD | S | 175 | 0 | 1 | 89 | 4 | 4 | 3 | 0 | 0 | 8 | 77 | 12 | 176 |
| TOTAL INVERNESS | | | 241 | 0 | 1 | 84 | 10 | 4 | 2 | 0 | 0 | 8 | 76 | 13 | 238 |
| ISLE OF MAN | FLYBE LTD | S | 232 | 0 | 0 | 96 | 2 | 1 | 1 | 0 | 0 | 3 | 55 | 20 | 230 |
| TOTAL ISLE OF MAN | | | 232 | 0 | 0 | 96 | 2 | 1 | 1 | 0 | 0 | 3 | 55 | 20 | 230 |
| JERSEY | BRITISH AIRWAYS PLC | S | 296 | 0 | 0 | 85 | 6 | 5 | 4 | 0 | 0 | 8 | 74 | 14 | 376 |
| | FLYBE LTD | S | 335 | 0 | 11 | 87 | 5 | 5 | 2 | 0 | 0 | 8 | 80 | 11 | 257 |
| TOTAL JERSEY | | | 631 | 0 | 11 | 86 | 6 | 5 | 3 | 0 | 0 | 8 | 77 | 13 | 633 |
| MANCHESTER | BRITISH AIRWAYS PLC | S | 386 | 0 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 9 | 59 | 19 | 384 |
| | MONARCH AIRLINES | C | 5 | 2 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 5 | 3 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 22 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 399 | 6 | 0 | 83 | 8 | 6 | 3 | 0 | 0 | 10 | 59 | 19 | 385 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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|---|------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| NEWCASTLE | FLYBE LTD | S | 171 | 0 | 3 | 78 | 7 | 9 | 5 | 1 | 0 | 16 | 0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 171 | 2 | 3 | 78 | 7 | 9 | 5 | 1 | 0 | 16 | 73 | 15 | 153 |
| NEWQUAY | AIR SOUTHWEST | S | 92 | 0 | 0 | 91 | 0 | 3 | 5 | 0 | 0 | 8 | 87 | 6 | 91 |
| | BRITISH AIRWAYS PLC | S | 36 | 0 | 0 | 92 | 6 | 3 | 0 | 0 | 0 | 4 | 64 | 17 | 59 |
| TOTAL NEWQUAY | | | 128 | 0 | 0 | 91 | 2 | 3 | 4 | 0 | 0 | 7 | 78 | 10 | 150 |
| PLYMOUTH | AIR SOUTHWEST | S | 155 | 0 | 0 | 90 | 4 | 3 | 3 | 0 | 0 | 7 | 84 | 6 | 153 |
| TOTAL PLYMOUTH | | | 155 | 0 | 0 | 90 | 4 | 3 | 3 | 0 | 0 | 7 | 84 | 6 | 153 |
| TOTAL UNITED KINGDOM | | | 4205 | 17 | 22 | 87 | 6 | 5 | 2 | 0 | 0 | 8 | 69 | 15 | 4206 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 5 | 71 | 12 | 62 |
| | DELTA AIRLINES | S | 123 | 0 | 1 | 86 | 9 | 3 | 2 | 0 | 0 | 7 | 77 | 14 | 123 |
| TOTAL ATLANTA | | | 185 | 0 | 1 | 87 | 9 | 3 | 1 | 0 | 0 | 6 | 75 | 13 | 185 |
| CHARLOTTE | US AIRWAYS | S | 62 | 0 | 0 | 69 | 16 | 6 | 8 | 0 | 0 | 14 | 45 | 21 | 62 |
| TOTAL CHARLOTTE | | | 63 | 0 | 0 | 68 | 16 | 8 | 8 | 0 | 0 | 15 | 45 | 21 | 62 |
| CINCINNATI | DELTA AIRLINES | S | 60 | 0 | 2 | 95 | 2 | 2 | 2 | 0 | 0 | 4 | 74 | 22 | 62 |
| TOTAL CINCINNATI | | | 60 | 0 | 2 | 95 | 2 | 2 | 2 | 0 | 0 | 4 | 74 | 22 | 62 |
| DETROIT | NORTHWEST AIRLINES | S | 52 | 0 | 6 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 92 | 5 | 62 |
| TOTAL DETROIT | | | 52 | 0 | 6 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 92 | 5 | 62 |
| HOUSTON | CONTINENTAL AIRLINES | S | 50 | 0 | 0 | 88 | 2 | 0 | 10 | 0 | 0 | 11 | 72 | 17 | 123 |
| TOTAL HOUSTON | | | 50 | 0 | 0 | 88 | 2 | 0 | 10 | 0 | 0 | 11 | 75 | 15 | 237 |
| LAS VEGAS | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 35 | 13 | 19 | 24 | 8 | 0 | 61 | 31 | 48 | 62 |
| TOTAL LAS VEGAS | | | 62 | 0 | 0 | 35 | 13 | 19 | 24 | 8 | 0 | 61 | 31 | 48 | 62 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL NEW YORK (JF KENNEDY) | | | 12 | 1 | 0 | 83 | 8 | 0 | 8 | 0 | 0 | 10 | 53 | 73 | 124 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 50 | 0 | 0 | 62 | 10 | 22 | 2 | 2 | 2 | 31 | 53 | 20 | 124 |
| TOTAL NEW YORK (NEWARK) | | | 50 | 0 | 0 | 62 | 10 | 22 | 2 | 2 | 2 | 31 | 53 | 20 | 124 |
| ORLANDO | BRITISH AIRWAYS PLC | S | 84 | 0 | 0 | 86 | 7 | 5 | 2 | 0 | 0 | 8 | 58 | 19 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 111 | 1 | 2 | 34 | 7 | 14 | 30 | 12 | 4 | 90 | 39 | 40 | 123 |
| TOTAL ORLANDO | | | 195 | 1 | 2 | 56 | 7 | 10 | 18 | 7 | 2 | 55 | 45 | 33 | 185 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 62 | 0 | 0 | 89 | 6 | 3 | 2 | 0 | 0 | 6 | 63 | 23 | 62 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 62 | 0 | 0 | 89 | 6 | 3 | 2 | 0 | 0 | 6 | 63 | 23 | 62 |
| SAN DIEGO | NORTHWEST AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| TOTAL SAN DIEGO | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| SANFORD | MONARCH AIRLINES | C | 19 | 0 | 0 | 74 | 11 | 16 | 0 | 0 | 0 | 13 | 43 | 62 | 7 |
| | THOMAS COOK AIRLINES LTD (MY | C | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 9 | 60 | 94 | 25 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 30 | 43 | 19 | 7 |
| TOTAL SANFORD | | | 63 | 0 | 0 | 71 | 11 | 11 | 6 | 0 | 0 | 16 | 56 | 43 | 87 |
| TAMPA | BRITISH AIRWAYS PLC | S | 45 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 7 | 67 | 15 | 43 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GATWICK (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 TAMPA | | | 45 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 7 | 67 | 15 | 43 |
| TOTAL USA | | | 902 | 8 | 12 | 74 | 8 | 7 | 8 | 2 | 1 | 23 | 64 | 25 | 1608 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 4 |
| TOTAL VENEZUELA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 9 | 4 |
| ZIMBABWE | | | | | | | | | | | | | | | |
| HARARE | AIR ZIMBABWE | S | 18 | 0 | 0 | 17 | 6 | 17 | 22 | 17 | 22 | 164 | 11 | 113 | 18 |
| TOTAL HARARE | | | 18 | 0 | 0 | 17 | 6 | 17 | 22 | 17 | 22 | 164 | 11 | 113 | 18 |
| TOTAL ZIMBABWE | | | 18 | 0 | 0 | 17 | 6 | 17 | 22 | 17 | 22 | 164 | 11 | 113 | 18 |
| TOTAL GATWICK | | | 21525 | 51 | 95 | 78 | 10 | 6 | 4 | 1 | 0 | 15 | 65 | 20 | 22664 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 100 | 0 | 1 |
| | THOMAS COOK AIRLINES LTD (MY | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 3 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 1 |
| TOTAL BURGAS | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 78 | 38 | 9 |
| TOTAL BULGARIA | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 78 | 38 | 9 |
| CANADA | | | | | | | | | | | | | | | |
| HAMILTON (CANADA) | FLYGLOBESPAN | S | 2 | 1 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 89 | 80 | 9 | 50 |
| TOTAL HAMILTON (CANADA) | | | 2 | 1 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 89 | 80 | 9 | 50 |
| TORONTO | THOMAS COOK AIRLINES LTD (MY | S | 47 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL TORONTO | | | 48 | 0 | 0 | 79 | 15 | 4 | 2 | 0 | 0 | 8 | 69 | 19 | 62 |
| TOTAL CANADA | | | 50 | 1 | 1 | 76 | 14 | 6 | 4 | 0 | 0 | 11 | 73 | 20 | 158 |
| CROATIA | | | | | | | | | | | | | | | |
| SPLIT | GROATIA AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 49 | 2 |
| | FLIGHTLINE LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL SPLIT | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 0 | 49 | 2 |
| TOTAL CROATIA | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 16 | 33 | 33 | 3 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | EUROCYPRIA AIRLINES LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 133 | 2 |
| | THOMAS COOK AIRLINES LTD (MY | C | 21 | 0 | 0 | 67 | 14 | 10 | 10 | 0 | 0 | 21 | 100 | 0 | 8 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 43 | 14 | 0 | 14 | 29 | 0 | 81 | 86 | 10 | 7 |
| TOTAL LARNACA | | | 30 | 0 | 0 | 60 | 13 | 10 | 10 | 7 | 0 | 35 | 58 | 26 | 31 |
| PAPHOS | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | FLYGLOBESPAN | S | 18 | 0 | 0 | 56 | 11 | 0 | 11 | 11 | 11 | 143 | 41 | 32 | 17 |
| | THOMAS COOK AIRLINES LTD (MY | C | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 20 | 0 | 0 | 50 | 25 | 20 | 5 | 0 | 0 | 23 | 30 | 35 | 10 |
| TOTAL PAPHOS | | | 55 | 0 | 0 | 62 | 15 | 11 | 5 | 4 | 4 | 58 | 37 | 43 | 49 |
| TOTAL CYPRUS | | | 85 | 0 | 0 | 61 | 14 | 11 | 7 | 5 | 2 | 50 | 45 | 36 | 80 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BMI REGIONAL | S | 62 | 0 | 0 | 87 | 2 | 10 | 2 | 0 | 0 | 7 | 87 | 13 | 62 |
| TOTAL COPENHAGEN | | | 62 | 0 | 0 | 87 | 2 | 10 | 2 | 0 | 0 | 7 | 87 | 13 | 62 |
| TOTAL DENMARK | | | 62 | 0 | 0 | 87 | 2 | 10 | 2 | 0 | 0 | 7 | 87 | 13 | 62 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 63 | 0 | 0 | 38 | 0 | 0 | 33 | 50 | 78 | 8 |
| | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL PUERTO PLATA | | | 11 | 0 | 0 | 64 | 0 | 9 | 27 | 0 | 0 | 28 | 50 | 78 | 8 |
| TOTAL DOMINICAN REPUBLIC | | | 11 | 0 | 0 | 64 | 0 | 9 | 27 | 0 | 0 | 28 | 50 | 78 | 8 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 13 | 0 | 39 | 2 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 88 | 5 | 8 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 18 | 0 | 0 | 50 | 28 | 22 | 0 | 0 | 0 | 18 | 61 | 21 | 18 |
| TOTAL EGYPT | | | 18 | 0 | 0 | 50 | 28 | 22 | 0 | 0 | 0 | 18 | 61 | 21 | 18 |
| FRANCE | | | | | | | | | | | | | | | |
| LA ROCHELLE | FLYBE LTD | S | 6 | 0 | 0 | 17 | 33 | 17 | 33 | 0 | 0 | 44 | 0 | 0 | 0 |
| TOTAL LA ROCHELLE | | | 6 | 0 | 0 | 17 | 33 | 17 | 33 | 0 | 0 | 44 | 0 | 0 | 0 |
| METZ | EASTERN AIRWAYS | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL METZ | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| PARIS (CHARLES DE GAULLE) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 74 | 18 | 8 | 0 | 0 | 0 | 10 | 100 | 0 | 6 |
| | FLYBE LTD | S | 107 | 0 | 1 | 76 | 10 | 6 | 8 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 169 | 0 | 1 | 75 | 13 | 7 | 5 | 0 | 0 | 12 | 100 | 0 | 6 |
| TOULOUSE (BLAGNAC) | EASTERN AIRWAYS | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| TOTAL TOULOUSE (BLAGNAC) | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 71 | 0 | 0 | 0 |
| TOTAL FRANCE | | | 179 | 0 | 1 | 72 | 14 | 8 | 7 | 0 | 0 | 14 | 56 | 23 | 16 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 12 | 81 | 8 | 62 |
| TOTAL BERLIN (SCHONEFELD) | | | 62 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 12 | 81 | 8 | 62 |
| TOTAL GERMANY | | | 62 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 12 | 81 | 8 | 63 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | THOMAS COOK AIRLINES LTD (MY | C | 11 | 0 | 0 | 55 | 18 | 27 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 18 | 100 | 3 | 7 |
| TOTAL CORFU | | | 20 | 0 | 0 | 60 | 10 | 30 | 0 | 0 | 0 | 18 | 93 | 9 | 14 |
| HERAKLION | EUROCYPRIA AIRLINES LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 6 | 4 |
| | THOMAS COOK AIRLINES LTD (MY | C | 20 | 0 | 0 | 70 | 15 | 0 | 5 | 10 | 0 | 33 | 100 | 0 | 6 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 83 | 7 | 6 |
| TOTAL HERAKLION | | | 29 | 0 | 0 | 76 | 14 | 0 | 3 | 7 | 0 | 24 | 74 | 27 | 42 |
| KOS | THOMAS COOK AIRLINES LTD (MY | C | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 32 | 60 | 10 | 5 |
| TOTAL KOS | | | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 32 | 56 | 27 | 18 |
| RHODES | THOMAS COOK AIRLINES LTD (MY | C | 7 | 0 | 0 | 43 | 57 | 0 | 0 | 0 | 0 | 13 | 100 | 0 | 7 |
| TOTAL RHODES | | | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 75 | 11 | 36 |
| ZAKINTHOS | THOMAS COOK AIRLINES LTD (MY | C | 14 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 16 | 100 | 0 | 1 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL ZAKINTHOS | | | 21 | 0 | 0 | 76 | 10 | 0 | 14 | 0 | 0 | 17 | 86 | 10 | 22 |
| TOTAL GREECE | | | 85 | 0 | 0 | 68 | 15 | 7 | 7 | 2 | 0 | 20 | 76 | 18 | 132 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 24 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 63 | 21 | 32 |
| TOTAL KEFLAVIK | | | 24 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 63 | 21 | 32 |
| TOTAL ICELAND | | | 24 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 63 | 21 | 32 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | AER LINGUS | S | 118 | 0 | 0 | 60 | 20 | 12 | 8 | 0 | 0 | 20 | 52 | 19 | 129 |
| TOTAL DUBLIN | | | 119 | 1 | 0 | 60 | 21 | 12 | 8 | 0 | 0 | 20 | 52 | 19 | 129 |
| IRELAND WEST AIRPORT KNOCK | BMIBABY LTD | S | 18 | 0 | 6 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL IRELAND WEST AIRPORT KNOCK | | | 18 | 0 | 6 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL IRISH REPUBLIC | | | 137 | 1 | 6 | 64 | 19 | 10 | 7 | 0 | 0 | 17 | 52 | 19 | 130 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 88 | 3 | 8 |
| TOTAL NAPLES | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 88 | 3 | 8 |
| TOTAL ITALY | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 75 | 6 | 12 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 12 | 72 | 12 | 18 |
| | THOMAS COOK AIRLINES LTD (MY) | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 10 | 100 | 0 | 5 |
| TOTAL MALTA | | | 25 | 0 | 0 | 68 | 28 | 4 | 0 | 0 | 0 | 11 | 55 | 24 | 33 |
| TOTAL MALTA | | | 25 | 0 | 0 | 68 | 28 | 4 | 0 | 0 | 0 | 11 | 55 | 24 | 33 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMAS COOK AIRLINES LTD (MY) | C | 7 | 0 | 0 | 43 | 0 | 29 | 14 | 14 | 0 | 60 | 56 | 23 | 9 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 33 | 0 | 0 | 11 | 0 | 35 | 0 | 0 | 0 |
| TOTAL CANCUN | | | 16 | 0 | 0 | 50 | 19 | 13 | 6 | 13 | 0 | 46 | 64 | 18 | 14 |
| TOTAL MEXICO | | | 16 | 0 | 0 | 50 | 19 | 13 | 6 | 13 | 0 | 46 | 64 | 18 | 14 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 182 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 5 | 88 | 5 | 128 |
| | KLM CITYHOPPER | S | 108 | 0 | 0 | 67 | 23 | 6 | 3 | 2 | 0 | 18 | 83 | 8 | 161 |
| TOTAL AMSTERDAM | | | 290 | 1 | 0 | 81 | 13 | 4 | 1 | 1 | 0 | 10 | 85 | 7 | 289 |
| TOTAL NETHERLANDS | | | 291 | 1 | 0 | 81 | 13 | 4 | 1 | 1 | 0 | 10 | 85 | 7 | 289 |
| NORWAY | | | | | | | | | | | | | | | |
| ALESUND | SAS | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL ALESUND | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| BODO | TRAVEL SERVICE AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL BODO | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| OSLO (GARDERMOEN) | JET2.COM LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 41 | 0 | 0 | 0 |
| | SAS | C | 8 | 0 | 0 | 38 | 25 | 38 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | THOMAS COOK SCANDANAVIA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL OSLO (GARDERMOEN) | | | 12 | 0 | 0 | 50 | 17 | 25 | 8 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL NORWAY | | | 16 | 0 | 0 | 44 | 31 | 19 | 6 | 0 | 0 | 19 | 0 | 0 | 0 |
| PAKISTAN | | | | | | | | | | | | | | | |
| LAHORE | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 33 | 28 | 6 | 17 | 17 | 0 | 65 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|-------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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 LAHORE | | | 18 | 0 | 0 | 33 | 28 | 6 | 17 | 17 | 0 | 65 | 0 | 0 | 0 |
| TOTAL PAKISTAN | | | 18 | 0 | 0 | 33 | 28 | 6 | 17 | 17 | 0 | 65 | 0 | 0 | 0 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | THOMAS COOK AIRLINES LTD (MY) | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL KRAKOW | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL POLAND | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 14 | 0 | 0 | 71 | 7 | 21 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | FLYGLOBESPAN | S | 52 | 0 | 0 | 79 | 10 | 4 | 2 | 2 | 4 | 39 | 71 | 21 | 62 |
| | THOMAS COOK AIRLINES LTD (MY) | C | 16 | 0 | 0 | 63 | 19 | 13 | 6 | 0 | 0 | 17 | 71 | 12 | 14 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 88 | 6 | 0 | 0 | 0 | 6 | 30 | 0 | 0 | 0 |
| TOTAL FARO | | | 99 | 0 | 0 | 77 | 10 | 7 | 2 | 1 | 3 | 30 | 67 | 21 | 97 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 99 | 0 | 0 | 77 | 10 | 7 | 2 | 1 | 3 | 30 | 63 | 22 | 116 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | THOMAS COOK AIRLINES LTD (MY) | C | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 31 | 90 | 5 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 38 | 13 | 38 | 13 | 0 | 0 | 31 | 90 | 5 | 10 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 55 | 0 | 2 | 78 | 11 | 5 | 5 | 0 | 0 | 13 | 84 | 7 | 58 |
| | FLYGLOBESPAN | S | 52 | 0 | 0 | 79 | 6 | 2 | 10 | 0 | 4 | 29 | 66 | 36 | 62 |
| | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 13 | 25 | 13 | 0 | 0 | 25 | 89 | 7 | 9 |
| | THOMAS COOK AIRLINES LTD (MY) | C | 11 | 0 | 0 | 82 | 0 | 18 | 0 | 0 | 0 | 9 | 63 | 91 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 82 | 8 | 17 |
| TOTAL ALICANTE | | | 134 | 0 | 2 | 78 | 7 | 6 | 7 | 0 | 1 | 19 | 75 | 24 | 177 |
| BARCELONA | FLYGLOBESPAN | S | 42 | 4 | 2 | 43 | 24 | 2 | 12 | 17 | 2 | 85 | 24 | 135 | 55 |
| TOTAL BARCELONA | | | 42 | 4 | 2 | 43 | 24 | 2 | 12 | 17 | 2 | 85 | 23 | 132 | 57 |
| IBIZA | FLYGLOBESPAN | S | 7 | 0 | 1 | 29 | 29 | 14 | 29 | 0 | 0 | 44 | 57 | 40 | 7 |
| | THOMAS COOK AIRLINES LTD (MY) | C | 25 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 90 | 4 | 10 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 7 | 67 | 13 | 15 |
| TOTAL IBIZA | | | 39 | 0 | 1 | 79 | 13 | 3 | 5 | 0 | 0 | 11 | 77 | 20 | 47 |
| MAHON | THOMAS COOK AIRLINES LTD (MY) | C | 22 | 0 | 0 | 73 | 14 | 5 | 9 | 0 | 0 | 17 | 92 | 5 | 12 |
| | THOMSON AIRWAYS LTD | C | 14 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 78 | 20 | 9 |
| TOTAL MAHON | | | 36 | 0 | 0 | 78 | 8 | 8 | 6 | 0 | 0 | 14 | 74 | 29 | 35 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 50 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 10 | 78 | 9 | 58 |
| | FLYGLOBESPAN | S | 52 | 0 | 1 | 58 | 21 | 4 | 8 | 4 | 6 | 59 | 73 | 15 | 62 |
| | JET2.COM LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY) | C | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 13 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 26 | 100 | 2 | 8 |
| TOTAL MALAGA | | | 120 | 0 | 1 | 68 | 18 | 5 | 6 | 2 | 3 | 32 | 75 | 13 | 139 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 8 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 29 | 100 | 1 | 8 |
| | FLYGLOBESPAN | S | 59 | 0 | 1 | 53 | 14 | 8 | 5 | 5 | 15 | 108 | 45 | 66 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| PALMA DE MALLORCA | SPANAIR | C | 6 | 0 | 0 | 0 | 33 | 17 | 50 | 0 | 0 | 58 | 50 | 14 | 4 |
| | THOMAS COOK AIRLINES LTD (MY | C | 53 | 0 | 0 | 74 | 17 | 9 | 0 | 0 | 9 | 89 | 4 | 18 | |
| | THOMSON AIRWAYS LTD | C | 56 | 0 | 0 | 77 | 14 | 5 | 4 | 0 | 15 | 86 | 7 | 29 | |
| TOTAL PALMA DE MALLORCA | | | 182 | 0 | 1 | 64 | 16 | 8 | 5 | 2 | 5 | 46 | 62 | 37 | 183 |
| REUS | THOMAS COOK AIRLINES LTD (MY | C | 20 | 1 | 0 | 75 | 15 | 0 | 0 | 10 | 0 | 27 | 94 | 2 | 16 |
| | THOMSON AIRWAYS LTD | C | 13 | 0 | 0 | 77 | 0 | 23 | 0 | 0 | 12 | 86 | 8 | 7 | |
| TOTAL REUS | | | 33 | 1 | 0 | 76 | 9 | 9 | 0 | 6 | 0 | 21 | 85 | 10 | 41 |
| VALENCIA | FLYGLOBESPAN | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL VALENCIA | | | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 35 | 0 | 0 | 0 |
| TOTAL SPAIN | | | 590 | 5 | 7 | 69 | 14 | 6 | 6 | 2 | 3 | 34 | 68 | 33 | 693 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | AIR EUROPA | C | 10 | 0 | 0 | 50 | 30 | 0 | 20 | 0 | 0 | 24 | 50 | 10 | 2 |
| | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 28 | 0 | 81 | 3 |
| | FLYGLOBESPAN | S | 18 | 1 | 0 | 44 | 11 | 17 | 22 | 0 | 6 | 80 | 41 | 21 | 17 |
| | IBERWORLD | C | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 13 | 0 | 20 | 1 |
| | THOMAS COOK AIRLINES LTD (MY | C | 37 | 1 | 0 | 76 | 5 | 5 | 14 | 0 | 0 | 16 | 100 | 4 | 8 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL ARRECIFE | | | 84 | 2 | 0 | 64 | 13 | 7 | 14 | 0 | 1 | 30 | 51 | 29 | 74 |
| FUERTEVENTURA | THOMAS COOK AIRLINES LTD (MY | C | 39 | 0 | 0 | 85 | 8 | 3 | 5 | 0 | 10 | 79 | 9 | 14 | |
| TOTAL FUERTEVENTURA | | | 39 | 0 | 0 | 85 | 8 | 3 | 5 | 0 | 10 | 73 | 18 | 30 | |
| LAS PALMAS | | | | | | | | | | | | | | | |
| LAS PALMAS | AIR EUROPA | C | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 0 | 50 | 219 | 100 | 1 | 2 |
| | BMI BRITISH MIDLAND | C | 6 | 0 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 67 | 0 | 112 | 3 |
| | FLYGLOBESPAN | S | 16 | 0 | 0 | 50 | 6 | 0 | 31 | 13 | 0 | 76 | 50 | 57 | 18 |
| | THOMAS COOK AIRLINES LTD (MY | C | 34 | 0 | 0 | 62 | 21 | 12 | 3 | 3 | 0 | 23 | 87 | 44 | 15 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 100 | 3 | 10 |
| TOTAL LAS PALMAS | | | 66 | 0 | 0 | 56 | 18 | 8 | 11 | 6 | 2 | 44 | 66 | 40 | 82 |
| TENERIFE (SURREINA SOFIA) | BMI BRITISH MIDLAND | C | 7 | 0 | 0 | 29 | 29 | 29 | 14 | 0 | 0 | 32 | 50 | 53 | 2 |
| | FLYGLOBESPAN | S | 64 | 0 | 0 | 75 | 5 | 6 | 9 | 5 | 0 | 27 | 68 | 16 | 62 |
| | LTE INTERNATIONAL AIRWAYS | C | 3 | 2 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 61 | 50 | 22 | 2 |
| | THOMAS COOK AIRLINES LTD (MY | C | 68 | 0 | 0 | 57 | 12 | 16 | 13 | 1 | 0 | 26 | 88 | 6 | 24 |
| | THOMSON AIRWAYS LTD | C | 29 | 0 | 0 | 72 | 10 | 7 | 7 | 3 | 0 | 23 | 75 | 24 | 16 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 172 | 2 | 0 | 64 | 9 | 12 | 12 | 3 | 0 | 27 | 62 | 22 | 171 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 361 | 4 | 0 | 65 | 12 | 9 | 11 | 2 | 1 | 29 | 62 | 27 | 357 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | KATHARGO AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 7 | 0 | 0 | 43 | 43 | 14 | 0 | 0 | 17 | 100 | 2 | 9 | |
| | THOMSON AIRWAYS LTD | C | 9 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL MONASTIR | | | 18 | 1 | 0 | 78 | 17 | 6 | 0 | 0 | 9 | 70 | 44 | 20 | |
| TOTAL TUNISIA | | | 18 | 1 | 0 | 78 | 17 | 6 | 0 | 0 | 9 | 70 | 44 | 20 | |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | FREEBIRD AIRLINES | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 0 | 392 | 1 | |
| | THOMAS COOK AIRLINES LTD (MY | C | 11 | 0 | 0 | 64 | 27 | 9 | 0 | 0 | 12 | 0 | 0 | 0 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: GLASGOW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL ANTALYA | | | 21 | 0 | 0 | 81 | 14 | 5 | 0 | 0 | 0 | 8 | 47 | 66 | 17 |
| BODRUM (MILAS) | ONUR AIR | C | 21 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 44 | 32 | 16 |
| | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 58 | 0 | 0 | 0 |
| TOTAL BODRUM (MILAS) | | | 38 | 0 | 0 | 79 | 8 | 3 | 11 | 0 | 0 | 18 | 56 | 33 | 27 |
| DALAMAN | BESTAIR | C | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 6 | 0 | 0 | 0 | 17 | 50 | 33 | 0 | 0 | 64 | 0 | 0 | 0 |
| | FREEBIRD AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 89 | 28 | 18 |
| | ONUR AIR | C | 16 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 8 | 43 | 43 | 14 |
| | PEGASUS AIRLINES | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 12 | 100 | 5 | 2 |
| | THOMAS COOK AIRLINES LTD (MY | C | 44 | 0 | 0 | 80 | 14 | 2 | 5 | 0 | 0 | 11 | 88 | 7 | 8 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 100 | 1 | 9 |
| TOTAL DALAMAN | | | 104 | 0 | 0 | 76 | 14 | 6 | 4 | 0 | 0 | 12 | 73 | 25 | 90 |
| TOTAL TURKEY | | | 163 | 0 | 0 | 77 | 13 | 5 | 5 | 0 | 0 | 13 | 66 | 32 | 134 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 62 | 0 | 0 | 50 | 29 | 19 | 2 | 0 | 0 | 19 | 35 | 25 | 62 |
| TOTAL DUBAI | | | 62 | 0 | 0 | 50 | 29 | 19 | 2 | 0 | 0 | 19 | 35 | 25 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 0 | 0 | 50 | 29 | 19 | 2 | 0 | 0 | 19 | 35 | 25 | 62 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BARRA | LOGANAIR | S | 63 | 5 | 0 | 81 | 2 | 5 | 11 | 2 | 0 | 20 | 91 | 12 | 57 |
| TOTAL BARRA | | | 63 | 5 | 0 | 81 | 2 | 5 | 11 | 2 | 0 | 20 | 91 | 12 | 57 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 208 | 0 | 0 | 89 | 8 | 0 | 2 | 0 | 0 | 7 | 84 | 10 | 219 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 208 | 0 | 0 | 89 | 8 | 0 | 2 | 0 | 0 | 7 | 84 | 10 | 219 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 176 | 0 | 0 | 88 | 6 | 5 | 2 | 0 | 0 | 7 | 87 | 7 | 232 |
| TOTAL BELFAST INTERNATIONAL | | | 176 | 0 | 0 | 88 | 6 | 5 | 2 | 0 | 0 | 7 | 87 | 7 | 232 |
| BENBECULA | LOGANAIR | S | 116 | 1 | 0 | 76 | 14 | 4 | 3 | 3 | 0 | 16 | 97 | 6 | 115 |
| TOTAL BENBECULA | | | 116 | 1 | 0 | 76 | 14 | 4 | 3 | 3 | 0 | 16 | 97 | 6 | 115 |
| BIRMINGHAM | BMIBABY LTD | S | 126 | 0 | 2 | 87 | 8 | 4 | 2 | 0 | 0 | 6 | 89 | 6 | 161 |
| | FLYBE LTD | S | 355 | 0 | 1 | 74 | 13 | 6 | 6 | 0 | 0 | 15 | 72 | 17 | 432 |
| TOTAL BIRMINGHAM | | | 482 | 0 | 3 | 77 | 12 | 6 | 5 | 0 | 0 | 13 | 76 | 14 | 594 |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | S | 162 | 0 | 0 | 78 | 14 | 6 | 3 | 0 | 0 | 11 | 69 | 16 | 170 |
| | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL BRISTOL | | | 166 | 0 | 0 | 78 | 13 | 5 | 3 | 0 | 0 | 11 | 69 | 16 | 170 |
| CAMPBELTOWN | LOGANAIR | S | 84 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 7 | 89 |
| TOTAL CAMPBELTOWN | | | 84 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 7 | 89 |
| CARDIFF WALES | BMIBABY LTD | S | 56 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 7 | 77 | 19 | 60 |
| TOTAL CARDIFF WALES | | | 56 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 7 | 77 | 19 | 60 |
| CITY OF DERRY (EGLINTON) | LOGANAIR | S | 38 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 0 | 5 | 89 | 7 | 62 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 38 | 0 | 0 | 92 | 3 | 5 | 0 | 0 | 0 | 5 | 89 | 7 | 62 |
| EAST MIDLANDS INTERNATIONAL | BMIBABY LTD | S | 134 | 0 | 0 | 87 | 9 | 1 | 2 | 0 | 0 | 8 | 84 | 13 | 160 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 EAST MIDLANDS INTERNATIONAL | | | 134 | 0 | 0 | 87 | 9 | 1 | 2 | 0 | 0 | 8 | 84 | 13 | 161 |
| EXETER | FLYBE LTD | S | 98 | 0 | 0 | 79 | 12 | 3 | 5 | 1 | 0 | 15 | 73 | 14 | 108 |
| TOTAL EXETER | | | 98 | 0 | 0 | 79 | 12 | 3 | 5 | 1 | 0 | 15 | 73 | 14 | 108 |
| GATWICK | BRITISH AIRWAYS PLC | S | 270 | 0 | 0 | 87 | 7 | 4 | 1 | 0 | 0 | 6 | 67 | 17 | 288 |
| | EASYJET AIRLINE COMPANY LTD | S | 178 | 0 | 0 | 87 | 10 | 2 | 1 | 1 | 0 | 8 | 69 | 13 | 178 |
| | THOMAS COOK AIRLINES LTD (MY | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 452 | 1 | 0 | 87 | 8 | 4 | 1 | 0 | 0 | 7 | 68 | 16 | 468 |
| HEATHROW | BMI BRITISH MIDLAND | S | 460 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 11 | 76 | 13 | 459 |
| | BRITISH AIRWAYS PLC | S | 547 | 1 | 0 | 78 | 14 | 5 | 3 | 0 | 0 | 11 | 60 | 19 | 559 |
| TOTAL HEATHROW | | | 1007 | 1 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 11 | 67 | 16 | 1018 |
| ISLAY | LOGANAIR | S | 108 | 0 | 0 | 93 | 4 | 2 | 2 | 0 | 0 | 5 | 87 | 8 | 102 |
| TOTAL ISLAY | | | 108 | 0 | 0 | 93 | 4 | 2 | 2 | 0 | 0 | 5 | 87 | 8 | 102 |
| ISLE OF MAN | LOGANAIR | S | 64 | 0 | 0 | 75 | 11 | 13 | 2 | 0 | 0 | 11 | 96 | 6 | 78 |
| TOTAL ISLE OF MAN | | | 64 | 0 | 0 | 75 | 11 | 13 | 2 | 0 | 0 | 11 | 96 | 6 | 78 |
| JERSEY | FLYBE LTD | S | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 40 | 13 | 30 | 8 |
| TOTAL JERSEY | | | 8 | 0 | 0 | 50 | 0 | 13 | 38 | 0 | 0 | 40 | 13 | 30 | 8 |
| KIRKWALL | LOGANAIR | S | 61 | 1 | 0 | 75 | 13 | 3 | 8 | 0 | 0 | 13 | 92 | 10 | 62 |
| TOTAL KIRKWALL | | | 61 | 1 | 0 | 75 | 13 | 3 | 8 | 0 | 0 | 13 | 92 | 10 | 62 |
| LEEDS BRADFORD | BMI REGIONAL | S | 124 | 3 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | 5 | 95 | 3 | 140 |
| TOTAL LEEDS BRADFORD | | | 124 | 3 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | 5 | 95 | 3 | 140 |
| LONDON CITY | BA CITYFLYER LTD | S | 204 | 1 | 0 | 83 | 12 | 3 | 2 | 0 | 0 | 8 | 69 | 14 | 202 |
| TOTAL LONDON CITY | | | 204 | 2 | 0 | 83 | 12 | 3 | 2 | 0 | 0 | 8 | 69 | 14 | 202 |
| LUTON | EASYJET AIRLINE COMPANY LTD | S | 281 | 0 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 9 | 89 | 5 | 324 |
| TOTAL LUTON | | | 281 | 2 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 9 | 89 | 5 | 324 |
| MANCHESTER | BMI REGIONAL | S | 225 | 0 | 0 | 93 | 1 | 3 | 2 | 0 | 0 | 4 | 84 | 9 | 232 |
| | FLYBE LTD | S | 189 | 0 | 3 | 81 | 9 | 4 | 6 | 0 | 0 | 13 | 81 | 14 | 322 |
| TOTAL MANCHESTER | | | 415 | 0 | 3 | 87 | 5 | 4 | 4 | 0 | 0 | 8 | 83 | 12 | 555 |
| PLYMOUTH | AIR SOUTHWEST | S | 60 | 0 | 2 | 87 | 10 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL PLYMOUTH | | | 60 | 0 | 2 | 87 | 10 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| SOUTHAMPTON | FLYBE LTD | S | 278 | 0 | 2 | 80 | 10 | 5 | 5 | 0 | 0 | 11 | 68 | 18 | 265 |
| TOTAL SOUTHAMPTON | | | 278 | 0 | 2 | 80 | 10 | 5 | 5 | 0 | 0 | 11 | 68 | 18 | 265 |
| STANSTED | EASYJET AIRLINE COMPANY LTD | S | 272 | 0 | 1 | 91 | 5 | 2 | 1 | 1 | 0 | 7 | 77 | 10 | 286 |
| TOTAL STANSTED | | | 272 | 0 | 1 | 91 | 5 | 2 | 1 | 1 | 0 | 7 | 77 | 11 | 394 |
| STORNOWAY | LOGANAIR | S | 204 | 4 | 0 | 86 | 7 | 6 | 1 | 0 | 0 | 7 | 90 | 7 | 210 |
| TOTAL STORNOWAY | | | 204 | 4 | 0 | 86 | 7 | 6 | 1 | 0 | 0 | 7 | 90 | 7 | 210 |
| SUMBURGH | LOGANAIR | S | 62 | 0 | 0 | 79 | 10 | 6 | 5 | 0 | 0 | 12 | 92 | 8 | 62 |
| TOTAL SUMBURGH | | | 62 | 0 | 0 | 79 | 10 | 6 | 5 | 0 | 0 | 12 | 92 | 8 | 62 |
| TIREE | LOGANAIR | S | 54 | 0 | 0 | 65 | 19 | 6 | 11 | 0 | 0 | 19 | 87 | 11 | 54 |
| TOTAL TIREE | | | 54 | 0 | 0 | 65 | 19 | 6 | 11 | 0 | 0 | 19 | 87 | 11 | 54 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOTAL UNITED KINGDOM | | | 5275 | 23 | 11 | 83 | 9 | 4 | 3 | 0 | 0 | 10 | 78 | 12 | 5857 |
| USA | | | | | | | | | | | | | | | |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 62 | 0 | 0 | 68 | 15 | 13 | 5 | 0 | 0 | 16 | 80 | 15 | 94 |
| TOTAL NEW YORK (NEWARK) | | | 62 | 0 | 0 | 68 | 15 | 13 | 5 | 0 | 0 | 16 | 80 | 15 | 94 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 67 | 13 | 3 |
| TOTAL ORLANDO | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 67 | 13 | 3 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 107 | 50 | 38 | 12 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 107 | 50 | 38 | 12 |
| SANFORD | FLYGLOBESPAN | S | 50 | 0 | 0 | 56 | 12 | 8 | 22 | 2 | 0 | 33 | 69 | 29 | 62 |
| | THOMAS COOK AIRLINES LTD (MY | C | 19 | 0 | 0 | 68 | 11 | 16 | 5 | 0 | 0 | 14 | 86 | 8 | 21 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL SANFORD | | | 77 | 0 | 0 | 64 | 10 | 9 | 16 | 1 | 0 | 25 | 75 | 21 | 97 |
| TOTAL USA | | | 147 | 0 | 0 | 66 | 12 | 10 | 10 | 1 | 0 | 21 | 73 | 23 | 225 |
| TOTAL GLASGOW | | | 7826 | 37 | 26 | 79 | 11 | 5 | 4 | 1 | 0 | 14 | 75 | 16 | 8545 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| ALGERIA | | | | | | | | | | | | | | | |
| ALGIERS | AIR ALGERIE | S | 34 | 0 | 0 | 62 | 15 | 12 | 12 | 0 | 0 | 20 | 47 | 33 | 32 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 58 | 23 | 11 | 8 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL ALGIERS | | | 96 | 0 | 0 | 59 | 20 | 11 | 9 | 0 | 0 | 20 | 47 | 33 | 32 |
| TOTAL ALGERIA | | | 96 | 0 | 0 | 59 | 20 | 11 | 9 | 0 | 0 | 20 | 47 | 33 | 32 |
| ANGOLA | | | | | | | | | | | | | | | |
| LUANDA | BRITISH AIRWAYS PLC | S | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 20 | 63 | 15 | 8 |
| TOTAL LUANDA | | | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 20 | 63 | 15 | 8 |
| TOTAL ANGOLA | | | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 20 | 63 | 15 | 8 |
| ARGENTINA | | | | | | | | | | | | | | | |
| BUENOS AIRES | BRITISH AIRWAYS PLC | S | 40 | 0 | 1 | 43 | 30 | 23 | 3 | 3 | 0 | 28 | 37 | 38 | 35 |
| TOTAL BUENOS AIRES | | | 40 | 0 | 1 | 43 | 30 | 23 | 3 | 3 | 0 | 28 | 37 | 38 | 35 |
| TOTAL ARGENTINA | | | 40 | 0 | 1 | 43 | 30 | 23 | 3 | 3 | 0 | 28 | 37 | 38 | 35 |
| ARMENIA | | | | | | | | | | | | | | | |
| YEREVAN | BMI BRITISH MIDLAND | S | 29 | 0 | 0 | 72 | 14 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL YEREVAN | | | 29 | 0 | 0 | 72 | 14 | 14 | 0 | 0 | 0 | 12 | 58 | 21 | 31 |
| TOTAL ARMENIA | | | 29 | 0 | 0 | 72 | 14 | 14 | 0 | 0 | 0 | 12 | 58 | 21 | 31 |
| AUSTRALIA | | | | | | | | | | | | | | | |
| MELBOURNE | QANTAS | S | 124 | 0 | 0 | 53 | 19 | 16 | 10 | 0 | 1 | 30 | 43 | 53 | 121 |
| TOTAL MELBOURNE | | | 124 | 0 | 0 | 53 | 19 | 16 | 10 | 0 | 1 | 30 | 43 | 53 | 121 |
| SYDNEY | BRITISH AIRWAYS PLC | S | 121 | 0 | 0 | 60 | 17 | 18 | 4 | 1 | 0 | 20 | 42 | 23 | 123 |
| | QANTAS | S | 124 | 0 | 0 | 39 | 29 | 16 | 12 | 4 | 0 | 37 | 37 | 41 | 123 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 77 | 13 | 8 | 0 | 2 | 0 | 14 | 60 | 17 | 62 |
| TOTAL SYDNEY | | | 307 | 0 | 0 | 55 | 21 | 15 | 7 | 2 | 0 | 26 | 44 | 29 | 308 |
| TOTAL AUSTRALIA | | | 431 | 0 | 0 | 55 | 20 | 16 | 8 | 2 | 0 | 27 | 43 | 36 | 429 |
| AUSTRIA | | | | | | | | | | | | | | | |
| VIENNA | AUSTRIAN AIRLINES | S | 219 | 0 | 3 | 68 | 16 | 13 | 3 | 0 | 0 | 15 | 70 | 13 | 299 |
| | AUSTRIAN ARROWS | S | 78 | 0 | 0 | 59 | 23 | 17 | 1 | 0 | 0 | 14 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 242 | 0 | 0 | 69 | 17 | 10 | 5 | 0 | 0 | 15 | 69 | 14 | 246 |
| TOTAL VIENNA | | | 539 | 0 | 3 | 67 | 17 | 12 | 3 | 0 | 0 | 15 | 70 | 14 | 545 |
| TOTAL AUSTRIA | | | 539 | 1 | 3 | 67 | 17 | 12 | 3 | 0 | 0 | 15 | 70 | 14 | 545 |
| AZERBAIJAN | | | | | | | | | | | | | | | |
| BAKU (HEYDER ALIYEV INT'L) | AZERBAIJAN AIRLINES (AZAL) | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 63 | 13 | 8 |
| | BMI BRITISH MIDLAND | S | 61 | 1 | 1 | 75 | 18 | 3 | 2 | 2 | 0 | 13 | 86 | 11 | 7 |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | 69 | 1 | 1 | 77 | 17 | 3 | 1 | 1 | 0 | 12 | 71 | 22 | 65 |
| TOTAL AZERBAIJAN | | | 69 | 1 | 1 | 77 | 17 | 3 | 1 | 1 | 0 | 12 | 71 | 22 | 65 |
| BAHRAIN | | | | | | | | | | | | | | | |
| BAHRAIN | GULF AIR | S | 175 | 0 | 7 | 65 | 21 | 9 | 4 | 2 | 0 | 20 | 69 | 12 | 120 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------------|---------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 BAHRAIN | | | 175 | 0 | 7 | 65 | 21 | 9 | 4 | 2 | 0 | 20 | 69 | 12 | 120 |
| TOTAL BAHRAIN | | | 175 | 0 | 7 | 65 | 21 | 9 | 4 | 2 | 0 | 20 | 69 | 12 | 120 |
| BANGLADESH | | | | | | | | | | | | | | | |
| DHAKHA | BIMAN BANGLADESH AIRLINES | S | 26 | 0 | 2 | 31 | 27 | 19 | 19 | 4 | 0 | 39 | 15 | 73 | 34 |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 52 | 26 | 19 | 4 | 0 | 0 | 22 | 54 | 21 | 26 |
| TOTAL DHAKHA | | | 53 | 0 | 2 | 42 | 26 | 19 | 11 | 2 | 0 | 30 | 32 | 50 | 60 |
| TOTAL BANGLADESH | | | 53 | 0 | 2 | 42 | 26 | 19 | 11 | 2 | 0 | 30 | 32 | 50 | 60 |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BMI BRITISH MIDLAND | S | 376 | 0 | 0 | 86 | 8 | 4 | 2 | 0 | 0 | 8 | 67 | 17 | 369 |
| | BRITISH AIRWAYS PLC | S | 382 | 0 | 1 | 78 | 12 | 7 | 3 | 0 | 0 | 12 | 65 | 18 | 456 |
| TOTAL BRUSSELS | | | 758 | 0 | 1 | 82 | 10 | 6 | 2 | 0 | 0 | 10 | 66 | 18 | 833 |
| TOTAL BELGIUM | | | 758 | 0 | 1 | 82 | 10 | 6 | 2 | 0 | 0 | 10 | 66 | 18 | 833 |
| BRAZIL | | | | | | | | | | | | | | | |
| RIO DE JANEIRO (GALEAO) | BRITISH AIRWAYS PLC | S | 26 | 0 | 0 | 38 | 50 | 12 | 0 | 0 | 0 | 20 | 19 | 74 | 26 |
| TOTAL RIO DE JANEIRO (GALEAO) | | | 26 | 0 | 0 | 38 | 50 | 12 | 0 | 0 | 0 | 20 | 31 | 61 | 32 |
| SAO PAULO (GUARULHOS) | TAM LINHAS AEREAS | S | 62 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 10 | 22 | 50 | 60 |
| TOTAL SAO PAULO (GUARULHOS) | | | 63 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 10 | 22 | 50 | 65 |
| TOTAL BRAZIL | | | 89 | 0 | 0 | 71 | 21 | 6 | 2 | 0 | 0 | 13 | 25 | 54 | 97 |
| BRUNEI | | | | | | | | | | | | | | | |
| BANDAR SERI BEGAWAN | ROYAL BRUNEI AIRLINES | S | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 66 | 12 | 62 |
| TOTAL BANDAR SERI BEGAWAN | | | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 66 | 12 | 62 |
| TOTAL BRUNEI | | | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 66 | 12 | 62 |
| BULGARIA | | | | | | | | | | | | | | | |
| SOFIA | BRITISH AIRWAYS PLC | S | 68 | 0 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 67 | 14 | 69 |
| | BULGARIA AIR | S | 36 | 0 | 0 | 69 | 14 | 11 | 6 | 0 | 0 | 18 | 62 | 16 | 34 |
| TOTAL SOFIA | | | 104 | 0 | 0 | 80 | 9 | 8 | 4 | 0 | 0 | 11 | 65 | 15 | 103 |
| TOTAL BULGARIA | | | 104 | 0 | 0 | 80 | 9 | 8 | 4 | 0 | 0 | 11 | 65 | 15 | 103 |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | AIR CANADA | S | 71 | 0 | 0 | 76 | 17 | 4 | 3 | 0 | 0 | 10 | 74 | 13 | 88 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 0 | 8 | 61 | 17 | 51 |
| TOTAL CALGARY | | | 133 | 0 | 0 | 76 | 20 | 2 | 2 | 0 | 0 | 9 | 69 | 15 | 139 |
| EDMONTON | AIR CANADA | S | 51 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 77 | 12 | 62 |
| TOTAL EDMONTON | | | 51 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 77 | 12 | 62 |
| HALIFAX INT | AIR CANADA | S | 58 | 0 | 0 | 84 | 5 | 7 | 2 | 2 | 0 | 10 | 76 | 10 | 62 |
| TOTAL HALIFAX INT | | | 58 | 0 | 0 | 84 | 5 | 7 | 2 | 2 | 0 | 10 | 76 | 10 | 62 |
| MONTREAL (DORVAL) | AIR CANADA | S | 62 | 0 | 0 | 74 | 8 | 8 | 8 | 0 | 2 | 25 | 83 | 8 | 64 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 66 | 24 | 8 | 2 | 0 | 0 | 11 | 37 | 26 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 MONTREAL (DORVAL) | | | 124 | 0 | 0 | 70 | 16 | 8 | 5 | 0 | 1 | 18 | 60 | 17 | 126 |
| OTTAWA INTERNATIONAL | AIR CANADA | S | 62 | 0 | 0 | 77 | 6 | 10 | 6 | 0 | 0 | 14 | 77 | 12 | 62 |
| TOTAL OTTAWA INTERNATIONAL | | | 62 | 0 | 0 | 77 | 6 | 10 | 6 | 0 | 0 | 14 | 77 | 12 | 62 |
| TORONTO | AIR CANADA | S | 215 | 0 | 0 | 83 | 8 | 5 | 3 | 0 | 0 | 10 | 72 | 12 | 275 |
| | AIR INDIA | S | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | AIR TRANSAT | S | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 10 | 88 | 5 | 16 |
| | BRITISH AIRWAYS PLC | S | 145 | 0 | 1 | 74 | 15 | 9 | 2 | 0 | 0 | 13 | 56 | 22 | 148 |
| TOTAL TORONTO | | | 371 | 0 | 1 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 67 | 15 | 439 |
| VANCOUVER | AIR CANADA | S | 79 | 0 | 0 | 80 | 14 | 1 | 5 | 0 | 0 | 11 | 73 | 14 | 88 |
| | BRITISH AIRWAYS PLC | S | 63 | 0 | 0 | 59 | 22 | 11 | 8 | 0 | 0 | 22 | 43 | 28 | 63 |
| TOTAL VANCOUVER | | | 142 | 0 | 0 | 70 | 18 | 6 | 6 | 0 | 0 | 16 | 60 | 20 | 151 |
| TOTAL CANADA | | | 941 | 0 | 1 | 77 | 13 | 6 | 3 | 0 | 0 | 12 | 67 | 15 | 1041 |
| CAYMAN ISLANDS | | | | | | | | | | | | | | | |
| GRAND CAYMAN | BRITISH AIRWAYS PLC | S | 35 | 1 | 1 | 71 | 17 | 6 | 6 | 0 | 0 | 14 | 59 | 20 | 34 |
| TOTAL GRAND CAYMAN | | | 35 | 1 | 1 | 71 | 17 | 6 | 6 | 0 | 0 | 14 | 59 | 20 | 34 |
| TOTAL CAYMAN ISLANDS | | | 35 | 1 | 1 | 71 | 17 | 6 | 6 | 0 | 0 | 14 | 59 | 20 | 34 |
| CHINA | | | | | | | | | | | | | | | |
| BEIJING | AIR CHINA | S | 59 | 1 | 3 | 68 | 14 | 10 | 7 | 2 | 0 | 20 | 53 | 27 | 58 |
| | BRITISH AIRWAYS PLC | S | 61 | 0 | 0 | 36 | 26 | 16 | 21 | 0 | 0 | 31 | 40 | 30 | 62 |
| TOTAL BEIJING | | | 120 | 1 | 3 | 52 | 20 | 13 | 14 | 1 | 0 | 26 | 47 | 29 | 120 |
| SHANGHAI (PU DONG) | BRITISH AIRWAYS PLC | S | 43 | 0 | 0 | 30 | 9 | 30 | 30 | 0 | 0 | 42 | 45 | 29 | 44 |
| | CHINA EASTERN AIRLINES | S | 26 | 0 | 6 | 50 | 15 | 27 | 8 | 0 | 0 | 22 | 60 | 56 | 40 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 48 | 18 | 21 | 8 | 5 | 0 | 34 | 63 | 17 | 60 |
| TOTAL SHANGHAI (PU DONG) | | | 131 | 0 | 6 | 43 | 15 | 25 | 15 | 2 | 0 | 34 | 57 | 32 | 144 |
| TOTAL CHINA | | | 251 | 1 | 9 | 47 | 17 | 20 | 15 | 2 | 0 | 30 | 52 | 30 | 264 |
| CROATIA | | | | | | | | | | | | | | | |
| SPLIT | CROATIA AIRLINES | S | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 14 | 50 | 31 | 8 |
| TOTAL SPLIT | | | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 14 | 50 | 31 | 8 |
| ZAGREB | CROATIA AIRLINES | S | 70 | 0 | 0 | 54 | 21 | 19 | 6 | 0 | 0 | 23 | 69 | 17 | 72 |
| TOTAL ZAGREB | | | 70 | 0 | 0 | 54 | 21 | 19 | 6 | 0 | 0 | 23 | 69 | 17 | 72 |
| TOTAL CROATIA | | | 78 | 0 | 0 | 56 | 21 | 18 | 5 | 0 | 0 | 22 | 68 | 19 | 80 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 79 | 6 | 13 | 2 | 0 | 0 | 12 | 37 | 33 | 62 |
| | CYPRUS AIRWAYS | S | 152 | 0 | 2 | 55 | 23 | 17 | 5 | 0 | 0 | 19 | 41 | 32 | 153 |
| TOTAL LARNACA | | | 214 | 0 | 2 | 62 | 18 | 16 | 4 | 0 | 0 | 17 | 40 | 32 | 215 |
| TOTAL CYPRUS | | | 214 | 0 | 2 | 62 | 18 | 16 | 4 | 0 | 0 | 17 | 40 | 32 | 215 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BRITISH AIRWAYS PLC | S | 183 | 0 | 0 | 70 | 16 | 8 | 5 | 1 | 0 | 15 | 65 | 20 | 185 |
| | CSA CZECH AIRLINES | S | 174 | 0 | 0 | 80 | 10 | 9 | 1 | 0 | 0 | 10 | 84 | 10 | 174 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL PRAGUE | | | 357 | 0 | 0 | 75 | 13 | 8 | 3 | 0 | 0 | 12 | 75 | 15 | 359 |
| TOTAL CZECH REPUBLIC | | | 357 | 0 | 0 | 75 | 13 | 8 | 3 | 0 | 0 | 12 | 75 | 15 | 359 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | BRITISH AIRWAYS PLC | S | 348 | 0 | 0 | 82 | 11 | 3 | 3 | 0 | 0 | 9 | 74 | 14 | 354 |
| | SAS | S | 386 | 0 | 0 | 75 | 13 | 7 | 5 | 0 | 0 | 13 | 71 | 16 | 350 |
| TOTAL COPENHAGEN | | | 734 | 0 | 0 | 79 | 12 | 5 | 4 | 0 | 0 | 11 | 72 | 15 | 704 |
| TOTAL DENMARK | | | 734 | 0 | 0 | 79 | 12 | 5 | 4 | 0 | 0 | 11 | 72 | 15 | 704 |
| EGYPT | | | | | | | | | | | | | | | |
| CAIRO | BMI BRITISH MIDLAND | S | 62 | 0 | 0 | 71 | 23 | 3 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 73 | 18 | 8 | 2 | 0 | 0 | 12 | 66 | 17 | 62 |
| | EGYPT AIR | S | 64 | 0 | 0 | 61 | 22 | 13 | 5 | 0 | 0 | 16 | 48 | 25 | 62 |
| TOTAL CAIRO | | | 188 | 0 | 0 | 68 | 21 | 8 | 3 | 0 | 0 | 13 | 57 | 21 | 125 |
| LUXOR | EGYPT AIR | S | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 22 | 20 | 38 | 10 |
| TOTAL LUXOR | | | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 22 | 20 | 38 | 10 |
| TOTAL EGYPT | | | 194 | 0 | 0 | 68 | 21 | 9 | 3 | 0 | 0 | 13 | 54 | 22 | 135 |
| ETHIOPIA | | | | | | | | | | | | | | | |
| ADDIS ABABA | BMI BRITISH MIDLAND | S | 44 | 0 | 0 | 77 | 7 | 7 | 9 | 0 | 0 | 16 | 0 | 33 | 5 |
| | ETHIOPIAN AIRLINES | S | 54 | 0 | 2 | 59 | 17 | 9 | 13 | 2 | 0 | 26 | 42 | 24 | 52 |
| TOTAL ADDIS ABABA | | | 98 | 0 | 2 | 67 | 12 | 8 | 11 | 1 | 0 | 21 | 39 | 29 | 95 |
| TOTAL ETHIOPIA | | | 98 | 0 | 2 | 67 | 12 | 8 | 11 | 1 | 0 | 21 | 39 | 29 | 95 |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | BLUE 1 | S | 62 | 0 | 0 | 82 | 10 | 5 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 122 | 0 | 0 | 75 | 13 | 8 | 2 | 1 | 0 | 13 | 65 | 18 | 124 |
| | FINNAIR | S | 248 | 0 | 0 | 69 | 20 | 8 | 2 | 1 | 0 | 14 | 70 | 14 | 248 |
| TOTAL HELSINKI | | | 432 | 0 | 0 | 73 | 17 | 8 | 2 | 1 | 0 | 13 | 68 | 15 | 372 |
| TOTAL FINLAND | | | 432 | 0 | 0 | 73 | 17 | 8 | 2 | 1 | 0 | 13 | 68 | 15 | 372 |
| FRANCE | | | | | | | | | | | | | | | |
| LYON | BRITISH AIRWAYS PLC | S | 176 | 0 | 0 | 83 | 9 | 7 | 1 | 0 | 0 | 8 | 69 | 15 | 184 |
| TOTAL LYON | | | 176 | 1 | 0 | 83 | 9 | 7 | 1 | 0 | 0 | 8 | 69 | 15 | 184 |
| NICE | BRITISH AIRWAYS PLC | S | 341 | 0 | 1 | 72 | 15 | 7 | 6 | 0 | 0 | 15 | 60 | 19 | 371 |
| TOTAL NICE | | | 341 | 0 | 1 | 72 | 15 | 7 | 6 | 0 | 0 | 15 | 62 | 18 | 425 |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 438 | 0 | 0 | 66 | 21 | 10 | 3 | 0 | 0 | 14 | 60 | 22 | 636 |
| | BRITISH AIRWAYS PLC | S | 572 | 0 | 0 | 75 | 15 | 8 | 2 | 0 | 0 | 11 | 63 | 18 | 650 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 1010 | 0 | 0 | 71 | 17 | 9 | 2 | 0 | 0 | 12 | 61 | 20 | 1286 |
| TOTAL FRANCE | | | 1527 | 3 | 1 | 73 | 16 | 8 | 3 | 0 | 0 | 12 | 62 | 19 | 1897 |
| GEORGIA | | | | | | | | | | | | | | | |
| TBILISI | BMI BRITISH MIDLAND | S | 29 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 0 | 5 | 67 | 17 | 3 |
| TOTAL TBILISI | | | 29 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 0 | 5 | 67 | 17 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 | | | 29 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 0 | 5 | 67 | 17 | 3 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | BRITISH AIRWAYS PLC | S | 320 | 0 | 0 | 69 | 18 | 8 | 4 | 0 | 0 | 14 | 63 | 17 | 314 |
| TOTAL BERLIN (TEGEL) | | | 320 | 0 | 0 | 69 | 18 | 8 | 4 | 0 | 0 | 14 | 63 | 17 | 315 |
| COLOGNE BONN | LUFTHANSA | S | 184 | 0 | 0 | 77 | 16 | 7 | 1 | 0 | 0 | 9 | 82 | 9 | 182 |
| TOTAL COLOGNE BONN | | | 184 | 0 | 0 | 77 | 16 | 7 | 1 | 0 | 0 | 9 | 82 | 9 | 182 |
| DUSSELDORF | BRITISH AIRWAYS PLC | S | 352 | 0 | 0 | 80 | 12 | 7 | 1 | 0 | 0 | 9 | 59 | 18 | 395 |
| | LUFTHANSA | S | 255 | 0 | 0 | 77 | 13 | 7 | 2 | 0 | 0 | 11 | 82 | 8 | 242 |
| TOTAL DUSSELDORF | | | 607 | 0 | 0 | 79 | 12 | 7 | 2 | 0 | 0 | 10 | 68 | 14 | 637 |
| FRANKFURT MAIN | BRITISH AIRWAYS PLC | S | 415 | 0 | 1 | 67 | 15 | 11 | 5 | 1 | 0 | 18 | 61 | 19 | 462 |
| | LUFTHANSA | S | 614 | 0 | 0 | 68 | 17 | 11 | 4 | 0 | 0 | 15 | 69 | 13 | 614 |
| TOTAL FRANKFURT MAIN | | | 1029 | 1 | 1 | 68 | 16 | 11 | 5 | 0 | 0 | 16 | 66 | 16 | 1076 |
| HAMBURG | BRITISH AIRWAYS PLC | S | 246 | 0 | 0 | 78 | 15 | 4 | 2 | 0 | 0 | 9 | 62 | 16 | 244 |
| | LUFTHANSA | S | 182 | 0 | 0 | 83 | 10 | 5 | 2 | 0 | 0 | 8 | 83 | 10 | 184 |
| TOTAL HAMBURG | | | 428 | 0 | 0 | 80 | 13 | 4 | 2 | 0 | 0 | 9 | 71 | 13 | 428 |
| HANOVER | BMI BRITISH MIDLAND | S | 169 | 0 | 0 | 73 | 14 | 8 | 4 | 0 | 0 | 14 | 75 | 13 | 166 |
| TOTAL HANOVER | | | 169 | 0 | 0 | 73 | 14 | 8 | 4 | 0 | 0 | 14 | 75 | 13 | 166 |
| MUNICH | BRITISH AIRWAYS PLC | S | 415 | 0 | 1 | 78 | 12 | 8 | 2 | 0 | 0 | 10 | 64 | 17 | 426 |
| | LUFTHANSA | S | 429 | 0 | 0 | 74 | 17 | 6 | 3 | 0 | 0 | 13 | 73 | 15 | 429 |
| TOTAL MUNICH | | | 844 | 0 | 1 | 76 | 14 | 7 | 2 | 0 | 0 | 12 | 69 | 16 | 855 |
| STUTTGART | BRITISH AIRWAYS PLC | S | 178 | 0 | 0 | 76 | 11 | 11 | 2 | 0 | 0 | 10 | 64 | 20 | 181 |
| | LUFTHANSA | S | 128 | 0 | 0 | 84 | 11 | 4 | 2 | 0 | 0 | 8 | 83 | 7 | 129 |
| TOTAL STUTTGART | | | 306 | 0 | 0 | 79 | 11 | 8 | 2 | 0 | 0 | 9 | 72 | 15 | 310 |
| TOTAL GERMANY | | | 3887 | 1 | 2 | 74 | 14 | 8 | 3 | 0 | 0 | 12 | 69 | 15 | 3969 |
| GHANA | | | | | | | | | | | | | | | |
| ACCRA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 60 | 18 | 19 | 3 | 0 | 0 | 17 | 56 | 19 | 62 |
| TOTAL ACCRA | | | 62 | 0 | 0 | 60 | 18 | 19 | 3 | 0 | 0 | 17 | 56 | 19 | 62 |
| TOTAL GHANA | | | 62 | 0 | 0 | 60 | 18 | 19 | 3 | 0 | 0 | 17 | 56 | 19 | 62 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | BRITISH AIRWAYS PLC | S | 194 | 0 | 0 | 84 | 6 | 7 | 3 | 1 | 0 | 12 | 55 | 22 | 192 |
| | OLYMPIC AIRLINES | S | 153 | 0 | 7 | 65 | 17 | 14 | 4 | 0 | 0 | 15 | 63 | 16 | 178 |
| TOTAL ATHENS | | | 347 | 0 | 7 | 76 | 11 | 10 | 3 | 1 | 0 | 13 | 59 | 19 | 370 |
| KEFALLINIA | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 0 | 3 |
| TOTAL KEFALLINIA | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 0 | 3 |
| TOTAL GREECE | | | 353 | 0 | 7 | 75 | 11 | 10 | 3 | 1 | 0 | 13 | 59 | 19 | 373 |
| HONG KONG | | | | | | | | | | | | | | | |
| HONG KONG (CHEP LAP KOK) | BRITISH AIRWAYS PLC | S | 179 | 0 | 0 | 65 | 23 | 10 | 2 | 0 | 1 | 17 | 53 | 29 | 182 |
| | CATHAY PACIFIC AIRWAYS | S | 248 | 0 | 0 | 60 | 25 | 8 | 5 | 0 | 0 | 18 | 65 | 14 | 248 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 4 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|----------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL HONG KONG (CHEP LAP KOK) | | | 431 | 0 | 1 | 62 | 24 | 9 | 3 | 0 | 0 | 17 | 60 | 20 | 430 |
| TOTAL HONG KONG | | | 431 | 0 | 1 | 62 | 24 | 9 | 3 | 0 | 0 | 17 | 60 | 20 | 430 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 69 | 22 | 6 | 3 | 0 | 0 | 13 | 64 | 16 | 186 |
| TOTAL BUDAPEST | | | 186 | 0 | 0 | 69 | 22 | 6 | 3 | 0 | 0 | 13 | 64 | 16 | 186 |
| TOTAL HUNGARY | | | 186 | 0 | 0 | 69 | 22 | 6 | 3 | 0 | 0 | 13 | 64 | 16 | 186 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 124 | 0 | 0 | 69 | 12 | 16 | 2 | 2 | 0 | 16 | 61 | 19 | 123 |
| TOTAL KEFLAVIK | | | 124 | 0 | 0 | 69 | 12 | 16 | 2 | 2 | 0 | 16 | 61 | 19 | 123 |
| TOTAL ICELAND | | | 124 | 0 | 0 | 69 | 12 | 16 | 2 | 2 | 0 | 16 | 61 | 19 | 123 |
| INDIA | | | | | | | | | | | | | | | |
| AHMEDABAD | AIR INDIA | S | 6 | 0 | 8 | 50 | 17 | 0 | 17 | 17 | 0 | 62 | 39 | 31 | 33 |
| TOTAL AHMEDABAD | | | 6 | 0 | 8 | 50 | 17 | 0 | 17 | 17 | 0 | 62 | 39 | 31 | 33 |
| AMRITSAR | AIR INDIA | S | 7 | 0 | 2 | 29 | 14 | 29 | 14 | 0 | 14 | 99 | 3 | 110 | 31 |
| | JET AIRWAYS | S | 62 | 0 | 0 | 85 | 6 | 2 | 3 | 3 | 0 | 13 | 84 | 4 | 25 |
| TOTAL AMRITSAR | | | 69 | 0 | 2 | 80 | 7 | 4 | 4 | 3 | 1 | 22 | 39 | 63 | 56 |
| BANGALORE (BENGALURU) | BRITISH AIRWAYS PLC | S | 61 | 1 | 1 | 57 | 26 | 11 | 5 | 0 | 0 | 17 | 44 | 25 | 61 |
| | KINGFISHER AIRLINES | S | 62 | 0 | 0 | 82 | 6 | 10 | 2 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL BANGALORE (BENGALURU) | | | 123 | 1 | 1 | 70 | 16 | 11 | 3 | 0 | 0 | 13 | 44 | 25 | 61 |
| CALCUTTA | AIR INDIA | S | 20 | 0 | 0 | 25 | 15 | 30 | 30 | 0 | 0 | 41 | 46 | 32 | 26 |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 63 | 26 | 7 | 4 | 0 | 0 | 17 | 54 | 18 | 26 |
| TOTAL CALCUTTA | | | 47 | 0 | 0 | 47 | 21 | 17 | 15 | 0 | 0 | 27 | 50 | 25 | 52 |
| CHENNAI | BRITISH AIRWAYS PLC | S | 40 | 0 | 0 | 78 | 10 | 5 | 8 | 0 | 0 | 17 | 53 | 20 | 45 |
| TOTAL CHENNAI | | | 40 | 0 | 0 | 78 | 10 | 5 | 8 | 0 | 0 | 17 | 53 | 20 | 45 |
| DELHI | AIR INDIA | S | 60 | 0 | 1 | 60 | 22 | 13 | 0 | 5 | 0 | 28 | 8 | 94 | 25 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 60 | 22 | 8 | 6 | 2 | 2 | 30 | 56 | 20 | 124 |
| | JET AIRWAYS | S | 62 | 0 | 0 | 45 | 31 | 21 | 3 | 0 | 0 | 21 | 47 | 20 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 58 | 29 | 8 | 5 | 0 | 0 | 17 | 56 | 16 | 62 |
| TOTAL DELHI | | | 308 | 0 | 1 | 57 | 25 | 12 | 4 | 2 | 1 | 25 | 49 | 26 | 273 |
| HYDERABAD (RAJIV GHANDI) | AIR INDIA | S | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 75 | 68 | 4 |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 75 | 68 | 4 |
| MUMBAI | AIR INDIA | S | 56 | 1 | 9 | 39 | 14 | 14 | 27 | 5 | 0 | 53 | 24 | 74 | 95 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 60 | 23 | 14 | 3 | 1 | 0 | 18 | 52 | 21 | 124 |
| | JET AIRWAYS | S | 124 | 0 | 0 | 69 | 21 | 7 | 3 | 0 | 0 | 14 | 70 | 16 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 56 | 0 | 0 | 50 | 14 | 16 | 18 | 2 | 0 | 32 | 45 | 25 | 62 |
| TOTAL MUMBAI | | | 360 | 1 | 9 | 58 | 19 | 12 | 9 | 1 | 0 | 24 | 50 | 33 | 405 |
| TOTAL INDIA | | | 957 | 2 | 21 | 61 | 20 | 11 | 7 | 1 | 0 | 23 | 50 | 30 | 956 |
| IRAN | | | | | | | | | | | | | | | |
| IMAM KHOMIENI | BMI BRITISH MIDLAND | S | 61 | 1 | 1 | 79 | 15 | 3 | 2 | 2 | 0 | 11 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------------|---------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| IMAM KHOMIENI | IRAN AIR | S | 34 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL IMAM KHOMIENI | | | 95 | 1 | 1 | 74 | 20 | 4 | 1 | 1 | 0 | 11 | 0 | 0 | 0 |
| TOTAL IRAN | | | 95 | 1 | 1 | 74 | 20 | 4 | 1 | 1 | 0 | 11 | 55 | 21 | 91 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER LINGUS | S | 294 | 0 | 1 | 67 | 16 | 13 | 3 | 0 | 0 | 15 | 77 | 11 | 295 |
| TOTAL CORK | | | 294 | 0 | 1 | 67 | 16 | 13 | 3 | 0 | 0 | 15 | 77 | 11 | 295 |
| DUBLIN | AER LINGUS | S | 745 | 0 | 2 | 67 | 19 | 9 | 5 | 0 | 0 | 15 | 73 | 13 | 793 |
| | BMI BRITISH MIDLAND | S | 431 | 0 | 0 | 69 | 19 | 9 | 3 | 0 | 0 | 14 | 72 | 14 | 422 |
| TOTAL DUBLIN | | | 1176 | 1 | 2 | 68 | 19 | 9 | 4 | 0 | 0 | 15 | 73 | 13 | 1215 |
| TOTAL IRISH REPUBLIC | | | 1470 | 1 | 3 | 68 | 18 | 10 | 4 | 0 | 0 | 15 | 74 | 13 | 1740 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | BMI BRITISH MIDLAND | S | 60 | 0 | 0 | 52 | 25 | 10 | 10 | 3 | 0 | 27 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 118 | 0 | 0 | 64 | 19 | 10 | 8 | 0 | 0 | 19 | 66 | 16 | 124 |
| | EL AL | S | 76 | 0 | 0 | 75 | 13 | 7 | 5 | 0 | 0 | 13 | 51 | 19 | 95 |
| TOTAL TEL AVIV | | | 254 | 0 | 0 | 64 | 19 | 9 | 7 | 1 | 0 | 19 | 59 | 17 | 219 |
| TOTAL ISRAEL | | | 254 | 0 | 0 | 64 | 19 | 9 | 7 | 1 | 0 | 19 | 59 | 17 | 219 |
| ITALY | | | | | | | | | | | | | | | |
| CAGLIARI (ELMAS) | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 50 | 1 |
| TOTAL CAGLIARI (ELMAS) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 50 | 1 |
| MILAN (LINATE) | ALITALIA | S | 293 | 0 | 1 | 90 | 5 | 4 | 0 | 0 | 0 | 4 | 70 | 14 | 280 |
| | BRITISH AIRWAYS PLC | S | 246 | 0 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 12 | 57 | 20 | 244 |
| TOTAL MILAN (LINATE) | | | 539 | 1 | 1 | 85 | 8 | 6 | 2 | 0 | 0 | 8 | 64 | 17 | 524 |
| MILAN (MALPENSA) | BRITISH AIRWAYS PLC | S | 246 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 9 | 66 | 19 | 246 |
| TOTAL MILAN (MALPENSA) | | | 246 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 9 | 67 | 18 | 424 |
| NAPLES | BMI BRITISH MIDLAND | S | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 60 | 22 | 62 |
| TOTAL NAPLES | | | 16 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 60 | 22 | 62 |
| ROME (FIUMICINO) | ALITALIA | S | 310 | 0 | 0 | 78 | 14 | 5 | 1 | 1 | 0 | 10 | 51 | 21 | 303 |
| | BRITISH AIRWAYS PLC | S | 302 | 0 | 0 | 73 | 12 | 11 | 4 | 0 | 0 | 14 | 48 | 26 | 305 |
| TOTAL ROME (FIUMICINO) | | | 612 | 0 | 0 | 75 | 13 | 8 | 2 | 1 | 0 | 12 | 50 | 24 | 608 |
| VENICE | BMI BRITISH MIDLAND | S | 62 | 0 | 0 | 63 | 26 | 11 | 0 | 0 | 0 | 13 | 58 | 15 | 62 |
| | BRITISH AIRWAYS PLC | S | 12 | 0 | 0 | 50 | 42 | 8 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL VENICE | | | 74 | 0 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 14 | 58 | 15 | 62 |
| TOTAL ITALY | | | 1489 | 1 | 1 | 79 | 12 | 7 | 2 | 0 | 0 | 10 | 59 | 20 | 1681 |
| JAPAN | | | | | | | | | | | | | | | |
| OSAKA (KANSAI) | JAPAN AIRLINES | S | 62 | 0 | 0 | 53 | 31 | 13 | 3 | 0 | 0 | 17 | 64 | 56 | 61 |
| TOTAL OSAKA (KANSAI) | | | 62 | 0 | 0 | 53 | 31 | 13 | 3 | 0 | 0 | 17 | 64 | 56 | 61 |
| TOKYO (NARITA) | ALL NIPPON AIRWAYS | S | 62 | 0 | 0 | 69 | 15 | 16 | 0 | 0 | 0 | 13 | 61 | 22 | 61 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 56 | 23 | 15 | 6 | 0 | 0 | 20 | 40 | 27 | 123 |
| | JAPAN AIRLINES | S | 62 | 0 | 0 | 61 | 24 | 15 | 0 | 0 | 0 | 14 | 72 | 12 | 61 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TOKYO (NARITA) | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 74 | 13 | 8 | 5 | 0 | 0 | 13 | 58 | 19 | 62 |
| TOTAL TOKYO (NARITA) | | | 310 | 0 | 0 | 63 | 20 | 14 | 3 | 0 | 0 | 16 | 54 | 22 | 307 |
| TOTAL JAPAN | | | 372 | 0 | 0 | 62 | 22 | 14 | 3 | 0 | 0 | 16 | 56 | 27 | 368 |
| JORDAN | | | | | | | | | | | | | | | |
| AMMAN | BMI BRITISH MIDLAND | S | 26 | 0 | 0 | 73 | 23 | 4 | 0 | 0 | 0 | 9 | 100 | 12 | 2 |
| | ROYAL JORDANIAN | S | 62 | 0 | 0 | 69 | 16 | 5 | 6 | 3 | 0 | 25 | 60 | 21 | 62 |
| TOTAL AMMAN | | | 88 | 0 | 0 | 70 | 18 | 5 | 5 | 2 | 0 | 20 | 58 | 23 | 76 |
| TOTAL JORDAN | | | 88 | 0 | 0 | 70 | 18 | 5 | 5 | 2 | 0 | 20 | 58 | 23 | 76 |
| KAZAKHSTAN | | | | | | | | | | | | | | | |
| ALMATY | AIR ASTANA | S | 16 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 23 | 72 | 11 | 18 |
| TOTAL ALMATY | | | 16 | 0 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 23 | 64 | 19 | 42 |
| URALSK | BMI BRITISH MIDLAND | C | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL URALSK | | | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL KAZAKHSTAN | | | 25 | 1 | 0 | 36 | 28 | 28 | 8 | 0 | 0 | 22 | 64 | 19 | 42 |
| KENYA | | | | | | | | | | | | | | | |
| MOMBASA | KENYA AIRWAYS | S | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 38 | 30 | 8 |
| TOTAL MOMBASA | | | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 38 | 30 | 8 |
| NAIROBI | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 65 | 23 | 11 | 2 | 0 | 0 | 14 | 48 | 58 | 89 |
| | KENYA AIRWAYS | S | 74 | 1 | 0 | 92 | 4 | 3 | 1 | 0 | 0 | 5 | 62 | 45 | 68 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 58 | 0 | 0 | 78 | 9 | 7 | 7 | 0 | 0 | 17 | 53 | 25 | 58 |
| TOTAL NAIROBI | | | 194 | 1 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 54 | 45 | 215 |
| TOTAL KENYA | | | 198 | 1 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 53 | 45 | 223 |
| KUWAIT | | | | | | | | | | | | | | | |
| KUWAIT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 11 | 5 | 0 | 2 | 0 | 11 | 66 | 13 | 58 |
| | KUWAIT AIRWAYS | S | 62 | 0 | 0 | 77 | 16 | 3 | 3 | 0 | 0 | 12 | 53 | 24 | 62 |
| TOTAL KUWAIT | | | 124 | 0 | 0 | 80 | 14 | 4 | 2 | 1 | 0 | 12 | 59 | 19 | 120 |
| TOTAL KUWAIT | | | 124 | 0 | 0 | 80 | 14 | 4 | 2 | 1 | 0 | 12 | 59 | 19 | 120 |
| KYRGYZSTAN | | | | | | | | | | | | | | | |
| BISHKEK (FRUNZE) | BMI BRITISH MIDLAND | S | 26 | 0 | 0 | 42 | 31 | 12 | 15 | 0 | 0 | 28 | 25 | 23 | 4 |
| TOTAL BISHKEK (FRUNZE) | | | 26 | 0 | 0 | 42 | 31 | 12 | 15 | 0 | 0 | 28 | 52 | 25 | 27 |
| TOTAL KYRGYZSTAN | | | 26 | 0 | 0 | 42 | 31 | 12 | 15 | 0 | 0 | 28 | 52 | 25 | 27 |
| LEBANON | | | | | | | | | | | | | | | |
| BEIRUT | BMI BRITISH MIDLAND | S | 26 | 0 | 0 | 85 | 12 | 0 | 4 | 0 | 0 | 7 | 0 | 129 | 1 |
| | MEA | S | 60 | 0 | 0 | 58 | 20 | 13 | 8 | 0 | 0 | 21 | 69 | 14 | 52 |
| TOTAL BEIRUT | | | 86 | 0 | 0 | 66 | 17 | 9 | 7 | 0 | 0 | 16 | 66 | 16 | 88 |
| TOTAL LEBANON | | | 86 | 0 | 0 | 66 | 17 | 9 | 7 | 0 | 0 | 16 | 66 | 16 | 88 |
| LIBYA | | | | | | | | | | | | | | | |
| TRIPOLI | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 14 | 53 | 23 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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|------------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TRIPOLI | LIBYAN ARAB AIRLINES | S | 18 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 33 | 33 | 76 | 18 |
| TOTAL TRIPOLI | | | 80 | 0 | 0 | 70 | 15 | 9 | 6 | 0 | 0 | 18 | 49 | 35 | 80 |
| TOTAL LIBYA | | | 80 | 0 | 0 | 70 | 15 | 9 | 6 | 0 | 0 | 18 | 49 | 35 | 80 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 100 | 0 | 0 | 73 | 16 | 8 | 3 | 0 | 0 | 15 | 74 | 12 | 122 |
| TOTAL LUXEMBOURG | | | 100 | 1 | 0 | 73 | 16 | 8 | 3 | 0 | 0 | 15 | 74 | 12 | 122 |
| TOTAL LUXEMBOURG | | | 100 | 1 | 0 | 73 | 16 | 8 | 3 | 0 | 0 | 15 | 74 | 12 | 122 |
| MALAYSIA | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | MALAYSIAN AIRLINES SYSTEM-MA | S | 114 | 0 | 0 | 65 | 18 | 13 | 4 | 0 | 0 | 15 | 62 | 20 | 124 |
| TOTAL KUALA LUMPUR (SEPANG) | | | 114 | 0 | 0 | 65 | 18 | 13 | 4 | 0 | 0 | 15 | 62 | 20 | 124 |
| TOTAL MALAYSIA | | | 114 | 0 | 0 | 65 | 18 | 13 | 4 | 0 | 0 | 15 | 62 | 20 | 124 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 123 | 0 | 1 | 67 | 12 | 12 | 7 | 1 | 0 | 21 | 51 | 24 | 124 |
| TOTAL MALTA | | | 123 | 0 | 1 | 67 | 12 | 12 | 7 | 1 | 0 | 21 | 51 | 24 | 124 |
| TOTAL MALTA | | | 123 | 0 | 1 | 67 | 12 | 12 | 7 | 1 | 0 | 21 | 51 | 24 | 124 |
| MAURITIUS | | | | | | | | | | | | | | | |
| MAURITIUS | AIR MAURITIUS LTD | S | 44 | 0 | 4 | 48 | 32 | 14 | 7 | 0 | 0 | 21 | 53 | 19 | 58 |
| | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 44 | 26 | 22 | 7 | 0 | 0 | 28 | 19 | 54 | 26 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 17 | 0 | 0 | 47 | 18 | 18 | 18 | 0 | 0 | 26 | 50 | 34 | 2 |
| TOTAL MAURITIUS | | | 88 | 0 | 4 | 47 | 27 | 17 | 9 | 0 | 0 | 24 | 43 | 30 | 86 |
| TOTAL MAURITIUS | | | 88 | 0 | 4 | 47 | 27 | 17 | 9 | 0 | 0 | 24 | 43 | 30 | 86 |
| MEXICO | | | | | | | | | | | | | | | |
| MEXICO CITY | BRITISH AIRWAYS PLC | S | 34 | 0 | 0 | 44 | 15 | 32 | 9 | 0 | 0 | 25 | 55 | 22 | 33 |
| TOTAL MEXICO CITY | | | 34 | 0 | 0 | 44 | 15 | 32 | 9 | 0 | 0 | 25 | 55 | 22 | 33 |
| TOTAL MEXICO | | | 34 | 0 | 0 | 44 | 15 | 32 | 9 | 0 | 0 | 25 | 55 | 22 | 33 |
| MOROCCO | | | | | | | | | | | | | | | |
| MARRAKESH | ROYAL AIR MAROC | S | 61 | 0 | 0 | 72 | 13 | 10 | 5 | 0 | 0 | 15 | 48 | 21 | 31 |
| TOTAL MARRAKESH | | | 61 | 0 | 0 | 72 | 13 | 10 | 5 | 0 | 0 | 15 | 46 | 21 | 101 |
| TANGIERS (IBN BATUTA) | ATLAS BLUE | S | 16 | 0 | 0 | 50 | 31 | 6 | 13 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL TANGIERS (IBN BATUTA) | | | 16 | 0 | 0 | 50 | 31 | 6 | 13 | 0 | 0 | 27 | 33 | 22 | 18 |
| TOTAL MOROCCO | | | 78 | 0 | 0 | 67 | 18 | 9 | 6 | 0 | 0 | 17 | 45 | 20 | 147 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BMI BRITISH MIDLAND | S | 454 | 0 | 0 | 76 | 15 | 6 | 2 | 0 | 0 | 10 | 57 | 21 | 464 |
| | BRITISH AIRWAYS PLC | S | 414 | 0 | 2 | 82 | 11 | 4 | 2 | 0 | 0 | 9 | 75 | 13 | 466 |
| | KLM | S | 516 | 0 | 6 | 88 | 7 | 3 | 2 | 0 | 0 | 6 | 79 | 11 | 554 |
| | KLM CITYHOPPER | S | 70 | 0 | 0 | 89 | 9 | 0 | 3 | 0 | 0 | 6 | 79 | 46 | 14 |
| TOTAL AMSTERDAM | | | 1454 | 0 | 8 | 83 | 11 | 4 | 2 | 0 | 0 | 8 | 71 | 15 | 1498 |
| ROTTERDAM | KLM CITYHOPPER | S | 86 | 0 | 0 | 87 | 8 | 3 | 1 | 0 | 0 | 8 | 79 | 11 | 163 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|------------------------------|--------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 ROTTERDAM | | | 86 | 0 | 0 | 87 | 8 | 3 | 1 | 0 | 0 | 8 | 79 | 11 | 163 |
| TOTAL NETHERLANDS | | | 1540 | 0 | 8 | 83 | 11 | 4 | 2 | 0 | 0 | 8 | 72 | 15 | 1748 |
| NEW ZEALAND | | | | | | | | | | | | | | | |
| AUCKLAND INTERNATIONAL | AIR NEW ZEALAND LTD | S | 124 | 0 | 0 | 76 | 15 | 6 | 3 | 0 | 0 | 11 | 58 | 19 | 122 |
| TOTAL AUCKLAND INTERNATIONAL | | | 124 | 0 | 0 | 76 | 15 | 6 | 3 | 0 | 0 | 11 | 58 | 19 | 122 |
| TOTAL NEW ZEALAND | | | 124 | 0 | 0 | 76 | 15 | 6 | 3 | 0 | 0 | 11 | 58 | 19 | 122 |
| NIGERIA | | | | | | | | | | | | | | | |
| ABUJA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 68 | 24 | 5 | 3 | 0 | 0 | 12 | 81 | 7 | 62 |
| TOTAL ABUJA | | | 62 | 0 | 0 | 68 | 24 | 5 | 3 | 0 | 0 | 12 | 81 | 7 | 62 |
| LAGOS | BELLVIEW AIRLINES (SIERRA LEO) | S | 50 | 0 | 0 | 66 | 18 | 6 | 10 | 0 | 0 | 17 | 59 | 16 | 34 |
| | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 55 | 26 | 13 | 6 | 0 | 0 | 19 | 47 | 20 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 77 | 18 | 5 | 0 | 0 | 0 | 8 | 79 | 9 | 62 |
| | VIRGIN NIGERIA AIRWAYS | S | 5 | 0 | 1 | 0 | 60 | 40 | 0 | 0 | 0 | 32 | 0 | 0 | 0 |
| TOTAL LAGOS | | | 179 | 0 | 1 | 64 | 22 | 9 | 5 | 0 | 0 | 15 | 62 | 15 | 158 |
| TOTAL NIGERIA | | | 241 | 0 | 1 | 65 | 22 | 8 | 5 | 0 | 0 | 14 | 67 | 13 | 220 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | BRITISH AIRWAYS PLC | S | 248 | 0 | 0 | 80 | 12 | 6 | 2 | 0 | 0 | 10 | 70 | 14 | 244 |
| | SAS | S | 300 | 0 | 0 | 85 | 8 | 6 | 1 | 0 | 0 | 8 | 79 | 12 | 302 |
| TOTAL OSLO (GARDERMOEN) | | | 548 | 0 | 0 | 83 | 9 | 6 | 1 | 0 | 0 | 9 | 75 | 13 | 546 |
| STAVANGER | SAS | S | 116 | 0 | 0 | 78 | 9 | 9 | 3 | 0 | 0 | 11 | 70 | 14 | 108 |
| TOTAL STAVANGER | | | 116 | 0 | 0 | 78 | 9 | 9 | 3 | 0 | 0 | 11 | 70 | 14 | 108 |
| TOTAL NORWAY | | | 664 | 0 | 0 | 82 | 9 | 6 | 2 | 0 | 0 | 9 | 75 | 13 | 654 |
| OMAN | | | | | | | | | | | | | | | |
| MUSCAT | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 66 | 18 | 8 | 6 | 0 | 2 | 25 | 80 | 12 | 59 |
| TOTAL MUSCAT | | | 62 | 0 | 0 | 66 | 18 | 8 | 6 | 0 | 2 | 25 | 79 | 10 | 124 |
| TOTAL OMAN | | | 62 | 0 | 0 | 66 | 18 | 8 | 6 | 0 | 2 | 25 | 79 | 10 | 124 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | PAKISTAN INTL AIRLINES | S | 33 | 1 | 1 | 70 | 21 | 6 | 3 | 0 | 0 | 13 | 53 | 24 | 38 |
| TOTAL ISLAMABAD | | | 33 | 1 | 1 | 70 | 21 | 6 | 3 | 0 | 0 | 13 | 46 | 25 | 69 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 26 | 0 | 0 | 27 | 27 | 23 | 23 | 0 | 0 | 39 | 29 | 32 | 17 |
| TOTAL KARACHI | | | 26 | 0 | 0 | 27 | 27 | 23 | 23 | 0 | 0 | 39 | 29 | 32 | 17 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 26 | 0 | 0 | 50 | 38 | 12 | 0 | 0 | 0 | 16 | 38 | 29 | 26 |
| TOTAL LAHORE | | | 26 | 0 | 0 | 50 | 38 | 12 | 0 | 0 | 0 | 16 | 38 | 29 | 26 |
| TOTAL PAKISTAN | | | 85 | 1 | 1 | 51 | 28 | 13 | 8 | 0 | 0 | 22 | 42 | 27 | 112 |
| POLAND | | | | | | | | | | | | | | | |
| WARSAW | BRITISH AIRWAYS PLC | S | 24 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 50 | 23 | 184 |
| | LOT-POLISH AIRLINES | S | 182 | 0 | 4 | 70 | 18 | 8 | 2 | 1 | 0 | 15 | 60 | 15 | 186 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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|-----------------------------------|-----------------------------|---|------------|-----------|----------------------------|---------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | | | | |
| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 WARSAW | | | 206 | 0 | 4 | 73 | 17 | 7 | 2 | 1 | 0 | 14 | 55 | 19 | 370 |
| TOTAL POLAND | | | 206 | 0 | 4 | 73 | 17 | 7 | 2 | 1 | 0 | 14 | 55 | 19 | 370 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| LISBON | AIR PORTUGAL | S | 310 | 0 | 0 | 70 | 17 | 11 | 2 | 0 | 0 | 13 | 44 | 29 | 296 |
| | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 75 | 13 | 8 | 4 | 0 | 0 | 12 | 51 | 23 | 184 |
| TOTAL LISBON | | | 496 | 0 | 0 | 72 | 16 | 10 | 3 | 0 | 0 | 13 | 46 | 27 | 480 |
| OPORTO (PORTUGAL) | AIR PORTUGAL | S | 63 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 13 | 73 | 12 | 59 |
| TOTAL OPORTO (PORTUGAL) | | | 63 | 0 | 0 | 71 | 10 | 13 | 6 | 0 | 0 | 13 | 73 | 12 | 59 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 559 | 0 | 0 | 72 | 15 | 10 | 3 | 0 | 0 | 13 | 52 | 24 | 593 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | AIR PORTUGAL | S | 18 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 18 | 31 | 34 | 16 |
| TOTAL FUNCHAL | | | 18 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 18 | 31 | 34 | 16 |
| TOTAL PORTUGAL(MADEIRA) | | | 18 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 18 | 31 | 34 | 16 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 55 | 26 | 13 | 5 | 2 | 0 | 21 | 61 | 18 | 61 |
| | QATAR AIRWAYS | S | 245 | 0 | 1 | 80 | 13 | 6 | 1 | 0 | 0 | 9 | 79 | 10 | 184 |
| TOTAL DOHA | | | 307 | 1 | 1 | 75 | 15 | 7 | 2 | 1 | 0 | 12 | 75 | 12 | 245 |
| TOTAL QATAR | | | 307 | 1 | 1 | 75 | 15 | 7 | 2 | 1 | 0 | 12 | 75 | 12 | 245 |
| REPUBLIC OF KOREA | | | | | | | | | | | | | | | |
| SEOUL (INCHEON) | ASIANA AIRLINES | S | 34 | 0 | 0 | 50 | 6 | 32 | 12 | 0 | 0 | 28 | 53 | 21 | 38 |
| | KOREAN AIR | S | 62 | 0 | 0 | 52 | 18 | 27 | 3 | 0 | 0 | 21 | 71 | 13 | 62 |
| TOTAL SEOUL (INCHEON) | | | 96 | 0 | 0 | 51 | 14 | 29 | 6 | 0 | 0 | 23 | 64 | 16 | 100 |
| TOTAL REPUBLIC OF KOREA | | | 96 | 0 | 0 | 51 | 14 | 29 | 6 | 0 | 0 | 23 | 64 | 16 | 100 |
| REPUBLIC OF SERBIA | | | | | | | | | | | | | | | |
| BELGRADE | BRITISH AIRWAYS PLC | S | 58 | 0 | 0 | 84 | 9 | 3 | 3 | 0 | 0 | 9 | 68 | 17 | 60 |
| | JATAIRWAYS | S | 62 | 0 | 0 | 68 | 18 | 6 | 8 | 0 | 0 | 17 | 71 | 18 | 62 |
| TOTAL BELGRADE | | | 120 | 0 | 0 | 76 | 13 | 5 | 6 | 0 | 0 | 14 | 70 | 18 | 122 |
| TOTAL REPUBLIC OF SERBIA | | | 120 | 0 | 0 | 76 | 13 | 5 | 6 | 0 | 0 | 14 | 70 | 18 | 122 |
| REPUBLIC OF SOUTH AFRICA | | | | | | | | | | | | | | | |
| CAPE TOWN | BRITISH AIRWAYS PLC | S | 71 | 0 | 0 | 56 | 24 | 13 | 6 | 1 | 0 | 23 | 51 | 22 | 69 |
| | SOUTH AFRICAN AIRWAYS | S | 62 | 0 | 0 | 79 | 8 | 10 | 2 | 2 | 0 | 14 | 66 | 15 | 61 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 10 | 0 | 2 | 80 | 10 | 0 | 10 | 0 | 0 | 11 | 83 | 11 | 6 |
| TOTAL CAPE TOWN | | | 143 | 0 | 2 | 68 | 16 | 10 | 4 | 1 | 0 | 18 | 59 | 18 | 136 |
| JOHANNESBURG | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 69 | 23 | 7 | 2 | 0 | 0 | 12 | 50 | 22 | 124 |
| | SOUTH AFRICAN AIRWAYS | S | 124 | 0 | 0 | 73 | 13 | 8 | 5 | 0 | 2 | 25 | 50 | 35 | 124 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 65 | 16 | 11 | 8 | 0 | 0 | 18 | 24 | 26 | 62 |
| TOTAL JOHANNESBURG | | | 310 | 0 | 0 | 69 | 17 | 8 | 4 | 0 | 1 | 18 | 45 | 28 | 310 |
| TOTAL REPUBLIC OF SOUTH AFRICA | | | 453 | 0 | 2 | 69 | 17 | 9 | 4 | 0 | 0 | 18 | 49 | 25 | 446 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------------|------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| REPUBLIC OF YEMEN | | | | | | | | | | | | | | | |
| SANAA | YEMENIA | S | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 50 | 32 | 18 |
| TOTAL SANAA | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 50 | 32 | 18 |
| TOTAL REPUBLIC OF YEMEN | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 50 | 32 | 18 |
| ROMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (OTOPENI) | BRITISH AIRWAYS PLC | S | 174 | 0 | 0 | 71 | 13 | 10 | 5 | 0 | 0 | 14 | 52 | 22 | 122 |
| | TAROM | S | 62 | 0 | 0 | 74 | 10 | 11 | 5 | 0 | 0 | 15 | 76 | 11 | 62 |
| TOTAL BUCHAREST (OTOPENI) | | | 236 | 0 | 0 | 72 | 12 | 11 | 5 | 0 | 0 | 14 | 60 | 18 | 184 |
| TOTAL ROMANIA | | | 236 | 0 | 0 | 72 | 12 | 11 | 5 | 0 | 0 | 14 | 60 | 18 | 184 |
| RUSSIA | | | | | | | | | | | | | | | |
| EKATERINBURG | BMI BRITISH MIDLAND | S | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL EKATERINBURG | | | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| MOSCOW (DOMODEDOVO) | BMI BRITISH MIDLAND | S | 73 | 0 | 0 | 70 | 18 | 7 | 5 | 0 | 0 | 14 | 69 | 30 | 61 |
| | BRITISH AIRWAYS PLC | S | 176 | 0 | 0 | 78 | 16 | 3 | 2 | 0 | 0 | 10 | 53 | 23 | 169 |
| | TRANSAERO AIRLINES | S | 74 | 0 | 0 | 64 | 20 | 9 | 7 | 0 | 0 | 17 | 77 | 12 | 62 |
| TOTAL MOSCOW (DOMODEDOVO) | | | 323 | 0 | 0 | 73 | 17 | 6 | 4 | 0 | 0 | 12 | 62 | 22 | 292 |
| MOSCOW (SHEREMETYEVO) | AEROFLOT | S | 166 | 0 | 3 | 58 | 28 | 9 | 3 | 2 | 0 | 20 | 72 | 13 | 162 |
| TOTAL MOSCOW (SHEREMETYEVO) | | | 166 | 0 | 3 | 58 | 28 | 9 | 3 | 2 | 0 | 20 | 72 | 13 | 162 |
| ST PETERSBURG | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 76 | 13 | 5 | 6 | 0 | 0 | 13 | 69 | 16 | 62 |
| | GTK RUSSIA | S | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 29 | 63 | 11 | 8 |
| TOTAL ST PETERSBURG | | | 70 | 0 | 0 | 70 | 16 | 7 | 7 | 0 | 0 | 15 | 69 | 15 | 70 |
| TOTAL RUSSIA | | | 569 | 0 | 3 | 69 | 20 | 7 | 4 | 1 | 0 | 15 | 66 | 18 | 524 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| DAMMAM | BMI BRITISH MIDLAND | S | 26 | 0 | 0 | 62 | 15 | 19 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| | SAUDI ARABIAN AIRLINES | S | 9 | 0 | 0 | 33 | 33 | 11 | 22 | 0 | 0 | 32 | 100 | 6 | 8 |
| TOTAL DAMMAM | | | 35 | 0 | 0 | 54 | 20 | 17 | 9 | 0 | 0 | 21 | 100 | 6 | 8 |
| JEDDAH | BMI BRITISH MIDLAND | S | 27 | 0 | 0 | 81 | 11 | 0 | 7 | 0 | 0 | 11 | 63 | 12 | 27 |
| | SAUDI ARABIAN AIRLINES | S | 62 | 0 | 0 | 69 | 15 | 11 | 5 | 0 | 0 | 14 | 58 | 16 | 62 |
| TOTAL JEDDAH | | | 89 | 0 | 0 | 73 | 13 | 8 | 6 | 0 | 0 | 13 | 60 | 15 | 89 |
| RIYADH | SAUDI ARABIAN AIRLINES | S | 33 | 0 | 0 | 82 | 12 | 3 | 3 | 0 | 0 | 9 | 80 | 8 | 30 |
| TOTAL RIYADH | | | 33 | 0 | 0 | 82 | 12 | 3 | 3 | 0 | 0 | 9 | 75 | 16 | 57 |
| TOTAL SAUDI ARABIA | | | 157 | 0 | 0 | 71 | 15 | 9 | 6 | 0 | 0 | 14 | 68 | 15 | 154 |
| SEYCHELLES | | | | | | | | | | | | | | | |
| SEYCHELLES | AIR SEYCHELLES | S | 18 | 0 | 0 | 50 | 22 | 17 | 6 | 0 | 6 | 53 | 50 | 124 | 16 |
| TOTAL SEYCHELLES | | | 18 | 0 | 0 | 50 | 22 | 17 | 6 | 0 | 6 | 53 | 50 | 124 | 16 |
| TOTAL SEYCHELLES | | | 18 | 0 | 0 | 50 | 22 | 17 | 6 | 0 | 6 | 53 | 50 | 124 | 16 |
| SIERRA LEONE | | | | | | | | | | | | | | | |
| FREETOWN | BMI BRITISH MIDLAND | S | 35 | 0 | 0 | 57 | 17 | 11 | 11 | 3 | 0 | 27 | 33 | 34 | 3 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|------------------------------------|----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | | | 696 | 0 | 0 | 73 | 16 | 8 | 3 | 0 | 0 | 12 | 71 | 16 | 694 |
| TOTAL SWEDEN | | | 809 | 0 | 1 | 75 | 14 | 8 | 3 | 0 | 0 | 12 | 73 | 15 | 810 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | BRITISH AIRWAYS PLC | S | 184 | 0 | 0 | 86 | 8 | 5 | 1 | 0 | 0 | 7 | 75 | 12 | 182 |
| TOTAL BASLE MULHOUSE | | | 184 | 0 | 0 | 86 | 8 | 5 | 1 | 0 | 0 | 7 | 75 | 12 | 182 |
| GENEVA | BRITISH AIRWAYS PLC | S | 470 | 0 | 2 | 79 | 12 | 8 | 1 | 0 | 0 | 10 | 75 | 14 | 487 |
| TOTAL GENEVA | | | 470 | 2 | 2 | 79 | 12 | 8 | 1 | 0 | 0 | 10 | 75 | 14 | 487 |
| ZURICH | BRITISH AIRWAYS PLC | S | 337 | 0 | 0 | 76 | 15 | 6 | 3 | 0 | 0 | 11 | 71 | 15 | 358 |
| | SWISS AIRLINES | S | 372 | 0 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 10 | 75 | 12 | 369 |
| TOTAL ZURICH | | | 709 | 0 | 0 | 77 | 14 | 6 | 3 | 0 | 0 | 11 | 73 | 13 | 727 |
| TOTAL SWITZERLAND | | | 1363 | 2 | 2 | 79 | 12 | 7 | 2 | 0 | 0 | 10 | 74 | 13 | 1396 |
| SYRIA | | | | | | | | | | | | | | | |
| ALEPPO | BMI BRITISH MIDLAND | S | 25 | 0 | 0 | 64 | 12 | 20 | 4 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL ALEPPO | | | 25 | 0 | 0 | 64 | 12 | 20 | 4 | 0 | 0 | 17 | 58 | 18 | 26 |
| DAMASCUS | BMI BRITISH MIDLAND | S | 29 | 0 | 0 | 62 | 14 | 17 | 7 | 0 | 0 | 18 | 40 | 24 | 5 |
| | SYRIANAIR | S | 26 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 52 | 32 | 25 |
| TOTAL DAMASCUS | | | 55 | 0 | 0 | 65 | 18 | 13 | 4 | 0 | 0 | 14 | 56 | 24 | 59 |
| TOTAL SYRIA | | | 80 | 0 | 0 | 65 | 16 | 15 | 4 | 0 | 0 | 15 | 56 | 22 | 85 |
| TAIWAN | | | | | | | | | | | | | | | |
| TAIPEI | EVA AIR | S | 54 | 0 | 0 | 74 | 19 | 7 | 0 | 0 | 0 | 11 | 50 | 17 | 52 |
| TOTAL TAIPEI | | | 54 | 0 | 0 | 74 | 19 | 7 | 0 | 0 | 0 | 11 | 50 | 17 | 52 |
| TOTAL TAIWAN | | | 54 | 0 | 0 | 74 | 19 | 7 | 0 | 0 | 0 | 11 | 50 | 17 | 52 |
| TANZANIA | | | | | | | | | | | | | | | |
| DAR-ES-SALAAM | BRITISH AIRWAYS PLC | S | 25 | 1 | 1 | 56 | 24 | 16 | 4 | 0 | 0 | 17 | 77 | 10 | 26 |
| TOTAL DAR-ES-SALAAM | | | 25 | 1 | 1 | 56 | 24 | 16 | 4 | 0 | 0 | 17 | 77 | 10 | 26 |
| TOTAL TANZANIA | | | 25 | 1 | 1 | 56 | 24 | 16 | 4 | 0 | 0 | 17 | 77 | 10 | 26 |
| THAILAND | | | | | | | | | | | | | | | |
| BANGKOK SUVARNABHUMI AIRPORT | THAI AIRWAYS INTERNATIONAL | S | 124 | 0 | 0 | 61 | 18 | 16 | 5 | 0 | 0 | 19 | 65 | 16 | 124 |
| TOTAL BANGKOK SUVARNABHUMI AIRPORT | | | 125 | 0 | 0 | 61 | 18 | 16 | 5 | 0 | 0 | 19 | 65 | 16 | 124 |
| TOTAL THAILAND | | | 125 | 0 | 0 | 61 | 18 | 16 | 5 | 0 | 0 | 19 | 65 | 16 | 124 |
| TUNISIA | | | | | | | | | | | | | | | |
| TUNIS | TUNISAIR | S | 34 | 0 | 0 | 32 | 9 | 32 | 26 | 0 | 0 | 46 | 32 | 40 | 34 |
| TOTAL TUNIS | | | 34 | 0 | 0 | 32 | 9 | 32 | 26 | 0 | 0 | 46 | 32 | 40 | 34 |
| TOTAL TUNISIA | | | 34 | 0 | 0 | 32 | 9 | 32 | 26 | 0 | 0 | 46 | 32 | 40 | 34 |
| TURKEY | | | | | | | | | | | | | | | |
| ANKARA (ESENBOGA) | BMI BRITISH MIDLAND | S | 12 | 0 | 0 | 50 | 25 | 8 | 17 | 0 | 0 | 26 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

| | | Reporting Airport: HEATHROW (Full Analysis) | | | | | | | | | | | OCT 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 | 1h 1m to 3 hours | 3h 1m 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 ANKARA (ESENBOGA) | | | 12 | 0 | 0 | 50 | 25 | 8 | 17 | 0 | 0 | 26 | 0 | 0 | 0 |
| ANTALYA | KIBRIS TURKISH AIRLINES - KTHY | S | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 0 | 63 | 33 | 18 | 6 |
| TOTAL ANTALYA | | | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 0 | 63 | 33 | 18 | 6 |
| DALAMAN | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 17 | 34 | 12 |
| TOTAL DALAMAN | | | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 17 | 34 | 12 |
| ISTANBUL | BRITISH AIRWAYS PLC | S | 174 | 0 | 0 | 73 | 14 | 7 | 6 | 0 | 0 | 15 | 63 | 16 | 178 |
| | THY TURK HAVA YOLLARI TURKIS | S | 186 | 0 | 0 | 60 | 21 | 16 | 2 | 1 | 0 | 19 | 63 | 17 | 186 |
| TOTAL ISTANBUL | | | 360 | 0 | 0 | 66 | 18 | 11 | 4 | 1 | 0 | 17 | 63 | 16 | 364 |
| IZMIR (ADNAM MENDERES) | KIBRIS TURKISH AIRLINES - KTHY | S | 16 | 0 | 0 | 56 | 31 | 6 | 6 | 0 | 0 | 17 | 61 | 13 | 18 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 16 | 0 | 0 | 56 | 31 | 6 | 6 | 0 | 0 | 17 | 61 | 13 | 18 |
| TOTAL TURKEY | | | 404 | 0 | 0 | 64 | 19 | 12 | 5 | 0 | 0 | 18 | 61 | 17 | 400 |
| TURKMENISTAN | | | | | | | | | | | | | | | |
| ASHKHABAD | TURKMENISTAN AIRLINES | S | 16 | 0 | 0 | 31 | 31 | 19 | 6 | 0 | 13 | 82 | 56 | 20 | 18 |
| TOTAL ASHKHABAD | | | 16 | 0 | 0 | 31 | 31 | 19 | 6 | 0 | 13 | 82 | 56 | 20 | 18 |
| TOTAL TURKMENISTAN | | | 16 | 0 | 0 | 31 | 31 | 19 | 6 | 0 | 13 | 82 | 56 | 20 | 18 |
| TURKS AND CAICOS ISLANDS | | | | | | | | | | | | | | | |
| PROVIDENCIALES | BRITISH AIRWAYS PLC | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 67 | 31 | 9 |
| TOTAL PROVIDENCIALES | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 67 | 31 | 9 |
| TOTAL TURKS AND CAICOS ISLANDS | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 67 | 31 | 9 |
| UGANDA | | | | | | | | | | | | | | | |
| ENTEBBE | BRITISH AIRWAYS PLC | S | 25 | 0 | 0 | 84 | 0 | 8 | 8 | 0 | 0 | 13 | 48 | 23 | 27 |
| TOTAL ENTEBBE | | | 25 | 0 | 0 | 84 | 0 | 8 | 8 | 0 | 0 | 13 | 48 | 23 | 27 |
| TOTAL UGANDA | | | 25 | 0 | 0 | 84 | 0 | 8 | 8 | 0 | 0 | 13 | 48 | 23 | 27 |
| UKRAINE | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 47 | 23 | 27 | 3 | 0 | 0 | 21 | 44 | 28 | 62 |
| TOTAL KIEV (BORISPOL) | | | 62 | 0 | 0 | 47 | 23 | 27 | 3 | 0 | 0 | 21 | 46 | 26 | 70 |
| TOTAL UKRAINE | | | 62 | 0 | 0 | 47 | 23 | 27 | 3 | 0 | 0 | 21 | 46 | 26 | 70 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 156 | 0 | 0 | 76 | 12 | 3 | 8 | 1 | 0 | 16 | 73 | 14 | 128 |
| TOTAL ABU DHABI INTERNATIONAL | | | 156 | 0 | 0 | 76 | 12 | 3 | 8 | 1 | 0 | 16 | 73 | 14 | 128 |
| DUBAI | BRITISH AIRWAYS PLC | S | 134 | 0 | 0 | 72 | 15 | 12 | 1 | 0 | 0 | 12 | 59 | 16 | 124 |
| | EMIRATES | S | 310 | 0 | 0 | 62 | 23 | 14 | 2 | 0 | 0 | 15 | 62 | 16 | 310 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 68 | 18 | 15 | 0 | 0 | 0 | 13 | 48 | 19 | 62 |
| TOTAL DUBAI | | | 506 | 0 | 0 | 66 | 20 | 13 | 1 | 0 | 0 | 14 | 59 | 16 | 496 |
| TOTAL UNITED ARAB EMIRATES | | | 662 | 0 | 0 | 68 | 18 | 11 | 3 | 0 | 0 | 14 | 62 | 16 | 624 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI BRITISH MIDLAND | S | 368 | 0 | 1 | 75 | 13 | 8 | 5 | 0 | 0 | 13 | 77 | 12 | 335 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| ABERDEEN | BRITISH AIRWAYS PLC | S | 399 | 0 | 1 | 72 | 16 | 9 | 4 | 0 | 0 | 13 | 59 | 22 | 399 |
| TOTAL ABERDEEN | | | 767 | 0 | 2 | 73 | 14 | 8 | 4 | 0 | 0 | 13 | 67 | 17 | 734 |
| BELFAST CITY (GEORGE BEST) | BMI BRITISH MIDLAND | S | 478 | 0 | 1 | 80 | 14 | 6 | 1 | 0 | 0 | 8 | 65 | 15 | 477 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 478 | 0 | 1 | 80 | 14 | 6 | 1 | 0 | 0 | 8 | 65 | 15 | 477 |
| BELFAST INTERNATIONAL | AER LINGUS | S | 202 | 0 | 0 | 82 | 10 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL BELFAST INTERNATIONAL | | | 202 | 0 | 0 | 82 | 10 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| DURHAM TEES VALLEY | BMI BRITISH MIDLAND | S | 177 | 0 | 1 | 75 | 17 | 7 | 1 | 0 | 0 | 9 | 77 | 12 | 214 |
| TOTAL DURHAM TEES VALLEY | | | 177 | 0 | 1 | 75 | 17 | 7 | 1 | 0 | 0 | 9 | 77 | 12 | 214 |
| EDINBURGH | BMI BRITISH MIDLAND | S | 478 | 0 | 2 | 77 | 13 | 9 | 1 | 0 | 0 | 9 | 73 | 14 | 480 |
| | BRITISH AIRWAYS PLC | S | 606 | 0 | 0 | 75 | 16 | 7 | 1 | 0 | 0 | 11 | 57 | 23 | 613 |
| TOTAL EDINBURGH | | | 1084 | 0 | 2 | 76 | 15 | 8 | 1 | 0 | 0 | 10 | 64 | 19 | 1093 |
| GLASGOW | BMI BRITISH MIDLAND | S | 460 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 11 | 74 | 13 | 458 |
| | BRITISH AIRWAYS PLC | S | 547 | 0 | 0 | 77 | 14 | 6 | 3 | 1 | 0 | 12 | 63 | 18 | 559 |
| TOTAL GLASGOW | | | 1007 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 11 | 68 | 15 | 1017 |
| JERSEY | BMI BRITISH MIDLAND | S | 123 | 0 | 0 | 89 | 7 | 2 | 1 | 0 | 0 | 6 | 77 | 10 | 124 |
| TOTAL JERSEY | | | 123 | 0 | 0 | 89 | 7 | 2 | 1 | 0 | 0 | 6 | 77 | 10 | 124 |
| LEEDS BRADFORD | BMI BRITISH MIDLAND | S | 221 | 0 | 1 | 80 | 13 | 3 | 4 | 0 | 0 | 9 | 83 | 9 | 255 |
| TOTAL LEEDS BRADFORD | | | 221 | 0 | 1 | 80 | 13 | 3 | 4 | 0 | 0 | 9 | 83 | 9 | 255 |
| MANCHESTER | BMI BRITISH MIDLAND | S | 450 | 0 | 4 | 81 | 9 | 7 | 3 | 0 | 0 | 9 | 73 | 13 | 404 |
| | BRITISH AIRWAYS PLC | S | 481 | 1 | 1 | 76 | 16 | 6 | 2 | 0 | 0 | 11 | 53 | 23 | 485 |
| TOTAL MANCHESTER | | | 931 | 1 | 5 | 78 | 13 | 7 | 2 | 0 | 0 | 10 | 62 | 18 | 890 |
| NEWCASTLE | BRITISH AIRWAYS PLC | S | 344 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 11 | 59 | 21 | 344 |
| TOTAL NEWCASTLE | | | 344 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 11 | 59 | 21 | 344 |
| TOTAL UNITED KINGDOM | | | 5334 | 1 | 12 | 77 | 14 | 7 | 2 | 0 | 0 | 10 | 67 | 17 | 5209 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | DELTA AIRLINES | S | 62 | 0 | 0 | 94 | 5 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL ATLANTA | | | 62 | 0 | 0 | 94 | 5 | 0 | 2 | 0 | 0 | 4 | 0 | 0 | 0 |
| BALTIMORE | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 82 | 6 | 10 | 0 | 2 | 0 | 11 | 69 | 19 | 62 |
| TOTAL BALTIMORE | | | 62 | 0 | 0 | 82 | 6 | 10 | 0 | 2 | 0 | 11 | 69 | 19 | 62 |
| BOSTON | AMERICAN AIRLINES | S | 124 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 4 | 81 | 9 | 124 |
| | BRITISH AIRWAYS PLC | S | 186 | 0 | 0 | 82 | 12 | 4 | 1 | 1 | 0 | 8 | 62 | 16 | 178 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 77 | 16 | 2 | 5 | 0 | 0 | 11 | 71 | 13 | 62 |
| TOTAL BOSTON | | | 372 | 1 | 0 | 85 | 10 | 3 | 1 | 0 | 0 | 7 | 70 | 13 | 364 |
| CHICAGO (O'HARE) | AIR INDIA | S | 21 | 0 | 0 | 81 | 5 | 5 | 0 | 10 | 0 | 22 | 56 | 47 | 27 |
| | AMERICAN AIRLINES | S | 277 | 0 | 2 | 81 | 10 | 6 | 2 | 0 | 0 | 9 | 72 | 13 | 298 |
| | BRITISH AIRWAYS PLC | S | 141 | 0 | 0 | 62 | 25 | 9 | 4 | 1 | 0 | 17 | 49 | 19 | 185 |
| | UNITED AIRLINES | S | 185 | 0 | 1 | 71 | 15 | 6 | 7 | 1 | 0 | 17 | 67 | 12 | 185 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 58 | 0 | 0 | 81 | 14 | 5 | 0 | 0 | 0 | 7 | 72 | 22 | 61 |
| TOTAL CHICAGO (O'HARE) | | | 682 | 0 | 3 | 74 | 15 | 7 | 4 | 1 | 0 | 13 | 65 | 16 | 756 |
| DALLAS/FORT WORTH | AMERICAN AIRLINES | S | 124 | 0 | 0 | 71 | 13 | 10 | 5 | 1 | 0 | 17 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| DALLAS/FORT WORTH | BRITISH AIRWAYS PLC | S | 62 | 0 | 0 | 69 | 19 | 10 | 2 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL DALLAS/FORT WORTH | | | 186 | 0 | 0 | 70 | 15 | 10 | 4 | 1 | 0 | 16 | 0 | 0 | 0 |
| DENVER INTERNATIONAL | BRITISH AIRWAYS PLC | S | 60 | 0 | 0 | 65 | 18 | 13 | 3 | 0 | 0 | 16 | 53 | 16 | 62 |
| | UNITED AIRLINES | S | 50 | 0 | 0 | 82 | 8 | 6 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL DENVER INTERNATIONAL | | | 110 | 0 | 0 | 73 | 14 | 10 | 4 | 0 | 0 | 13 | 53 | 16 | 62 |
| DETROIT | NORTHWEST AIRLINES | S | 62 | 0 | 0 | 95 | 2 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL DETROIT | | | 62 | 0 | 0 | 95 | 2 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| HOUSTON | BRITISH AIRWAYS PLC | S | 121 | 0 | 0 | 67 | 12 | 13 | 5 | 3 | 0 | 22 | 82 | 9 | 62 |
| | CONTINENTAL AIRLINES | S | 122 | 0 | 2 | 78 | 8 | 6 | 7 | 2 | 0 | 15 | 0 | 0 | 0 |
| TOTAL HOUSTON | | | 243 | 1 | 2 | 72 | 10 | 9 | 6 | 2 | 0 | 19 | 82 | 9 | 62 |
| LOS ANGELES INTERNATIONAL | AIR FRANCE | S | 58 | 0 | 0 | 50 | 17 | 24 | 9 | 0 | 0 | 23 | 0 | 0 | 0 |
| | AMERICAN AIRLINES | S | 110 | 0 | 0 | 74 | 17 | 5 | 5 | 0 | 0 | 11 | 59 | 18 | 116 |
| | BRITISH AIRWAYS PLC | S | 175 | 0 | 1 | 55 | 26 | 15 | 3 | 1 | 0 | 19 | 27 | 45 | 186 |
| | UNITED AIRLINES | S | 62 | 0 | 0 | 82 | 6 | 6 | 5 | 0 | 0 | 11 | 82 | 13 | 62 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 124 | 0 | 0 | 60 | 18 | 13 | 9 | 0 | 0 | 18 | 61 | 17 | 124 |
| TOTAL LOS ANGELES INTERNATIONAL | | | 529 | 0 | 1 | 63 | 19 | 12 | 6 | 0 | 0 | 17 | 50 | 27 | 488 |
| MIAMI INTERNATIONAL | AMERICAN AIRLINES | S | 73 | 0 | 0 | 70 | 18 | 8 | 3 | 1 | 0 | 15 | 58 | 16 | 72 |
| | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 69 | 18 | 9 | 5 | 0 | 0 | 15 | 46 | 22 | 122 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 66 | 13 | 10 | 6 | 5 | 0 | 26 | 60 | 35 | 62 |
| TOTAL MIAMI INTERNATIONAL | | | 259 | 0 | 0 | 68 | 17 | 9 | 5 | 2 | 0 | 18 | 53 | 24 | 256 |
| MINNEAPOLIS-ST PAUL | NORTHWEST AIRLINES | S | 62 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL MINNEAPOLIS-ST PAUL | | | 62 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 |
| NEW YORK (JF KENNEDY) | AMERICAN AIRLINES | S | 296 | 0 | 0 | 79 | 11 | 6 | 3 | 0 | 0 | 11 | 60 | 27 | 354 |
| | BRITISH AIRWAYS PLC | S | 428 | 0 | 0 | 72 | 14 | 9 | 4 | 0 | 0 | 15 | 41 | 32 | 446 |
| | DELTA AIRLINES | S | 123 | 0 | 0 | 89 | 7 | 2 | 2 | 1 | 0 | 7 | 0 | 0 | 0 |
| | KUWAIT AIRWAYS | S | 27 | 0 | 0 | 89 | 7 | 0 | 4 | 0 | 0 | 9 | 65 | 18 | 26 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 235 | 0 | 1 | 73 | 13 | 8 | 5 | 1 | 0 | 16 | 52 | 33 | 248 |
| TOTAL NEW YORK (JF KENNEDY) | | | 1109 | 1 | 5 | 76 | 12 | 7 | 4 | 1 | 0 | 13 | 48 | 33 | 1133 |
| NEW YORK (NEWARK) | AIR INDIA | S | 7 | 1 | 1 | 29 | 14 | 43 | 0 | 14 | 0 | 56 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 175 | 0 | 0 | 65 | 23 | 9 | 2 | 1 | 0 | 16 | 71 | 13 | 174 |
| | CONTINENTAL AIRLINES | S | 133 | 0 | 3 | 62 | 19 | 12 | 8 | 0 | 0 | 19 | 0 | 0 | 0 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 122 | 0 | 0 | 57 | 11 | 22 | 9 | 1 | 0 | 25 | 40 | 28 | 124 |
| TOTAL NEW YORK (NEWARK) | | | 437 | 1 | 4 | 61 | 18 | 14 | 6 | 1 | 0 | 20 | 58 | 19 | 299 |
| ORLANDO | BRITISH AIRWAYS PLC | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 50 | 23 | 2 |
| TOTAL ORLANDO | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 50 | 23 | 2 |
| PHILADELPHIA INTERNATIONAL | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 70 | 21 | 8 | 1 | 0 | 0 | 11 | 51 | 24 | 122 |
| | US AIRWAYS | S | 62 | 0 | 0 | 77 | 11 | 8 | 2 | 2 | 0 | 12 | 0 | 0 | 0 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 186 | 1 | 0 | 73 | 18 | 8 | 1 | 1 | 0 | 12 | 51 | 24 | 122 |
| PHOENIX | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 60 | 22 | 14 | 4 | 0 | 0 | 16 | 19 | 43 | 53 |
| TOTAL PHOENIX | | | 50 | 0 | 0 | 60 | 22 | 14 | 4 | 0 | 0 | 16 | 19 | 43 | 53 |
| RALEIGH | AMERICAN AIRLINES | S | 62 | 0 | 0 | 81 | 15 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL RALEIGH | | | 62 | 0 | 0 | 81 | 15 | 5 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: HEATHROW (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------------|-----------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SAN FRANCISCO | BRITISH AIRWAYS PLC | S | 124 | 0 | 0 | 57 | 22 | 15 | 6 | 1 | 0 | 21 | 54 | 21 | 124 |
| | UNITED AIRLINES | S | 124 | 0 | 0 | 78 | 13 | 6 | 3 | 0 | 0 | 10 | 75 | 12 | 123 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 62 | 0 | 0 | 71 | 16 | 10 | 3 | 0 | 0 | 14 | 68 | 15 | 62 |
| TOTAL SAN FRANCISCO | | | 310 | 0 | 0 | 68 | 17 | 10 | 4 | 0 | 0 | 15 | 65 | 17 | 309 |
| SEATTLE (TACOMA) | BRITISH AIRWAYS PLC | S | 103 | 0 | 0 | 68 | 22 | 10 | 0 | 0 | 0 | 11 | 25 | 33 | 88 |
| | NORTHWEST AIRLINES | S | 58 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL SEATTLE (TACOMA) | | | 161 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 8 | 25 | 33 | 88 |
| WASHINGTON (DULLES) | BRITISH AIRWAYS PLC | S | 175 | 0 | 0 | 69 | 15 | 8 | 7 | 0 | 1 | 25 | 52 | 22 | 164 |
| | UNITED AIRLINES | S | 229 | 1 | 6 | 83 | 7 | 6 | 4 | 0 | 0 | 10 | 76 | 14 | 238 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 92 | 0 | 0 | 76 | 9 | 9 | 4 | 2 | 0 | 18 | 74 | 18 | 111 |
| TOTAL WASHINGTON (DULLES) | | | 496 | 1 | 6 | 77 | 10 | 7 | 5 | 0 | 0 | 17 | 68 | 17 | 513 |
| TOTAL USA | | | 5442 | 6 | 21 | 73 | 14 | 8 | 4 | 1 | 0 | 14 | 57 | 23 | 4569 |
| UZBEKISTAN | | | | | | | | | | | | | | | |
| TASHKENT | UZBEKISTAN AIRLINES | S | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 15 | 56 | 17 | 18 |
| TOTAL TASHKENT | | | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 15 | 56 | 17 | 18 |
| TOTAL UZBEKISTAN | | | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 15 | 56 | 17 | 18 |
| ZAMBIA | | | | | | | | | | | | | | | |
| LUSAKA | BRITISH AIRWAYS PLC | S | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 10 | 41 | 29 | 27 |
| TOTAL LUSAKA | | | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 10 | 41 | 29 | 27 |
| TOTAL ZAMBIA | | | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 10 | 41 | 29 | 27 |
| TOTAL HEATHROW | | | 40140 | 29 | 136 | 73 | 15 | 8 | 3 | 0 | 0 | 13 | 63 | 19 | 40574 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | VLM (BELGIUM) | S | 237 | 0 | 1 | 84 | 11 | 0 | 5 | 0 | 0 | 10 | 63 | 17 | 251 |
| TOTAL ANTWERP | | | 237 | 0 | 1 | 84 | 11 | 0 | 5 | 0 | 0 | 10 | 63 | 17 | 251 |
| BRUSSELS | VLM (BELGIUM) | S | 92 | 0 | 0 | 90 | 3 | 2 | 4 | 0 | 0 | 8 | 54 | 21 | 186 |
| TOTAL BRUSSELS | | | 92 | 0 | 0 | 90 | 3 | 2 | 4 | 0 | 0 | 8 | 54 | 21 | 186 |
| TOTAL BELGIUM | | | 329 | 0 | 1 | 86 | 9 | 1 | 5 | 0 | 0 | 9 | 59 | 19 | 437 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | SAS | S | 100 | 0 | 0 | 64 | 26 | 6 | 4 | 0 | 0 | 15 | 58 | 25 | 98 |
| TOTAL COPENHAGEN | | | 100 | 0 | 0 | 64 | 26 | 6 | 4 | 0 | 0 | 15 | 58 | 25 | 98 |
| TOTAL DENMARK | | | 100 | 0 | 0 | 64 | 26 | 6 | 4 | 0 | 0 | 15 | 58 | 25 | 98 |
| FRANCE | | | | | | | | | | | | | | | |
| NICE | BA CITYFLYER LTD | S | 101 | 0 | 0 | 83 | 12 | 3 | 2 | 0 | 0 | 7 | 0 | 0 | 0 |
| | CITY JET | S | 61 | 1 | 0 | 61 | 28 | 11 | 0 | 0 | 0 | 14 | 59 | 14 | 54 |
| TOTAL NICE | | | 162 | 1 | 0 | 75 | 18 | 6 | 1 | 0 | 0 | 10 | 59 | 14 | 54 |
| PARIS (CHARLES DE GAULLE) | CITY JET | S | 99 | 0 | 0 | 65 | 25 | 9 | 1 | 0 | 0 | 14 | 60 | 15 | 10 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 99 | 0 | 0 | 65 | 25 | 9 | 1 | 0 | 0 | 14 | 60 | 15 | 10 |
| PARIS (ORLY) | CITY JET | S | 234 | 0 | 0 | 79 | 14 | 6 | 1 | 0 | 0 | 10 | 50 | 25 | 269 |
| TOTAL PARIS (ORLY) | | | 234 | 0 | 0 | 79 | 14 | 6 | 1 | 0 | 0 | 10 | 50 | 25 | 269 |
| STRASBOURG | CITY JET | S | 107 | 1 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 8 | 71 | 9 | 14 |
| TOTAL STRASBOURG | | | 107 | 1 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 8 | 71 | 9 | 14 |
| TOTAL FRANCE | | | 602 | 5 | 0 | 76 | 16 | 6 | 1 | 0 | 0 | 10 | 53 | 23 | 347 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | EUROWINGS LUFTVERKEHRS | S | 111 | 0 | 0 | 65 | 22 | 10 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL BERLIN (TEGEL) | | | 111 | 0 | 0 | 65 | 22 | 10 | 4 | 0 | 0 | 16 | 0 | 0 | 0 |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 152 | 0 | 0 | 81 | 14 | 3 | 2 | 1 | 0 | 10 | 68 | 13 | 138 |
| TOTAL DUSSELDORF | | | 152 | 0 | 0 | 81 | 14 | 3 | 2 | 1 | 0 | 10 | 68 | 13 | 138 |
| FRANKFURT MAIN | AUGSBURG AIRWAYS GMBH | S | 237 | 0 | 0 | 58 | 23 | 8 | 11 | 1 | 0 | 22 | 51 | 22 | 166 |
| | BA CITYFLYER LTD | S | 152 | 0 | 0 | 52 | 24 | 16 | 9 | 0 | 0 | 21 | 45 | 32 | 146 |
| TOTAL FRANKFURT MAIN | | | 389 | 0 | 0 | 56 | 23 | 11 | 10 | 1 | 0 | 22 | 48 | 27 | 312 |
| HAMBURG | CIRRUS LUFTFAHRT | S | 82 | 0 | 0 | 62 | 22 | 11 | 5 | 0 | 0 | 18 | 73 | 11 | 100 |
| TOTAL HAMBURG | | | 82 | 0 | 0 | 62 | 22 | 11 | 5 | 0 | 0 | 18 | 73 | 11 | 100 |
| MUNICH | LUFTHANSA CITY LINE | S | 198 | 1 | 0 | 61 | 25 | 11 | 4 | 0 | 0 | 17 | 58 | 19 | 89 |
| TOTAL MUNICH | | | 198 | 1 | 0 | 61 | 25 | 11 | 4 | 0 | 0 | 17 | 58 | 19 | 89 |
| STUTTGAERT | CONTACTAIR FLUGDIENST | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 6 | 44 |
| TOTAL STUTTGAERT | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 84 | 6 | 44 |
| TOTAL GERMANY | | | 934 | 1 | 0 | 63 | 22 | 9 | 6 | 0 | 0 | 18 | 61 | 19 | 721 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | BA CITYFLYER LTD | S | 133 | 1 | 0 | 83 | 6 | 7 | 4 | 0 | 0 | 10 | 0 | 0 | 0 |
| | CITY JET | S | 250 | 0 | 1 | 64 | 22 | 11 | 3 | 0 | 0 | 15 | 35 | 31 | 257 |
| TOTAL DUBLIN | | | 383 | 1 | 1 | 71 | 16 | 9 | 3 | 0 | 0 | 14 | 35 | 31 | 257 |
| SHANNON | CITY JET | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL IRISH REPUBLIC | | | 385 | 1 | 1 | 71 | 17 | 9 | 3 | 0 | 0 | 14 | 35 | 31 | 257 |
| ITALY | | | | | | | | | | | | | | | |
| MILAN (LINATE) | AIR ONE | S | 108 | 0 | 0 | 79 | 14 | 5 | 3 | 0 | 0 | 10 | 45 | 32 | 107 |
| TOTAL MILAN (LINATE) | | | 108 | 1 | 0 | 79 | 14 | 5 | 3 | 0 | 0 | 10 | 45 | 32 | 107 |
| TOTAL ITALY | | | 108 | 3 | 0 | 79 | 14 | 5 | 3 | 0 | 0 | 10 | 48 | 29 | 229 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | LUXAIR | S | 195 | 1 | 6 | 87 | 8 | 2 | 3 | 0 | 0 | 6 | 63 | 17 | 192 |
| | VLM (BELGIUM) | S | 162 | 0 | 0 | 86 | 10 | 1 | 2 | 1 | 0 | 9 | 57 | 21 | 164 |
| TOTAL LUXEMBOURG | | | 357 | 1 | 6 | 87 | 9 | 1 | 3 | 0 | 0 | 8 | 60 | 19 | 356 |
| TOTAL LUXEMBOURG | | | 357 | 1 | 6 | 87 | 9 | 1 | 3 | 0 | 0 | 8 | 60 | 19 | 356 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | BA CITYFLYER LTD | S | 186 | 1 | 0 | 68 | 16 | 13 | 3 | 0 | 0 | 14 | 0 | 0 | 0 |
| | KLM CITYHOPPER | S | 349 | 0 | 0 | 70 | 19 | 8 | 3 | 0 | 0 | 14 | 55 | 19 | 345 |
| | VLM (BELGIUM) | S | 505 | 2 | 37 | 84 | 9 | 5 | 2 | 0 | 0 | 8 | 78 | 12 | 410 |
| TOTAL AMSTERDAM | | | 1040 | 3 | 37 | 76 | 14 | 7 | 3 | 0 | 0 | 11 | 68 | 15 | 755 |
| EINDHOVEN | CITY JET | S | 97 | 0 | 0 | 94 | 5 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL EINDHOVEN | | | 97 | 0 | 0 | 94 | 5 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| ROTTERDAM | VLM (BELGIUM) | S | 389 | 0 | 19 | 85 | 9 | 4 | 3 | 0 | 0 | 8 | 63 | 18 | 339 |
| TOTAL ROTTERDAM | | | 389 | 0 | 19 | 85 | 9 | 4 | 3 | 0 | 0 | 8 | 63 | 18 | 339 |
| TOTAL NETHERLANDS | | | 1526 | 3 | 56 | 80 | 12 | 6 | 2 | 0 | 0 | 10 | 66 | 16 | 1148 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | SAS | S | 98 | 0 | 2 | 62 | 19 | 14 | 4 | 0 | 0 | 17 | 48 | 25 | 98 |
| TOTAL OSLO (GARDERMOEN) | | | 98 | 0 | 2 | 62 | 19 | 14 | 4 | 0 | 0 | 17 | 48 | 25 | 98 |
| TOTAL NORWAY | | | 98 | 0 | 2 | 62 | 19 | 14 | 4 | 0 | 0 | 17 | 48 | 25 | 98 |
| POLAND | | | | | | | | | | | | | | | |
| WARSAW | BA CITYFLYER LTD | S | 52 | 0 | 0 | 69 | 17 | 8 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL WARSAW | | | 52 | 1 | 0 | 69 | 17 | 8 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL POLAND | | | 52 | 1 | 0 | 69 | 17 | 8 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| SPAIN | | | | | | | | | | | | | | | |
| BARCELONA | BA CITYFLYER LTD | S | 50 | 0 | 0 | 62 | 26 | 10 | 2 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 50 | 0 | 0 | 62 | 26 | 10 | 2 | 0 | 0 | 15 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: LONDON CITY (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------------|------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 | BA CITYFLYER LTD | S | 98 | 0 | 0 | 73 | 16 | 8 | 2 | 0 | 0 | 11 | 46 | 28 | 99 |
| TOTAL MADRID | | | 98 | 0 | 0 | 73 | 16 | 8 | 2 | 0 | 0 | 11 | 48 | 26 | 196 |
| TOTAL SPAIN | | | 148 | 0 | 0 | 70 | 20 | 9 | 2 | 0 | 0 | 12 | 48 | 26 | 196 |
| SWEDEN | | | | | | | | | | | | | | | |
| STOCKHOLM (ARLANDA) | SAS | S | 84 | 0 | 4 | 40 | 31 | 27 | 1 | 0 | 0 | 23 | 33 | 27 | 96 |
| TOTAL STOCKHOLM (ARLANDA) | | | 84 | 0 | 4 | 40 | 31 | 27 | 1 | 0 | 0 | 23 | 33 | 27 | 96 |
| TOTAL SWEDEN | | | 84 | 0 | 4 | 40 | 31 | 27 | 1 | 0 | 0 | 23 | 33 | 27 | 96 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 108 | 0 | 0 | 88 | 11 | 1 | 0 | 0 | 0 | 5 | 81 | 9 | 104 |
| TOTAL BASLE MULHOUSE | | | 108 | 0 | 0 | 88 | 11 | 1 | 0 | 0 | 0 | 5 | 81 | 9 | 104 |
| GENEVA | CITY JET | S | 257 | 2 | 0 | 78 | 15 | 4 | 3 | 0 | 11 | 54 | 22 | 149 | |
| | SWISS AIRLINES | S | 374 | 0 | 1 | 85 | 10 | 4 | 1 | 0 | 7 | 67 | 14 | 283 | |
| TOTAL GENEVA | | | 631 | 2 | 1 | 82 | 12 | 4 | 2 | 0 | 9 | 63 | 17 | 432 | |
| ZURICH | BA CITYFLYER LTD | S | 241 | 1 | 0 | 66 | 13 | 12 | 10 | 0 | 20 | 59 | 24 | 187 | |
| | SWISS AIRLINES | S | 422 | 0 | 2 | 81 | 10 | 6 | 2 | 0 | 10 | 57 | 19 | 408 | |
| TOTAL ZURICH | | | 663 | 1 | 2 | 75 | 11 | 8 | 5 | 0 | 14 | 58 | 20 | 730 | |
| TOTAL SWITZERLAND | | | 1402 | 3 | 3 | 80 | 11 | 6 | 3 | 0 | 11 | 61 | 18 | 1266 | |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| DUNDEE | CITY JET | S | 202 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 7 | 29 | 29 | 197 | |
| TOTAL DUNDEE | | | 202 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 7 | 29 | 29 | 197 | |
| EDINBURGH | BA CITYFLYER LTD | S | 461 | 1 | 0 | 75 | 14 | 7 | 4 | 0 | 12 | 61 | 20 | 394 | |
| | CITY JET | S | 325 | 2 | 0 | 80 | 11 | 6 | 3 | 0 | 10 | 55 | 18 | 307 | |
| TOTAL EDINBURGH | | | 786 | 3 | 0 | 77 | 13 | 7 | 3 | 0 | 11 | 58 | 19 | 701 | |
| GLASGOW | BA CITYFLYER LTD | S | 202 | 2 | 0 | 78 | 12 | 7 | 2 | 0 | 11 | 63 | 18 | 200 | |
| TOTAL GLASGOW | | | 202 | 2 | 0 | 78 | 12 | 7 | 2 | 0 | 11 | 63 | 18 | 200 | |
| ISLE OF MAN | VLM (BELGIUM) | S | 46 | 0 | 0 | 80 | 13 | 4 | 2 | 0 | 11 | 41 | 26 | 54 | |
| TOTAL ISLE OF MAN | | | 46 | 0 | 0 | 80 | 13 | 4 | 2 | 0 | 11 | 59 | 19 | 216 | |
| JERSEY | VLM (BELGIUM) | S | 46 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 6 | 37 | 43 | 46 | |
| TOTAL JERSEY | | | 46 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 6 | 37 | 43 | 46 | |
| MANCHESTER | VLM (BELGIUM) | S | 280 | 1 | 4 | 75 | 18 | 4 | 3 | 0 | 11 | 46 | 25 | 341 | |
| TOTAL MANCHESTER | | | 280 | 1 | 4 | 75 | 18 | 4 | 3 | 0 | 11 | 46 | 25 | 341 | |
| TOTAL UNITED KINGDOM | | | 1562 | 6 | 4 | 78 | 14 | 6 | 3 | 0 | 10 | 54 | 21 | 1852 | |
| TOTAL LONDON CITY | | | 7687 | 24 | 77 | 76 | 14 | 6 | 3 | 0 | 12 | 57 | 20 | 7113 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| VIENNA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 89 | 8 | 0 | 3 | 0 | 0 | 8 | 83 | 4 | 6 |
| TOTAL VIENNA | | | 62 | 1 | 0 | 89 | 8 | 0 | 3 | 0 | 0 | 8 | 83 | 4 | 6 |
| TOTAL AUSTRIA | | | 62 | 1 | 0 | 89 | 8 | 0 | 3 | 0 | 0 | 8 | 83 | 4 | 6 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK INT'L | JET2.COM LTD | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 43 | 0 | 0 | 0 |
| TOTAL MINSK INT'L | | | 3 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| TOTAL BELARUS | | | 3 | 1 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | WIZZ AIR | S | 24 | 0 | 0 | 67 | 29 | 4 | 0 | 0 | 0 | 13 | 100 | 2 | 24 |
| TOTAL BURGAS | | | 24 | 0 | 0 | 67 | 29 | 4 | 0 | 0 | 0 | 13 | 100 | 2 | 25 |
| SOFIA | WIZZ AIR | S | 62 | 0 | 0 | 79 | 8 | 10 | 0 | 3 | 0 | 18 | 51 | 22 | 35 |
| TOTAL SOFIA | | | 62 | 0 | 0 | 79 | 8 | 10 | 0 | 3 | 0 | 18 | 51 | 22 | 35 |
| TOTAL BULGARIA | | | 86 | 0 | 0 | 76 | 14 | 8 | 0 | 2 | 0 | 17 | 72 | 14 | 60 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | THOMSON AIRWAYS LTD | S | 25 | 0 | 0 | 88 | 4 | 0 | 0 | 8 | 0 | 27 | 70 | 11 | 23 |
| TOTAL DUBROVNIK | | | 25 | 0 | 0 | 88 | 4 | 0 | 0 | 8 | 0 | 27 | 70 | 11 | 23 |
| ZAGREB | WIZZ AIR | S | 32 | 0 | 0 | 78 | 13 | 6 | 3 | 0 | 0 | 13 | 65 | 20 | 34 |
| TOTAL ZAGREB | | | 32 | 0 | 0 | 78 | 13 | 6 | 3 | 0 | 0 | 13 | 65 | 20 | 34 |
| TOTAL CROATIA | | | 57 | 0 | 0 | 82 | 9 | 4 | 2 | 4 | 0 | 19 | 67 | 20 | 81 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | MONARCH AIRLINES | S | 44 | 0 | 0 | 57 | 30 | 11 | 2 | 0 | 0 | 16 | 62 | 22 | 37 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 0 | 51 | 1 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 63 | 15 | 8 |
| TOTAL LARNACA | | | 62 | 0 | 0 | 60 | 27 | 11 | 2 | 0 | 0 | 16 | 68 | 16 | 87 |
| PAPHOS | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 28 | 28 | 39 | 6 | 0 | 0 | 27 | 53 | 30 | 17 |
| TOTAL PAPHOS | | | 18 | 0 | 0 | 28 | 28 | 39 | 6 | 0 | 0 | 27 | 58 | 27 | 26 |
| TOTAL CYPRUS | | | 80 | 0 | 0 | 53 | 28 | 18 | 3 | 0 | 0 | 18 | 65 | 19 | 113 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | SKY EUROPE | S | 118 | 1 | 1 | 66 | 18 | 12 | 3 | 2 | 0 | 17 | 88 | 4 | 8 |
| TOTAL PRAGUE | | | 119 | 3 | 1 | 66 | 18 | 12 | 3 | 2 | 0 | 18 | 69 | 18 | 51 |
| TOTAL CZECH REPUBLIC | | | 119 | 3 | 1 | 66 | 18 | 12 | 3 | 2 | 0 | 18 | 69 | 18 | 51 |
| EGYPT | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | S | 16 | 0 | 0 | 88 | 6 | 0 | 0 | 6 | 0 | 26 | 0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 16 | 0 | 0 | 88 | 6 | 0 | 0 | 6 | 0 | 26 | 70 | 9 | 10 |
| TOTAL EGYPT | | | 16 | 1 | 0 | 88 | 6 | 0 | 0 | 6 | 0 | 26 | 70 | 9 | 10 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: LUTON (Full Analysis)

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|--|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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) |
| FRANCE | | | | | | | | | | | | | | | |
| BEZIERS | RYANAIR | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL BEZIERS | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| BORDEAUX | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 71 | 15 | 6 | 8 | 0 | 0 | 14 | 71 | 14 | 62 |
| TOTAL BORDEAUX | | | 62 | 0 | 0 | 71 | 15 | 6 | 8 | 0 | 0 | 14 | 70 | 15 | 63 |
| BREST | RYANAIR | S | 26 | 0 | 0 | 65 | 19 | 15 | 0 | 0 | 0 | 12 | 83 | 9 | 24 |
| TOTAL BREST | | | 26 | 0 | 0 | 65 | 19 | 15 | 0 | 0 | 0 | 12 | 83 | 9 | 24 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 245 | 0 | 2 | 74 | 16 | 7 | 3 | 0 | 0 | 13 | 58 | 19 | 239 |
| TOTAL NICE | | | 245 | 5 | 2 | 74 | 16 | 7 | 3 | 0 | 0 | 13 | 58 | 19 | 239 |
| NIMES | RYANAIR | S | 58 | 0 | 0 | 78 | 14 | 2 | 7 | 0 | 0 | 11 | 79 | 9 | 28 |
| TOTAL NIMES | | | 58 | 0 | 0 | 78 | 14 | 2 | 7 | 0 | 0 | 11 | 79 | 9 | 28 |
| PARIS (CHARLES DE GAULLE) | EASYJET AIRLINE COMPANY LTD | S | 230 | 0 | 0 | 79 | 13 | 6 | 3 | 0 | 0 | 10 | 60 | 21 | 240 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 230 | 0 | 0 | 79 | 13 | 6 | 3 | 0 | 0 | 10 | 60 | 21 | 248 |
| TOTAL FRANCE | | | 625 | 9 | 2 | 75 | 15 | 6 | 4 | 0 | 0 | 12 | 62 | 19 | 602 |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (SCHONEFELD) | EASYJET AIRLINE COMPANY LTD | S | 168 | 0 | 0 | 74 | 10 | 13 | 3 | 1 | 0 | 16 | 75 | 13 | 169 |
| TOTAL BERLIN (SCHONEFELD) | | | 168 | 0 | 0 | 74 | 10 | 13 | 3 | 1 | 0 | 16 | 75 | 13 | 169 |
| DORTMUND | EASYJET AIRLINE COMPANY LTD | S | 115 | 0 | 0 | 56 | 30 | 7 | 2 | 3 | 3 | 34 | 86 | 10 | 166 |
| TOTAL DORTMUND | | | 115 | 0 | 0 | 56 | 30 | 7 | 2 | 3 | 3 | 34 | 86 | 10 | 166 |
| HAMBURG | EASYJET AIRLINE COMPANY LTD | S | 53 | 0 | 0 | 89 | 8 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL HAMBURG | | | 53 | 0 | 0 | 89 | 8 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 336 | 7 | 0 | 70 | 16 | 9 | 2 | 2 | 1 | 21 | 78 | 12 | 394 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 59 | 1 | 1 | 78 | 10 | 5 | 5 | 2 | 0 | 15 | 77 | 8 | 62 |
| TOTAL GIBRALTAR | | | 59 | 1 | 1 | 78 | 10 | 5 | 5 | 2 | 0 | 15 | 77 | 8 | 62 |
| TOTAL GIBRALTAR | | | 59 | 1 | 1 | 78 | 10 | 5 | 5 | 2 | 0 | 15 | 77 | 8 | 62 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 61 | 16 | 13 | 10 | 0 | 0 | 24 | 45 | 28 | 62 |
| TOTAL ATHENS | | | 62 | 4 | 0 | 61 | 16 | 13 | 10 | 0 | 0 | 24 | 45 | 28 | 62 |
| CORFU | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 63 | 10 | 8 |
| TOTAL CORFU | | | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 63 | 10 | 8 |
| HERAKLION | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 15 | 100 | 5 | 6 |
| TOTAL HERAKLION | | | 10 | 0 | 0 | 50 | 40 | 10 | 0 | 0 | 0 | 15 | 100 | 5 | 6 |
| KEFALLINIA | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 100 | 6 | 1 |
| TOTAL KEFALLINIA | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 4 |
| RHODES | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 11 | 86 | 8 | 7 |

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|----------------------------------|---|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 RHODES | | | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 11 | 86 | 8 | 7 |
| TOTAL GREECE | | | 96 | 4 | 0 | 67 | 17 | 9 | 7 | 0 | 0 | 19 | 58 | 21 | 102 |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | EASYJET AIRLINE COMPANY LTD | S | 123 | 0 | 0 | 78 | 13 | 7 | 1 | 0 | 1 | 14 | 72 | 11 | 123 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | WIZZ AIR | S | 88 | 0 | 2 | 56 | 30 | 13 | 2 | 0 | 0 | 16 | 65 | 25 | 78 |
| TOTAL BUDAPEST | | | 213 | 1 | 2 | 69 | 20 | 9 | 1 | 0 | 0 | 15 | 70 | 17 | 201 |
| TOTAL HUNGARY | | | 213 | 1 | 2 | 69 | 20 | 9 | 1 | 0 | 0 | 15 | 70 | 17 | 201 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| DUBLIN | RYANAIR | S | 206 | 0 | 0 | 73 | 20 | 5 | 1 | 1 | 0 | 16 | 71 | 14 | 211 |
| TOTAL DUBLIN | | | 206 | 0 | 0 | 73 | 20 | 5 | 1 | 1 | 0 | 16 | 71 | 14 | 211 |
| GALWAY | AER ARANN | S | 158 | 0 | 2 | 92 | 2 | 3 | 3 | 0 | 0 | 7 | 95 | 3 | 154 |
| TOTAL GALWAY | | | 158 | 0 | 2 | 92 | 2 | 3 | 3 | 0 | 0 | 7 | 95 | 3 | 154 |
| IRELAND WEST AIRPORT KNOCK | RYANAIR | S | 62 | 0 | 0 | 61 | 21 | 18 | 0 | 0 | 0 | 14 | 71 | 15 | 63 |
| TOTAL IRELAND WEST AIRPORT KNOCK | | | 62 | 0 | 0 | 61 | 21 | 18 | 0 | 0 | 0 | 14 | 71 | 15 | 63 |
| KERRY COUNTY | RYANAIR | S | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL KERRY COUNTY | | | 30 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| SHANNON | RYANAIR | S | 58 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL SHANNON | | | 58 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| WATERFORD | AER ARANN | S | 124 | 0 | 0 | 90 | 3 | 2 | 2 | 3 | 0 | 13 | 98 | 2 | 124 |
| TOTAL WATERFORD | | | 124 | 0 | 0 | 90 | 3 | 2 | 2 | 3 | 0 | 13 | 98 | 2 | 124 |
| TOTAL IRISH REPUBLIC | | | 638 | 0 | 2 | 83 | 10 | 4 | 1 | 1 | 0 | 11 | 84 | 9 | 553 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | THOMAS COOK AIRLINES LTD (MY THOMSON AIRWAYS LTD) | C | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| | | S | 25 | 0 | 0 | 60 | 16 | 16 | 8 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | 29 | 3 | 0 | 55 | 17 | 17 | 10 | 0 | 0 | 23 | 0 | 106 | 1 |
| TOTAL ISRAEL | | | 29 | 3 | 0 | 55 | 17 | 17 | 10 | 0 | 0 | 23 | 0 | 106 | 1 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 108 | 0 | 0 | 70 | 19 | 7 | 2 | 0 | 1 | 19 | 72 | 10 | 122 |
| TOTAL BERGAMO | | | 108 | 0 | 0 | 70 | 19 | 7 | 2 | 0 | 1 | 19 | 72 | 10 | 122 |
| CAGLIARI (ELMAS) | EASYJET AIRLINE COMPANY LTD | S | 16 | 0 | 0 | 63 | 19 | 6 | 13 | 0 | 0 | 18 | 83 | 12 | 18 |
| TOTAL CAGLIARI (ELMAS) | | | 16 | 0 | 0 | 63 | 19 | 6 | 13 | 0 | 0 | 18 | 83 | 12 | 18 |
| MILAN (MALPENSA) | JET2.COM LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL MILAN (MALPENSA) | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| PISA | EASYJET AIRLINE COMPANY LTD | S | 60 | 0 | 0 | 57 | 27 | 10 | 7 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL PISA | | | 60 | 0 | 0 | 57 | 27 | 10 | 7 | 0 | 0 | 18 | 0 | 0 | 0 |
| ROME (CIAMPINO) | RYANAIR | S | 50 | 0 | 0 | 84 | 12 | 0 | 4 | 0 | 0 | 12 | 68 | 13 | 62 |

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|--------------------------|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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 ROME (CIAMPINO) | | | 50 | 1 | 0 | 84 | 12 | 0 | 4 | 0 | 0 | 12 | 68 | 13 | 62 |
| TRANPANI | RYANAIR | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL TRANPANI | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL ITALY | | | 240 | 4 | 0 | 70 | 19 | 7 | 4 | 0 | 0 | 17 | 68 | 13 | 258 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL KAUNAS | | | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL LITHUANIA | | | 3 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | RYANAIR | S | 62 | 1 | 0 | 82 | 13 | 0 | 2 | 2 | 2 | 25 | 77 | 12 | 62 |
| TOTAL MALTA | | | 62 | 1 | 0 | 82 | 13 | 0 | 2 | 2 | 2 | 25 | 77 | 12 | 64 |
| TOTAL MALTA | | | 62 | 1 | 0 | 82 | 13 | 0 | 2 | 2 | 2 | 25 | 77 | 12 | 64 |
| MOROCCO | | | | | | | | | | | | | | | |
| MARRAKESH | RYANAIR | S | 40 | 0 | 0 | 93 | 5 | 3 | 0 | 0 | 0 | 4 | 89 | 9 | 36 |
| TOTAL MARRAKESH | | | 40 | 0 | 0 | 93 | 5 | 3 | 0 | 0 | 0 | 4 | 74 | 14 | 54 |
| TOTAL MOROCCO | | | 41 | 0 | 0 | 90 | 5 | 2 | 2 | 0 | 0 | 6 | 82 | 11 | 78 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 169 | 0 | 0 | 81 | 11 | 7 | 1 | 0 | 0 | 9 | 81 | 10 | 241 |
| TOTAL AMSTERDAM | | | 169 | 0 | 0 | 81 | 11 | 7 | 1 | 0 | 0 | 9 | 81 | 10 | 241 |
| ROTTERDAM | TRANSAVIA | S | 19 | 0 | 1 | 79 | 16 | 0 | 0 | 5 | 0 | 19 | 0 | 0 | 0 |
| TOTAL ROTTERDAM | | | 19 | 0 | 1 | 79 | 16 | 0 | 0 | 5 | 0 | 19 | 0 | 0 | 0 |
| TOTAL NETHERLANDS | | | 188 | 1 | 1 | 81 | 11 | 6 | 1 | 1 | 0 | 10 | 81 | 10 | 241 |
| POLAND | | | | | | | | | | | | | | | |
| GDANSK | WIZZ AIR | S | 114 | 0 | 0 | 69 | 24 | 6 | 1 | 0 | 0 | 10 | 80 | 8 | 116 |
| TOTAL GDANSK | | | 114 | 0 | 0 | 69 | 24 | 6 | 1 | 0 | 0 | 10 | 80 | 8 | 116 |
| KATOWICE | WIZZ AIR | S | 113 | 1 | 3 | 69 | 16 | 7 | 4 | 2 | 2 | 30 | 74 | 24 | 114 |
| TOTAL KATOWICE | | | 113 | 1 | 3 | 69 | 16 | 7 | 4 | 2 | 2 | 30 | 74 | 24 | 114 |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 73 | 16 | 11 | 0 | 0 | 0 | 11 | 89 | 7 | 61 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 38 | 2 |
| TOTAL KRAKOW | | | 64 | 0 | 0 | 73 | 16 | 11 | 0 | 0 | 0 | 11 | 86 | 8 | 63 |
| POZNAN | WIZZ AIR | S | 59 | 0 | 0 | 73 | 10 | 8 | 3 | 3 | 2 | 28 | 76 | 10 | 62 |
| TOTAL POZNAN | | | 59 | 0 | 0 | 73 | 10 | 8 | 3 | 3 | 2 | 28 | 76 | 10 | 62 |
| RZESZOW | RYANAIR | S | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 74 | 0 | 0 | 0 |
| TOTAL RZESZOW | | | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 74 | 0 | 0 | 0 |
| SZCZECIN (GOLENOW) | RYANAIR | S | 3 | 0 | 1 | 33 | 0 | 67 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL SZCZECIN (GOLENOW) | | | 3 | 0 | 1 | 33 | 0 | 67 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| WARSAW | EASYJET AIRLINE COMPANY LTD | S | 108 | 0 | 0 | 76 | 14 | 9 | 1 | 0 | 0 | 11 | 83 | 13 | 108 |

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|--|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| WARSAW | WIZZ AIR | S | 128 | 0 | 2 | 76 | 16 | 4 | 2 | 1 | 1 | 15 | 72 | 15 | 124 |
| TOTAL WARSAW | | | 236 | 0 | 2 | 76 | 15 | 6 | 2 | 0 | 0 | 13 | 77 | 14 | 232 |
| WROCLAW | WIZZ AIR | S | 35 | 0 | 2 | 57 | 17 | 17 | 6 | 3 | 0 | 24 | 0 | 0 | 0 |
| TOTAL WROCLAW | | | 35 | 0 | 2 | 57 | 17 | 17 | 6 | 3 | 0 | 24 | 0 | 0 | 0 |
| TOTAL POLAND | | | 626 | 1 | 8 | 71 | 16 | 8 | 3 | 1 | 1 | 18 | 78 | 14 | 587 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 78 | 0 | 0 | 86 | 13 | 1 | 0 | 0 | 0 | 5 | 79 | 10 | 78 |
| | MONARCH AIRLINES | S | 54 | 0 | 0 | 80 | 17 | 4 | 0 | 0 | 0 | 8 | 88 | 7 | 58 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 76 | 12 | 0 | 0 | 12 | 0 | 30 | 75 | 13 | 8 |
| TOTAL FARO | | | 149 | 0 | 0 | 83 | 14 | 2 | 0 | 1 | 0 | 9 | 83 | 9 | 145 |
| LISBON | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 60 | 21 | 9 | 7 | 3 | 0 | 26 | 57 | 20 | 124 |
| TOTAL LISBON | | | 124 | 0 | 0 | 60 | 21 | 9 | 7 | 3 | 0 | 26 | 57 | 20 | 124 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 273 | 1 | 0 | 72 | 17 | 5 | 3 | 2 | 0 | 17 | 71 | 14 | 269 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 90 | 2 | 10 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 90 | 2 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 90 | 2 | 10 |
| ROMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (BANEASA) | WIZZ AIR | S | 62 | 0 | 0 | 56 | 15 | 23 | 6 | 0 | 0 | 22 | 47 | 31 | 62 |
| TOTAL BUCHAREST (BANEASA) | | | 62 | 0 | 0 | 56 | 15 | 23 | 6 | 0 | 0 | 22 | 45 | 32 | 66 |
| TIMISOARA | WIZZ AIR | S | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL TIMISOARA | | | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TIRGU MURES | WIZZ AIR | S | 36 | 0 | 0 | 69 | 14 | 11 | 6 | 0 | 0 | 14 | 100 | 0 | 2 |
| TOTAL TIRGU MURES | | | 36 | 0 | 0 | 69 | 14 | 11 | 6 | 0 | 0 | 14 | 50 | 38 | 4 |
| TOTAL ROMANIA | | | 102 | 0 | 0 | 60 | 17 | 18 | 6 | 0 | 0 | 19 | 46 | 32 | 70 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | SKY EUROPE | S | 120 | 0 | 0 | 73 | 14 | 8 | 3 | 2 | 1 | 18 | 43 | 44 | 14 |
| TOTAL BRATISLAVA | | | 120 | 0 | 0 | 73 | 14 | 8 | 3 | 2 | 1 | 18 | 43 | 44 | 14 |
| KOSICE | SKY EUROPE | S | 34 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 6 | 100 | 7 | 4 |
| TOTAL KOSICE | | | 34 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 6 | 100 | 7 | 4 |
| TATRY-POPRAD | SKY EUROPE | S | 34 | 0 | 0 | 65 | 32 | 3 | 0 | 0 | 0 | 10 | 50 | 13 | 2 |
| TOTAL TATRY-POPRAD | | | 34 | 0 | 0 | 65 | 32 | 3 | 0 | 0 | 0 | 10 | 50 | 13 | 2 |
| TOTAL SLOVAK REPUBLIC | | | 188 | 0 | 0 | 73 | 18 | 5 | 2 | 1 | 1 | 15 | 55 | 33 | 20 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 95 | 0 | 0 | 77 | 17 | 6 | 0 | 0 | 0 | 10 | 80 | 12 | 95 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 11 | 71 | 17 | 62 |
| TOTAL ALICANTE | | | 157 | 0 | 0 | 78 | 15 | 6 | 1 | 0 | 0 | 10 | 77 | 14 | 166 |
| ALMERIA | MONARCH AIRLINES | S | 34 | 0 | 0 | 85 | 3 | 9 | 3 | 0 | 0 | 11 | 83 | 10 | 35 |

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|---------------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 ALMERIA | | | 34 | 0 | 0 | 85 | 3 | 9 | 3 | 0 | 0 | 11 | 83 | 10 | 35 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 185 | 0 | 0 | 75 | 15 | 8 | 2 | 1 | 0 | 14 | 58 | 22 | 186 |
| TOTAL BARCELONA | | | 185 | 0 | 0 | 75 | 15 | 8 | 2 | 1 | 0 | 14 | 58 | 22 | 186 |
| GERONA | RYANAIR | S | 61 | 0 | 1 | 77 | 11 | 8 | 3 | 0 | 0 | 12 | 74 | 14 | 62 |
| TOTAL GERONA | | | 61 | 0 | 1 | 77 | 11 | 8 | 3 | 0 | 0 | 12 | 74 | 14 | 62 |
| IBIZA | EASYJET AIRLINE COMPANY LTD | S | 17 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 95 | 4 | 19 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 67 | 13 | 9 |
| TOTAL IBIZA | | | 34 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 0 | 6 | 86 | 6 | 29 |
| MADRID | EASYJET AIRLINE COMPANY LTD | S | 123 | 0 | 0 | 72 | 14 | 11 | 3 | 0 | 0 | 13 | 65 | 17 | 124 |
| TOTAL MADRID | | | 123 | 0 | 0 | 72 | 14 | 11 | 3 | 0 | 0 | 13 | 65 | 17 | 124 |
| MAHON | MONARCH AIRLINES | S | 28 | 0 | 0 | 82 | 11 | 0 | 0 | 7 | 0 | 24 | 76 | 13 | 34 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 57 | 25 | 7 |
| TOTAL MAHON | | | 45 | 0 | 0 | 84 | 11 | 0 | 0 | 4 | 0 | 17 | 74 | 15 | 42 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 189 | 0 | 0 | 80 | 12 | 3 | 5 | 1 | 0 | 14 | 68 | 22 | 195 |
| | MONARCH AIRLINES | S | 71 | 0 | 0 | 79 | 14 | 1 | 4 | 1 | 0 | 16 | 56 | 15 | 68 |
| | THOMSON AIRWAYS LTD | C | 32 | 1 | 0 | 75 | 9 | 6 | 3 | 3 | 3 | 35 | 70 | 12 | 33 |
| TOTAL MALAGA | | | 292 | 1 | 0 | 79 | 12 | 3 | 4 | 1 | 0 | 17 | 66 | 20 | 296 |
| MURCIA SAN JAVIER | RYANAIR | S | 62 | 1 | 0 | 89 | 3 | 3 | 2 | 3 | 0 | 12 | 72 | 28 | 64 |
| TOTAL MURCIA SAN JAVIER | | | 62 | 1 | 0 | 89 | 3 | 3 | 2 | 3 | 0 | 12 | 72 | 28 | 64 |
| PALMA DE MALLORCA | AIR EUROPA | C | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 121 | 0 | 0 | 79 | 10 | 6 | 4 | 2 | 0 | 15 | 63 | 15 | 112 |
| | MONARCH AIRLINES | S | 54 | 0 | 0 | 69 | 11 | 15 | 6 | 0 | 0 | 16 | 81 | 14 | 53 |
| | THOMSON AIRWAYS LTD | C | 50 | 0 | 0 | 86 | 8 | 4 | 2 | 0 | 0 | 6 | 73 | 12 | 30 |
| TOTAL PALMA DE MALLORCA | | | 233 | 1 | 0 | 77 | 9 | 9 | 4 | 1 | 0 | 14 | 68 | 14 | 202 |
| REUS | RYANAIR | S | 58 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 5 | 81 | 13 | 62 |
| | THOMSON AIRWAYS LTD | C | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 9 |
| TOTAL REUS | | | 61 | 2 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 5 | 83 | 12 | 71 |
| TOTAL SPAIN | | | 1287 | 6 | 1 | 79 | 11 | 6 | 3 | 1 | 0 | 13 | 69 | 17 | 1278 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | MONARCH AIRLINES | S | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 11 | 70 | 11 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 27 | 70 | 12 | 10 |
| TOTAL ARRECIFE | | | 28 | 0 | 0 | 71 | 18 | 4 | 7 | 0 | 0 | 17 | 70 | 12 | 20 |
| FUERTEVENTURA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 33 | 0 | 0 | 0 |
| TOTAL FUERTEVENTURA | | | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 33 | 50 | 18 | 10 |
| LAS PALMAS | MONARCH AIRLINES | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 70 | 9 | 10 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 40 | 55 | 54 | 11 |
| TOTAL LAS PALMAS | | | 16 | 0 | 0 | 81 | 6 | 0 | 13 | 0 | 0 | 23 | 62 | 33 | 21 |
| TENERIFE (SURREINA SOFIA) | MONARCH AIRLINES | S | 43 | 0 | 1 | 67 | 19 | 7 | 2 | 5 | 0 | 22 | 71 | 35 | 42 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 17 | 38 | 32 | 8 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 53 | 0 | 1 | 62 | 23 | 9 | 2 | 4 | 0 | 21 | 62 | 33 | 58 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 SPAIN(CANARY ISLANDS) | | | 107 | 0 | 1 | 69 | 17 | 6 | 7 | 2 | 0 | 22 | 62 | 28 | 109 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | EASYJET AIRLINE COMPANY LTD | S | 60 | 0 | 2 | 77 | 18 | 5 | 0 | 0 | 0 | 10 | 65 | 12 | 62 |
| TOTAL BASLE MULHOUSE | | | 60 | 0 | 2 | 77 | 18 | 5 | 0 | 0 | 0 | 10 | 65 | 12 | 62 |
| GENEVA | EASYJET AIRLINE COMPANY LTD | S | 184 | 0 | 0 | 78 | 10 | 9 | 2 | 0 | 0 | 11 | 65 | 16 | 186 |
| TOTAL GENEVA | | | 184 | 3 | 0 | 78 | 10 | 9 | 2 | 0 | 0 | 11 | 64 | 16 | 187 |
| ZURICH | EASYJET AIRLINE COMPANY LTD | S | 107 | 0 | 0 | 60 | 25 | 7 | 7 | 0 | 0 | 19 | 48 | 23 | 95 |
| TOTAL ZURICH | | | 107 | 1 | 0 | 60 | 25 | 7 | 7 | 0 | 0 | 19 | 48 | 23 | 95 |
| TOTAL SWITZERLAND | | | 351 | 4 | 2 | 72 | 16 | 8 | 3 | 0 | 0 | 13 | 60 | 17 | 344 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 46 | 78 | 9 | 9 |
| TOTAL MONASTIR | | | 10 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 46 | 88 | 7 | 16 |
| TOTAL TUNISIA | | | 10 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 46 | 88 | 7 | 16 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 8 | 0 | 0 | 38 | 63 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| BODRUM (MILAS) | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL BODRUM (MILAS) | | | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 30 | 57 | 22 | 7 |
| DALAMAN | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 38 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 37 | 100 | 2 | 10 |
| ISTANBUL (SABIHA GOKCEN) | BLUE LINE | C | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 39 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 76 | 18 | 3 | 3 | 0 | 0 | 12 | 87 | 10 | 62 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 70 | 0 | 0 | 0 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 66 | 0 | 0 | 71 | 17 | 8 | 5 | 0 | 0 | 14 | 87 | 10 | 62 |
| TOTAL TURKEY | | | 89 | 0 | 0 | 67 | 20 | 6 | 7 | 0 | 0 | 18 | 86 | 10 | 80 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASYJET AIRLINE COMPANY LTD | S | 107 | 0 | 0 | 73 | 15 | 7 | 5 | 0 | 0 | 14 | 62 | 18 | 108 |
| TOTAL ABERDEEN | | | 107 | 0 | 0 | 73 | 15 | 7 | 5 | 0 | 0 | 14 | 62 | 18 | 108 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 244 | 1 | 2 | 79 | 11 | 6 | 4 | 1 | 0 | 12 | 83 | 8 | 284 |
| TOTAL BELFAST INTERNATIONAL | | | 244 | 1 | 2 | 79 | 11 | 6 | 4 | 1 | 0 | 12 | 83 | 8 | 284 |
| CITY OF DERRY (EGLINTON) | RYANAIR | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 285 | 0 | 0 | 82 | 11 | 4 | 1 | 1 | 0 | 10 | 81 | 10 | 280 |
| TOTAL EDINBURGH | | | 286 | 1 | 0 | 82 | 11 | 4 | 2 | 1 | 0 | 11 | 81 | 10 | 280 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 280 | 0 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 90 | 6 | 324 |
| TOTAL GLASGOW | | | 280 | 1 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 8 | 90 | 6 | 324 |
| INVERNESS | EASYJET AIRLINE COMPANY LTD | S | 77 | 0 | 0 | 86 | 12 | 0 | 3 | 0 | 0 | 8 | 54 | 17 | 76 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: LUTON (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------|------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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 INVERNESS | | | 77 | 0 | 0 | 86 | 12 | 0 | 3 | 0 | 0 | 8 | 54 | 17 | 76 |
| ISLE OF MAN | FLYBE LTD | S | 74 | 0 | 0 | 82 | 9 | 5 | 3 | 0 | 0 | 11 | 75 | 6 | 4 |
| TOTAL ISLE OF MAN | | | 74 | 0 | 0 | 82 | 9 | 5 | 3 | 0 | 0 | 11 | 75 | 6 | 4 |
| JERSEY | EASYJET AIRLINE COMPANY LTD | S | 65 | 0 | 0 | 68 | 9 | 6 | 6 | 11 | 0 | 37 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 56 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 69 | 0 | 0 | 68 | 9 | 6 | 6 | 12 | 0 | 38 | 80 | 17 | 56 |
| MANCHESTER | THOMAS COOK AIRLINES LTD (MY | C | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 6 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| NEWCASTLE | BMI REGIONAL | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL NEWCASTLE | | | 2 | 2 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| NEWQUAY | EASTERN AIRWAYS | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL NEWQUAY | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL UNITED KINGDOM | | | 1152 | 5 | 3 | 80 | 10 | 5 | 3 | 1 | 0 | 12 | 81 | 10 | 1136 |
| TOTAL LUTON | | | 7147 | 110 | 25 | 76 | 14 | 7 | 3 | 1 | 0 | 14 | 73 | 14 | 6919 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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) |
| ANTIGUA AND BARBUDA | | | | | | | | | | | | | | | |
| ANTIGUA | BMI BRITISH MIDLAND | S | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 38 | 64 | 8 |
| TOTAL ANTIGUA | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 38 | 64 | 8 |
| TOTAL ANTIGUA AND BARBUDA | | | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 38 | 64 | 8 |
| BAHAMAS | | | | | | | | | | | | | | | |
| NASSAU | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL NASSAU | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 73 | 2 |
| TOTAL BAHAMAS | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 73 | 2 |
| BARBADOS | | | | | | | | | | | | | | | |
| BRIDGETOWN | BMI BRITISH MIDLAND | S | 16 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 5 | 78 | 10 | 18 |
| | VIRGIN ATLANTIC AIRWAYS LTD | S | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 6 | 56 | 43 | 9 |
| TOTAL BRIDGETOWN | | | 24 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 69 | 24 | 36 |
| TOTAL BARBADOS | | | 24 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 69 | 24 | 36 |
| BELARUS | | | | | | | | | | | | | | | |
| MINSK INT'L | JET2.COM LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 79 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 56 | 0 | 0 | 0 |
| TOTAL MINSK INT'L | | | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 57 | 0 | 0 | 0 |
| TOTAL BELARUS | | | 5 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 57 | 0 | 0 | 0 |
| BELGIUM | | | | | | | | | | | | | | | |
| ANTWERP | VLM (BELGIUM) | S | 97 | 0 | 0 | 85 | 6 | 5 | 4 | 0 | 0 | 9 | 80 | 11 | 99 |
| TOTAL ANTWERP | | | 97 | 0 | 0 | 85 | 6 | 5 | 4 | 0 | 0 | 9 | 80 | 11 | 99 |
| BRUSSELS | BRUSSELS AIRLINES | S | 164 | 0 | 0 | 90 | 5 | 4 | 1 | 0 | 0 | 5 | 75 | 12 | 172 |
| | FLYBE LTD | S | 146 | 0 | 0 | 74 | 14 | 5 | 6 | 0 | 0 | 13 | 78 | 14 | 160 |
| TOTAL BRUSSELS | | | 310 | 0 | 0 | 82 | 10 | 5 | 4 | 0 | 0 | 9 | 76 | 13 | 332 |
| CHARLEROI | RYANAIR | S | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL CHARLEROI | | | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL BELGIUM | | | 413 | 0 | 0 | 82 | 9 | 5 | 4 | 0 | 0 | 9 | 77 | 13 | 431 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 100 | 12 | 1 |
| | THOMSON AIRWAYS LTD | C | 5 | 0 | 0 | 20 | 20 | 40 | 20 | 0 | 0 | 51 | 0 | 123 | 1 |
| TOTAL BURGAS | | | 9 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 37 | 90 | 9 | 21 |
| SOFIA | BULGARIA AIR | S | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 63 | 15 | 16 |
| TOTAL SOFIA | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 63 | 15 | 16 |
| VARNA | BH AIR | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 2 |
| TOTAL VARNA | | | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 19 | 50 | 18 | 4 |
| TOTAL BULGARIA | | | 30 | 0 | 0 | 77 | 7 | 10 | 7 | 0 | 0 | 16 | 76 | 12 | 41 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------------------|-------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| CANADA | | | | | | | | | | | | | | | |
| CALGARY | THOMAS COOK AIRLINES LTD (MY) | S | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL CALGARY | | | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 84 | 19 | 19 |
| TORONTO | SKYSERVICE AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY) | S | 58 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL TORONTO | | | 60 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 85 | 17 | 74 |
| VANCOUVER | THOMAS COOK AIRLINES LTD (MY) | S | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 100 | 0 | 2 |
| TOTAL VANCOUVER | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 63 | 22 | 32 |
| TOTAL CANADA | | | 85 | 0 | 0 | 88 | 8 | 2 | 1 | 0 | 0 | 7 | 80 | 17 | 153 |
| CAPE VERDE ISLANDS | | | | | | | | | | | | | | | |
| ILHA DO SAL C.VERDE | THOMSON AIRWAYS LTD | S | 8 | 0 | 0 | 63 | 13 | 0 | 0 | 25 | 0 | 66 | 0 | 0 | 0 |
| TOTAL ILHA DO SAL C.VERDE | | | 8 | 0 | 0 | 63 | 13 | 0 | 0 | 25 | 0 | 66 | 80 | 8 | 15 |
| TOTAL CAPE VERDE ISLANDS | | | 8 | 0 | 0 | 63 | 13 | 0 | 0 | 25 | 0 | 66 | 80 | 8 | 15 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | MONARCH AIRLINES | C | 7 | 0 | 0 | 57 | 14 | 29 | 0 | 0 | 0 | 16 | 71 | 11 | 7 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 24 | 60 | 42 | 15 |
| | THOMSON AIRWAYS LTD | S | 24 | 0 | 0 | 79 | 4 | 8 | 8 | 0 | 0 | 14 | 88 | 7 | 17 |
| TOTAL DUBROVNIK | | | 39 | 0 | 0 | 74 | 5 | 10 | 10 | 0 | 0 | 17 | 75 | 21 | 40 |
| SPLIT | CROATIA AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 50 | 11 | 2 |
| TOTAL SPLIT | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 50 | 11 | 2 |
| TOTAL CROATIA | | | 41 | 0 | 0 | 73 | 5 | 10 | 12 | 0 | 0 | 18 | 74 | 20 | 43 |
| CUBA | | | | | | | | | | | | | | | |
| CUNAGUA (CAYO COCO) | THOMAS COOK AIRLINES LTD (MY) | C | 14 | 0 | 0 | 79 | 7 | 0 | 14 | 0 | 0 | 26 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL CUNAGUA (CAYO COCO) | | | 17 | 0 | 0 | 76 | 12 | 0 | 12 | 0 | 0 | 24 | 64 | 59 | 25 |
| HOLGUIN (FRANK PAIS) | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL HOLGUIN (FRANK PAIS) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 54 | 33 | 13 |
| SANTA CLARA | THOMAS COOK AIRLINES LTD (MY) | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL SANTA CLARA | | | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| VARADERO | THOMAS COOK AIRLINES LTD (MY) | C | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL VARADERO | | | 15 | 0 | 0 | 73 | 7 | 13 | 7 | 0 | 0 | 14 | 100 | 2 | 12 |
| TOTAL CUBA | | | 37 | 0 | 0 | 73 | 11 | 8 | 8 | 0 | 0 | 18 | 70 | 39 | 50 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 42 | 0 | 0 | 33 | 29 | 19 | 7 | 10 | 2 | 74 | 48 | 77 | 46 |
| | EUROCYPRIA AIRLINES LTD | C | 35 | 0 | 0 | 49 | 23 | 17 | 11 | 0 | 0 | 23 | 50 | 47 | 44 |
| | MONARCH AIRLINES | S | 44 | 0 | 0 | 73 | 18 | 5 | 5 | 0 | 0 | 14 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY) | C | 34 | 0 | 0 | 65 | 15 | 6 | 12 | 3 | 0 | 25 | 62 | 52 | 21 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 35 | 24 | 26 | 15 | 0 | 0 | 30 | 40 | 58 | 15 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 LARNACA | | | 190 | 0 | 0 | 51 | 22 | 15 | 9 | 3 | 1 | 34 | 45 | 60 | 203 |
| PAPHOS | AIR MALTA | C | 8 | 0 | 0 | 25 | 13 | 13 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 61 | 0 | 1 | 62 | 10 | 7 | 21 | 0 | 0 | 30 | 0 | 0 | 0 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 21 | 8 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 50 | 10 | 0 | 0 | 0 | 18 | 33 | 45 | 21 |
| | THOMAS COOK AIRLINES LTD (MY | C | 33 | 0 | 0 | 73 | 12 | 12 | 3 | 0 | 0 | 11 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 52 | 0 | 0 | 56 | 23 | 12 | 10 | 0 | 0 | 21 | 79 | 19 | 34 |
| TOTAL PAPHOS | | | 173 | 0 | 1 | 61 | 16 | 9 | 14 | 0 | 0 | 24 | 55 | 30 | 202 |
| TOTAL CYPRUS | | | 363 | 0 | 1 | 56 | 19 | 12 | 12 | 1 | 0 | 29 | 50 | 45 | 405 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | BMIBABY LTD | S | 48 | 0 | 4 | 58 | 21 | 10 | 6 | 4 | 0 | 25 | 81 | 14 | 62 |
| | CSA CZECH AIRLINES | S | 114 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 8 | 82 | 9 | 114 |
| TOTAL PRAGUE | | | 162 | 0 | 4 | 81 | 10 | 4 | 3 | 1 | 0 | 13 | 79 | 12 | 218 |
| TOTAL CZECH REPUBLIC | | | 162 | 0 | 4 | 81 | 10 | 4 | 3 | 1 | 0 | 13 | 79 | 12 | 218 |
| DENMARK | | | | | | | | | | | | | | | |
| TOTAL AALBORG | | | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| BILLUND | SUN AIR OF SCANDINAVIA | S | 98 | 0 | 0 | 79 | 10 | 8 | 1 | 2 | 0 | 15 | 79 | 16 | 100 |
| TOTAL BILLUND | | | 98 | 0 | 0 | 79 | 10 | 8 | 1 | 2 | 0 | 15 | 79 | 16 | 100 |
| COPENHAGEN | SAS | S | 146 | 0 | 0 | 89 | 6 | 3 | 1 | 0 | 0 | 8 | 83 | 10 | 150 |
| | THOMAS COOK SCANDANAVIA | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 148 | 0 | 0 | 89 | 6 | 4 | 1 | 0 | 0 | 8 | 83 | 10 | 150 |
| TOTAL DENMARK | | | 248 | 1 | 0 | 85 | 8 | 6 | 1 | 1 | 0 | 11 | 81 | 13 | 250 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | THOMAS COOK AIRLINES LTD (MY | C | 18 | 0 | 0 | 67 | 0 | 6 | 11 | 17 | 0 | 51 | 56 | 49 | 9 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 0 | 11 | 6 | 0 | 0 | 11 | 56 | 17 | 9 |
| TOTAL PUERTO PLATA | | | 36 | 0 | 0 | 75 | 0 | 8 | 8 | 8 | 0 | 31 | 66 | 37 | 38 |
| PUNTA CANA | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 12 | 1 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 12 | 70 | 9 | 10 |
| TOTAL PUNTA CANA | | | 22 | 1 | 0 | 73 | 14 | 9 | 5 | 0 | 0 | 11 | 64 | 21 | 25 |
| TOTAL DOMINICAN REPUBLIC | | | 58 | 1 | 0 | 74 | 5 | 9 | 7 | 5 | 0 | 24 | 65 | 30 | 63 |
| EGYPT | | | | | | | | | | | | | | | |
| HURGHADA | THOMAS COOK AIRLINES LTD (MY | C | 20 | 0 | 0 | 75 | 5 | 5 | 10 | 5 | 0 | 28 | 50 | 10 | 8 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | 29 | 0 | 0 | 69 | 10 | 10 | 7 | 3 | 0 | 24 | 31 | 105 | 16 |
| LUXOR | MONARCH AIRLINES | C | 8 | 0 | 0 | 50 | 0 | 38 | 13 | 0 | 0 | 27 | 70 | 9 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 60 | 0 | 30 | 10 | 0 | 0 | 28 | 90 | 5 | 10 |
| TOTAL LUXOR | | | 18 | 0 | 0 | 56 | 0 | 33 | 11 | 0 | 0 | 27 | 80 | 7 | 20 |
| MARSA ALAM | MONARCH AIRLINES | C | 10 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 71 | 0 | 0 | 0 |
| TOTAL MARSA ALAM | | | 10 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 71 | 78 | 9 | 9 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|------------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | AIR MALTA | C | 8 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 60 | 20 | 10 | 10 | 0 | 0 | 22 | 56 | 22 | 16 |
| | THOMAS COOK AIRLINES LTD (MY | C | 27 | 0 | 0 | 78 | 7 | 7 | 7 | 0 | 0 | 15 | 69 | 12 | 13 |
| | THOMSON AIRWAYS LTD | S | 16 | 0 | 0 | 31 | 31 | 38 | 0 | 0 | 0 | 26 | 40 | 27 | 15 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 41 | 29 | 24 | 6 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 97 | 0 | 0 | 54 | 20 | 18 | 9 | 0 | 23 | 63 | 26 | 106 | |
| TABA | JET2.COM LTD | C | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 11 | 11 | 67 | 11 | 0 | 39 | 0 | 0 | 0 | |
| TOTAL TABA | | | 12 | 0 | 0 | 17 | 8 | 67 | 8 | 0 | 37 | 56 | 13 | 18 | |
| TOTAL EGYPT | | | 166 | 0 | 0 | 53 | 15 | 20 | 10 | 2 | 27 | 62 | 29 | 170 | |
| FINLAND | | | | | | | | | | | | | | | |
| HELSINKI | FINNAIR | S | 159 | 0 | 0 | 82 | 14 | 3 | 1 | 0 | 8 | 80 | 9 | 116 | |
| TOTAL HELSINKI | | | 159 | 0 | 0 | 82 | 14 | 3 | 1 | 0 | 8 | 80 | 9 | 116 | |
| TOTAL FINLAND | | | 159 | 0 | 0 | 82 | 14 | 3 | 1 | 0 | 8 | 80 | 9 | 116 | |
| FRANCE | | | | | | | | | | | | | | | |
| BORDEAUX | BMIBABY LTD | S | 22 | 0 | 2 | 68 | 14 | 9 | 9 | 0 | 19 | 90 | 19 | 40 | |
| TOTAL BORDEAUX | | | 22 | 0 | 2 | 68 | 14 | 9 | 9 | 0 | 19 | 90 | 19 | 40 | |
| CALVI | FLYBE LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 27 | 0 | 0 | 0 | |
| TOTAL CALVI | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 27 | 0 | 0 | 0 | |
| LA ROCHELLE | FLYBE LTD | S | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 88 | 6 | 16 | |
| TOTAL LA ROCHELLE | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 88 | 6 | 16 | |
| LYON | BMI REGIONAL | S | 62 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 3 | 94 | 5 | 52 | |
| TOTAL LYON | | | 62 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 3 | 94 | 5 | 52 | |
| MARSEILLE | RYANAIR | S | 14 | 0 | 0 | 86 | 0 | 7 | 7 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL MARSEILLE | | | 14 | 0 | 0 | 86 | 0 | 7 | 7 | 0 | 10 | 0 | 0 | 0 | |
| NICE | JET2.COM LTD | S | 34 | 0 | 0 | 91 | 3 | 0 | 6 | 0 | 7 | 72 | 13 | 32 | |
| TOTAL NICE | | | 34 | 0 | 0 | 91 | 3 | 0 | 6 | 0 | 7 | 72 | 13 | 32 | |
| PARIS (CHARLES DE GAULLE) | AIR FRANCE | S | 298 | 0 | 0 | 78 | 14 | 7 | 1 | 0 | 9 | 68 | 19 | 228 | |
| | FLYBE LTD | S | 222 | 0 | 0 | 78 | 14 | 6 | 1 | 1 | 11 | 61 | 27 | 220 | |
| | REGIONAL COMPAGNIE AERIENN | S | 12 | 0 | 0 | 50 | 8 | 17 | 25 | 0 | 27 | 77 | 8 | 57 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 533 | 0 | 0 | 78 | 14 | 7 | 2 | 0 | 10 | 69 | 19 | 576 | |
| PERPIGNAN | BMIBABY LTD | S | 28 | 0 | 10 | 93 | 7 | 0 | 0 | 0 | 4 | 77 | 8 | 30 | |
| TOTAL PERPIGNAN | | | 28 | 0 | 10 | 93 | 7 | 0 | 0 | 0 | 4 | 77 | 8 | 30 | |
| RENNES | FLYBE LTD | S | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 10 | 71 | 21 | 28 | |
| TOTAL RENNES | | | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 10 | 71 | 21 | 28 | |
| TARBES-LOURDES INTERNATIONAL | JET2.COM LTD | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 38 | 0 | 0 | 0 | |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 38 | 67 | 16 | 3 | |
| TOTAL FRANCE | | | 730 | 0 | 12 | 80 | 12 | 5 | 2 | 0 | 9 | 72 | 17 | 841 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------------|---------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| GERMANY | | | | | | | | | | | | | | | |
| BERLIN (TEGEL) | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL BERLIN (TEGEL) | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| BREMEN | RYANAIR | S | 28 | 2 | 2 | 64 | 25 | 4 | 0 | 0 | 7 | 48 | 0 | 0 | 0 |
| TOTAL BREMEN | | | 28 | 2 | 2 | 64 | 25 | 4 | 0 | 0 | 7 | 48 | 0 | 0 | 0 |
| COLOGNE BONN | TUIFLY (GERMANY) | S | 54 | 0 | 0 | 91 | 4 | 6 | 0 | 0 | 0 | 5 | 82 | 13 | 44 |
| TOTAL COLOGNE BONN | | | 54 | 0 | 0 | 91 | 4 | 6 | 0 | 0 | 0 | 5 | 82 | 13 | 44 |
| DUSSELDORF | FLYBE LTD | S | 160 | 0 | 0 | 82 | 11 | 4 | 2 | 1 | 0 | 9 | 88 | 7 | 162 |
| | LUFTHANSA CITY LINE | S | 204 | 0 | 0 | 92 | 6 | 1 | 1 | 0 | 0 | 6 | 68 | 13 | 210 |
| TOTAL DUSSELDORF | | | 364 | 0 | 0 | 87 | 9 | 2 | 1 | 0 | 0 | 7 | 77 | 10 | 372 |
| FRANKFURT MAIN | FLYBE LTD | S | 157 | 0 | 1 | 76 | 10 | 10 | 4 | 1 | 0 | 14 | 83 | 9 | 160 |
| | LUFTHANSA | S | 247 | 0 | 0 | 77 | 14 | 6 | 4 | 0 | 0 | 11 | 85 | 9 | 248 |
| TOTAL FRANKFURT MAIN | | | 404 | 0 | 1 | 76 | 12 | 7 | 4 | 0 | 0 | 12 | 85 | 9 | 408 |
| HAHN | RYANAIR | S | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL HAHN | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| HAMBURG | AIR BERLIN | S | 54 | 0 | 0 | 89 | 6 | 2 | 4 | 0 | 0 | 9 | 83 | 6 | 54 |
| | LUFTHANSA CITY LINE | S | 102 | 0 | 0 | 91 | 5 | 4 | 0 | 0 | 0 | 5 | 88 | 6 | 108 |
| TOTAL HAMBURG | | | 156 | 0 | 0 | 90 | 5 | 3 | 1 | 0 | 0 | 6 | 86 | 6 | 162 |
| HANOVER | FLYBE LTD | S | 43 | 0 | 1 | 91 | 5 | 2 | 2 | 0 | 0 | 5 | 68 | 27 | 62 |
| | TUIFLY (GERMANY) | S | 54 | 0 | 0 | 80 | 9 | 2 | 9 | 0 | 0 | 13 | 77 | 11 | 44 |
| TOTAL HANOVER | | | 97 | 0 | 1 | 85 | 7 | 2 | 6 | 0 | 0 | 10 | 72 | 20 | 106 |
| MUNICH | LUFTHANSA | S | 186 | 0 | 0 | 84 | 10 | 4 | 2 | 0 | 0 | 9 | 84 | 9 | 185 |
| TOTAL MUNICH | | | 187 | 0 | 0 | 84 | 10 | 4 | 2 | 0 | 0 | 9 | 84 | 9 | 187 |
| NIEDERRHEIN | RYANAIR | S | 4 | 0 | 4 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| TOTAL NIEDERRHEIN | | | 4 | 0 | 4 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| PADERBORN | AIR BERLIN | S | 28 | 0 | 0 | 43 | 29 | 21 | 7 | 0 | 0 | 22 | 75 | 9 | 36 |
| TOTAL PADERBORN | | | 28 | 0 | 0 | 43 | 29 | 21 | 7 | 0 | 0 | 22 | 75 | 9 | 36 |
| STUTT GART | TUIFLY (GERMANY) | S | 54 | 0 | 0 | 80 | 19 | 2 | 0 | 0 | 0 | 8 | 75 | 14 | 44 |
| TOTAL STUTT GART | | | 54 | 0 | 0 | 80 | 19 | 2 | 0 | 0 | 0 | 8 | 75 | 14 | 44 |
| TOTAL GERMANY | | | 1384 | 2 | 8 | 82 | 10 | 5 | 2 | 0 | 0 | 10 | 81 | 10 | 1409 |
| GIBRALTAR | | | | | | | | | | | | | | | |
| GIBRALTAR | MONARCH AIRLINES | S | 28 | 0 | 0 | 82 | 7 | 4 | 0 | 7 | 0 | 26 | 0 | 0 | 0 |
| TOTAL GIBRALTAR | | | 28 | 0 | 0 | 82 | 7 | 4 | 0 | 7 | 0 | 26 | 0 | 0 | 0 |
| TOTAL GIBRALTAR | | | 28 | 0 | 0 | 82 | 7 | 4 | 0 | 7 | 0 | 26 | 0 | 0 | 0 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | OLYMPIC AIRLINES | S | 22 | 0 | 0 | 68 | 14 | 9 | 9 | 0 | 0 | 15 | 54 | 25 | 26 |
| TOTAL ATHENS | | | 23 | 0 | 0 | 70 | 13 | 9 | 9 | 0 | 0 | 15 | 54 | 25 | 26 |
| CHANIA | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 2 | 3 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 0 | 0 | 14 | 14 | 0 | 53 | 89 | 6 | 9 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 CHANIA | | | 9 | 0 | 0 | 78 | 0 | 0 | 11 | 11 | 0 | 42 | 74 | 28 | 31 |
| CORFU | MONARCH AIRLINES | C | 21 | 0 | 0 | 67 | 29 | 5 | 0 | 0 | 0 | 10 | 82 | 6 | 22 |
| | THOMAS COOK AIRLINES LTD (MY | C | 15 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 78 | 11 | 9 |
| | THOMSON AIRWAYS LTD | C | 23 | 0 | 0 | 70 | 4 | 9 | 17 | 0 | 0 | 33 | 44 | 95 | 9 |
| TOTAL CORFU | | | 59 | 0 | 0 | 75 | 14 | 5 | 7 | 0 | 0 | 17 | 70 | 26 | 60 |
| HERAKLION | EASYJET AIRLINE COMPANY LTD | S | 16 | 1 | 0 | 88 | 6 | 0 | 0 | 6 | 0 | 17 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 16 | 0 | 0 | 56 | 13 | 19 | 13 | 0 | 0 | 23 | 58 | 15 | 12 |
| | THOMAS COOK AIRLINES LTD (MY | C | 38 | 0 | 0 | 63 | 11 | 11 | 3 | 13 | 0 | 41 | 92 | 6 | 12 |
| | THOMSON AIRWAYS LTD | C | 33 | 0 | 0 | 70 | 12 | 15 | 3 | 0 | 0 | 14 | 67 | 33 | 15 |
| TOTAL HERAKLION | | | 103 | 1 | 0 | 68 | 11 | 12 | 4 | 6 | 0 | 26 | 68 | 31 | 102 |
| KALAMATA | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 50 | 1 |
| TOTAL KALAMATA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 12 | 8 |
| KEFALLINIA | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 3 |
| | THOMSON AIRWAYS LTD | C | 19 | 0 | 0 | 89 | 5 | 5 | 0 | 0 | 0 | 4 | 100 | 2 | 7 |
| TOTAL KEFALLINIA | | | 35 | 0 | 0 | 91 | 3 | 6 | 0 | 0 | 0 | 4 | 88 | 12 | 42 |
| KOS | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 65 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 2 |
| | THOMAS COOK AIRLINES LTD (MY | C | 22 | 1 | 0 | 73 | 14 | 5 | 9 | 0 | 0 | 16 | 100 | 0 | 7 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 6 | 11 | 0 | 0 | 0 | 8 | 71 | 11 | 7 |
| TOTAL KOS | | | 52 | 1 | 0 | 79 | 8 | 6 | 8 | 0 | 0 | 12 | 60 | 30 | 53 |
| MITILINI | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL MITILINI | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 29 | 4 |
| PREVEZA | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 50 | 13 | 2 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 1 |
| | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL PREVEZA | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 85 | 7 | 13 |
| RHODES | BMI BRITISH MIDLAND | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 122 | 0 | 0 | 0 |
| | MONARCH AIRLINES | C | 20 | 0 | 0 | 75 | 10 | 5 | 10 | 0 | 0 | 20 | 85 | 9 | 27 |
| | THOMAS COOK AIRLINES LTD (MY | C | 24 | 1 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 4 | 67 | 15 | 9 |
| | THOMSON AIRWAYS LTD | C | 33 | 0 | 0 | 67 | 15 | 18 | 0 | 0 | 0 | 13 | 87 | 8 | 15 |
| TOTAL RHODES | | | 80 | 1 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 15 | 76 | 15 | 95 |
| SALONIKA | THOMAS COOK AIRLINES LTD (MY | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 0 | 0 | 0 | 14 | 14 | 106 | 33 | 61 | 6 |
| TOTAL SALONIKA | | | 11 | 0 | 0 | 73 | 0 | 9 | 0 | 9 | 9 | 72 | 45 | 38 | 11 |
| SAMOS | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL SAMOS | | | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 16 | 100 | 5 | 4 |
| SKIATHOS | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL SKIATHOS | | | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 73 | 14 | 11 |
| THIRA (SANTORINI) | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |

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|---|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| THIRA (SANTORINI) | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 71 | 9 | 7 |
| TOTAL THIRA (SANTORINI) | | | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 77 | 8 | 13 |
| ZAKINTHOS | MONARCH AIRLINES | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 5 | 100 | 3 | 10 | |
| | THOMAS COOK AIRLINES LTD (MY | C | 29 | 0 | 0 | 83 | 0 | 14 | 3 | 0 | 14 | 75 | 45 | 24 | |
| | THOMSON AIRWAYS LTD | C | 23 | 0 | 0 | 83 | 0 | 0 | 9 | 4 | 40 | 88 | 5 | 8 | |
| TOTAL ZAKINTHOS | | | 62 | 0 | 0 | 84 | 2 | 6 | 5 | 2 | 22 | 83 | 25 | 77 | |
| TOTAL GREECE | | | 466 | 3 | 0 | 77 | 8 | 8 | 5 | 2 | 19 | 72 | 23 | 558 | |
| HUNGARY | | | | | | | | | | | | | | | |
| BUDAPEST | JET2.COM LTD | S | 42 | 0 | 0 | 62 | 14 | 12 | 7 | 5 | 0 | 25 | 83 | 11 | 58 |
| TOTAL BUDAPEST | | | 42 | 0 | 0 | 62 | 14 | 12 | 7 | 5 | 0 | 25 | 83 | 11 | 58 |
| TOTAL HUNGARY | | | 42 | 0 | 0 | 62 | 14 | 12 | 7 | 5 | 0 | 25 | 83 | 11 | 58 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ICELANDAIR | S | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 22 | 67 | 46 | 18 |
| TOTAL KEFLAVIK | | | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 22 | 67 | 46 | 18 |
| TOTAL ICELAND | | | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 0 | 22 | 67 | 46 | 18 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | AER ARANN | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | AER LINGUS | S | 38 | 0 | 0 | 71 | 21 | 8 | 0 | 0 | 10 | 100 | 3 | 6 | |
| | BMIBABY LTD | S | 58 | 0 | 4 | 60 | 9 | 12 | 12 | 7 | 0 | 37 | 81 | 10 | 58 |
| TOTAL CORK | | | 98 | 0 | 4 | 65 | 13 | 10 | 7 | 4 | 0 | 26 | 83 | 9 | 64 |
| DUBLIN | | | | | | | | | | | | | | | |
| | AER ARANN | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 8 | |
| | AER LINGUS | S | 193 | 0 | 0 | 75 | 12 | 10 | 4 | 0 | 12 | 68 | 16 | 242 | |
| | RYANAIR | S | 261 | 0 | 0 | 71 | 18 | 8 | 2 | 1 | 13 | 81 | 8 | 242 | |
| TOTAL DUBLIN | | | 463 | 0 | 0 | 73 | 15 | 9 | 3 | 0 | 12 | 77 | 11 | 548 | |
| GALWAY | | | | | | | | | | | | | | | |
| | AER ARANN | S | 98 | 0 | 0 | 85 | 8 | 3 | 4 | 0 | 9 | 91 | 5 | 96 | |
| TOTAL GALWAY | | | 98 | 0 | 0 | 85 | 8 | 3 | 4 | 0 | 9 | 91 | 5 | 96 | |
| IRELAND WEST AIRPORT KNOCK | | | | | | | | | | | | | | | |
| | BMIBABY LTD | S | 60 | 1 | 1 | 85 | 12 | 0 | 3 | 0 | 10 | 91 | 4 | 65 | |
| TOTAL IRELAND WEST AIRPORT KNOCK | | | 60 | 1 | 1 | 85 | 12 | 0 | 3 | 0 | 10 | 91 | 4 | 65 | |
| KERRY COUNTY | | | | | | | | | | | | | | | |
| | AER ARANN | S | 36 | 0 | 1 | 72 | 11 | 6 | 11 | 0 | 19 | 86 | 8 | 36 | |
| TOTAL KERRY COUNTY | | | 36 | 0 | 1 | 72 | 11 | 6 | 11 | 0 | 19 | 86 | 8 | 36 | |
| SHANNON | | | | | | | | | | | | | | | |
| | AER ARANN | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | RYANAIR | S | 49 | 0 | 1 | 90 | 6 | 2 | 2 | 0 | 7 | 86 | 5 | 36 | |
| TOTAL SHANNON | | | 51 | 0 | 1 | 90 | 6 | 2 | 2 | 0 | 6 | 86 | 5 | 36 | |
| WATERFORD | | | | | | | | | | | | | | | |
| | AER ARANN | S | 54 | 0 | 0 | 87 | 7 | 2 | 0 | 4 | 14 | 96 | 1 | 54 | |
| TOTAL WATERFORD | | | 54 | 0 | 0 | 87 | 7 | 2 | 0 | 4 | 14 | 96 | 1 | 54 | |
| TOTAL IRISH REPUBLIC | | | 860 | 1 | 7 | 76 | 13 | 7 | 3 | 1 | 13 | 82 | 9 | 933 | |
| ISLE OF CURACAO NETH.ANTILLES | | | | | | | | | | | | | | | |
| ARUBA | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| TOTAL ARUBA | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 12 | 100 | 0 | 3 | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-------------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 ISLE OF CURACAO NETH.ANTILLES | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 100 | 0 | 3 |
| ISRAEL | | | | | | | | | | | | | | | |
| TEL AVIV | THOMAS COOK AIRLINES LTD (MY | C | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | S | 25 | 0 | 0 | 48 | 12 | 36 | 4 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | 29 | 0 | 0 | 45 | 14 | 38 | 3 | 0 | 0 | 25 | 0 | 100 | 2 |
| TOTAL ISRAEL | | | 29 | 0 | 0 | 45 | 14 | 38 | 3 | 0 | 0 | 25 | 0 | 100 | 2 |
| ITALY | | | | | | | | | | | | | | | |
| BERGAMO | RYANAIR | S | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL BERGAMO | | | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 85 | 13 | 54 |
| BRESCIA/MONTICHIARI | FLYBE LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 50 | 14 | 4 |
| TOTAL BRESCIA/MONTICHIARI | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 50 | 14 | 4 |
| CATANIA (FONTANAROSSA) | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 20 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 14 | 86 | 3 | 7 |
| TOTAL CATANIA (FONTANAROSSA) | | | 16 | 0 | 0 | 63 | 19 | 13 | 6 | 0 | 0 | 17 | 60 | 15 | 15 |
| MILAN (MALPENSA) | FLYBE LTD | S | 106 | 0 | 2 | 84 | 7 | 7 | 1 | 2 | 0 | 12 | 85 | 7 | 108 |
| TOTAL MILAN (MALPENSA) | | | 106 | 0 | 2 | 84 | 7 | 7 | 1 | 2 | 0 | 12 | 81 | 8 | 115 |
| NAPLES | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 44 | 0 | 33 | 0 | 22 | 0 | 76 | 100 | 2 | 8 |
| | THOMSON AIRWAYS LTD | C | 18 | 1 | 0 | 78 | 6 | 0 | 17 | 0 | 0 | 24 | 65 | 29 | 17 |
| | THOMSON AIRWAYS LTD | S | 24 | 0 | 0 | 83 | 8 | 0 | 4 | 4 | 0 | 18 | 72 | 11 | 18 |
| TOTAL NAPLES | | | 51 | 1 | 0 | 75 | 6 | 6 | 8 | 6 | 0 | 30 | 72 | 15 | 58 |
| PISA | JET2.COM LTD | S | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 58 | 26 | 24 |
| TOTAL PISA | | | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 62 | 24 | 26 |
| ROME (CIAMPINO) | MONARCH AIRLINES | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| TOTAL ROME (CIAMPINO) | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| ROME (FIUMICINO) | JET2.COM LTD | S | 36 | 0 | 0 | 53 | 33 | 8 | 6 | 0 | 0 | 16 | 47 | 34 | 60 |
| | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 64 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 40 | 0 | 0 | 50 | 30 | 10 | 10 | 0 | 0 | 21 | 44 | 35 | 66 |
| VENICE | BMI REGIONAL | C | 8 | 0 | 0 | 63 | 13 | 0 | 25 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL VENICE | | | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 25 | 65 | 18 | 62 |
| VERONA VILLAFRANCA | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 94 | 50 | 94 | 2 |
| TOTAL VERONA VILLAFRANCA | | | 5 | 0 | 0 | 40 | 0 | 0 | 60 | 0 | 0 | 55 | 86 | 31 | 7 |
| TOTAL ITALY | | | 275 | 1 | 2 | 73 | 13 | 7 | 5 | 2 | 0 | 18 | 69 | 17 | 409 |
| JAMAICA | | | | | | | | | | | | | | | |
| MONTEGO BAY | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 90 | 8 | 10 |
| | THOMSON AIRWAYS LTD | C | 15 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 4 | 50 | 16 | 8 |
| TOTAL MONTEGO BAY | | | 23 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 58 | 44 | 24 |
| TOTAL JAMAICA | | | 23 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 58 | 44 | 24 |
| KENYA | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| MOMBASA | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 30 | 10 | 10 | 50 | 0 | 0 | 55 | 0 | 0 | 0 |
| TOTAL MOMBASA | | | 10 | 0 | 0 | 30 | 10 | 10 | 50 | 0 | 0 | 55 | 75 | 17 | 12 |
| TOTAL KENYA | | | 10 | 0 | 0 | 30 | 10 | 10 | 50 | 0 | 0 | 55 | 75 | 17 | 12 |
| LIBYA | | | | | | | | | | | | | | | |
| TRIPOLI | LIBYAN ARAB AIRLINES | S | 26 | 0 | 0 | 46 | 35 | 15 | 4 | 0 | 0 | 19 | 31 | 174 | 16 |
| TOTAL TRIPOLI | | | 26 | 0 | 0 | 46 | 35 | 15 | 4 | 0 | 0 | 19 | 31 | 174 | 16 |
| TOTAL LIBYA | | | 26 | 0 | 0 | 46 | 35 | 15 | 4 | 0 | 0 | 19 | 31 | 174 | 16 |
| LUXEMBOURG | | | | | | | | | | | | | | | |
| LUXEMBOURG | VLM (BELGIUM) | S | 84 | 0 | 0 | 94 | 2 | 0 | 4 | 0 | 0 | 7 | 72 | 12 | 116 |
| TOTAL LUXEMBOURG | | | 84 | 0 | 0 | 94 | 2 | 0 | 4 | 0 | 0 | 7 | 79 | 9 | 170 |
| TOTAL LUXEMBOURG | | | 84 | 0 | 0 | 94 | 2 | 0 | 4 | 0 | 0 | 7 | 79 | 9 | 170 |
| MALDIVE ISLANDS | | | | | | | | | | | | | | | |
| MALE INTERNATIONAL | MONARCH AIRLINES | C | 8 | 1 | 0 | 25 | 13 | 63 | 0 | 0 | 0 | 30 | 40 | 24 | 10 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 20 | 20 | 20 | 40 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL MALE INTERNATIONAL | | | 18 | 1 | 0 | 22 | 17 | 39 | 22 | 0 | 0 | 46 | 56 | 17 | 18 |
| TOTAL MALDIVE ISLANDS | | | 18 | 1 | 0 | 22 | 17 | 39 | 22 | 0 | 0 | 46 | 56 | 17 | 18 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 62 | 0 | 0 | 53 | 21 | 15 | 8 | 3 | 0 | 28 | 35 | 44 | 66 |
| | EASYJET AIRLINE COMPANY LTD | S | 28 | 0 | 0 | 71 | 7 | 4 | 14 | 4 | 0 | 31 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 63 | 80 | 8 | 10 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 78 | 8 | 9 |
| TOTAL MALTA | | | 107 | 0 | 0 | 63 | 15 | 9 | 8 | 5 | 0 | 30 | 47 | 29 | 171 |
| TOTAL MALTA | | | 107 | 0 | 0 | 63 | 15 | 9 | 8 | 5 | 0 | 30 | 47 | 29 | 171 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | THOMAS COOK AIRLINES LTD (MY | C | 16 | 0 | 0 | 69 | 19 | 6 | 0 | 6 | 0 | 21 | 78 | 136 | 9 |
| | THOMSON AIRWAYS LTD | C | 37 | 0 | 0 | 70 | 11 | 8 | 11 | 0 | 0 | 16 | 73 | 12 | 11 |
| TOTAL CANCUN | | | 53 | 0 | 0 | 70 | 13 | 8 | 8 | 2 | 0 | 18 | 74 | 47 | 39 |
| COZUMEL | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL COZUMEL | | | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 41 | 0 | 0 | 0 |
| PUERTO VALLARTA | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 89 | 0 | 0 | 0 |
| TOTAL PUERTO VALLARTA | | | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 89 | 100 | 6 | 3 |
| TOTAL MEXICO | | | 60 | 0 | 0 | 67 | 13 | 7 | 10 | 3 | 0 | 23 | 72 | 43 | 47 |
| MOROCCO | | | | | | | | | | | | | | | |
| AGADIR | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL AGADIR | | | 10 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 26 | 84 | 30 | 19 |
| MARRAKESH | THOMSON AIRWAYS LTD | S | 36 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 13 | 56 | 22 | 18 |
| TOTAL MARRAKESH | | | 36 | 0 | 0 | 75 | 19 | 0 | 6 | 0 | 0 | 13 | 56 | 22 | 18 |
| TOTAL MOROCCO | | | 46 | 0 | 0 | 67 | 20 | 4 | 9 | 0 | 0 | 16 | 70 | 26 | 37 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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) |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 214 | 0 | 0 | 91 | 7 | 1 | 0 | 0 | 0 | 4 | 88 | 8 | 234 |
| | KLM CITYHOPPER | S | 142 | 0 | 0 | 83 | 6 | 8 | 2 | 0 | 0 | 9 | 81 | 10 | 161 |
| TOTAL AMSTERDAM | | | 357 | 0 | 0 | 88 | 7 | 4 | 1 | 0 | 0 | 6 | 84 | 9 | 503 |
| ROTTERDAM | VLM (BELGIUM) | S | 82 | 0 | 0 | 88 | 9 | 1 | 2 | 0 | 0 | 7 | 83 | 11 | 99 |
| TOTAL ROTTERDAM | | | 82 | 0 | 0 | 88 | 9 | 1 | 2 | 0 | 0 | 7 | 83 | 11 | 99 |
| TOTAL NETHERLANDS | | | 439 | 0 | 0 | 88 | 7 | 4 | 1 | 0 | 0 | 6 | 84 | 9 | 602 |
| NORWAY | | | | | | | | | | | | | | | |
| OSLO (GARDERMOEN) | SAS | S | 38 | 0 | 10 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 91 | 7 | 54 |
| TOTAL OSLO (GARDERMOEN) | | | 38 | 0 | 10 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 91 | 7 | 54 |
| TOTAL NORWAY | | | 38 | 0 | 10 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 91 | 7 | 54 |
| PAKISTAN | | | | | | | | | | | | | | | |
| ISLAMABAD | AIR BLUE | S | 62 | 0 | 0 | 50 | 8 | 23 | 6 | 0 | 13 | 88 | 83 | 12 | 42 |
| | PAKISTAN INTL AIRLINES | S | 46 | 0 | 0 | 72 | 15 | 11 | 2 | 0 | 0 | 12 | 85 | 6 | 48 |
| TOTAL ISLAMABAD | | | 108 | 0 | 0 | 59 | 11 | 18 | 5 | 0 | 7 | 55 | 84 | 9 | 90 |
| KARACHI | PAKISTAN INTL AIRLINES | S | 21 | 0 | 0 | 57 | 10 | 24 | 5 | 5 | 0 | 26 | 33 | 60 | 24 |
| TOTAL KARACHI | | | 21 | 0 | 0 | 57 | 10 | 24 | 5 | 5 | 0 | 26 | 33 | 60 | 24 |
| LAHORE | PAKISTAN INTL AIRLINES | S | 18 | 0 | 0 | 56 | 17 | 22 | 0 | 6 | 0 | 27 | 61 | 19 | 18 |
| TOTAL LAHORE | | | 18 | 0 | 0 | 56 | 17 | 22 | 0 | 6 | 0 | 27 | 61 | 19 | 18 |
| TOTAL PAKISTAN | | | 147 | 0 | 0 | 59 | 12 | 19 | 4 | 1 | 5 | 48 | 72 | 20 | 132 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | JET2.COM LTD | S | 50 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 7 | 89 | 7 | 57 |
| | MONARCH AIRLINES | S | 113 | 0 | 1 | 87 | 6 | 5 | 1 | 1 | 0 | 9 | 76 | 14 | 112 |
| | THOMAS COOK AIRLINES LTD (MY | C | 26 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 9 | 75 | 9 | 16 |
| | THOMSON AIRWAYS LTD | S | 25 | 0 | 0 | 56 | 12 | 8 | 24 | 0 | 0 | 31 | 90 | 2 | 10 |
| | THOMSON AIRWAYS LTD | C | 35 | 0 | 0 | 77 | 3 | 11 | 3 | 6 | 0 | 20 | 62 | 20 | 26 |
| TOTAL FARO | | | 249 | 0 | 1 | 84 | 6 | 5 | 4 | 1 | 0 | 12 | 79 | 13 | 291 |
| LISBON | BMIBABY LTD | S | 14 | 0 | 2 | 86 | 7 | 0 | 7 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL LISBON | | | 14 | 0 | 2 | 86 | 7 | 0 | 7 | 0 | 0 | 8 | 56 | 19 | 43 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 263 | 0 | 3 | 84 | 6 | 5 | 4 | 1 | 0 | 12 | 76 | 14 | 336 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 83 | 11 | 18 |
| TOTAL FUNCHAL | | | 34 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 71 | 33 | 48 |
| TOTAL PORTUGAL(MADEIRA) | | | 34 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 71 | 33 | 48 |
| QATAR | | | | | | | | | | | | | | | |
| DOHA | QATAR AIRWAYS | S | 62 | 0 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 6 | 74 | 28 | 62 |
| TOTAL DOHA | | | 62 | 0 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 6 | 74 | 28 | 62 |

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| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 QATAR | | | 62 | 0 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 6 | 74 | 28 | 62 |
| SAUDI ARABIA | | | | | | | | | | | | | | | |
| JEDDAH | SAUDI ARABIAN AIRLINES | S | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 12 | 8 |
| TOTAL JEDDAH | | | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 12 | 8 |
| RIYADH | SAUDI ARABIAN AIRLINES | S | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 80 | 14 | 10 |
| TOTAL RIYADH | | | 10 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 80 | 14 | 10 |
| TOTAL SAUDI ARABIA | | | 18 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 78 | 13 | 18 |
| SINGAPORE | | | | | | | | | | | | | | | |
| SINGAPORE | SINGAPORE AIRLINES | S | 58 | 0 | 0 | 78 | 16 | 5 | 2 | 0 | 0 | 10 | 85 | 6 | 46 |
| | THOMSON AIRWAYS LTD | C | 5 | 0 | 0 | 20 | 40 | 0 | 0 | 40 | 0 | 88 | 0 | 0 | 0 |
| TOTAL SINGAPORE | | | 63 | 0 | 0 | 73 | 17 | 5 | 2 | 3 | 0 | 16 | 80 | 9 | 51 |
| TOTAL SINGAPORE | | | 63 | 0 | 0 | 73 | 17 | 5 | 2 | 3 | 0 | 16 | 80 | 9 | 51 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | SKY EUROPE | S | 62 | 0 | 0 | 90 | 6 | 0 | 0 | 3 | 0 | 12 | 90 | 10 | 39 |
| TOTAL BRATISLAVA | | | 62 | 0 | 0 | 90 | 6 | 0 | 0 | 3 | 0 | 12 | 90 | 10 | 39 |
| KOSICE | SKY EUROPE | S | 28 | 0 | 0 | 61 | 29 | 4 | 7 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL KOSICE | | | 28 | 0 | 0 | 61 | 29 | 4 | 7 | 0 | 0 | 18 | 0 | 0 | 0 |
| TOTAL SLOVAK REPUBLIC | | | 90 | 0 | 0 | 81 | 13 | 1 | 2 | 2 | 0 | 14 | 90 | 10 | 39 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | BMIBABY LTD | S | 46 | 0 | 8 | 74 | 11 | 4 | 11 | 0 | 0 | 15 | 73 | 15 | 60 |
| | EASYJET AIRLINE COMPANY LTD | S | 34 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 62 | 0 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 8 | 89 | 6 | 64 |
| | MONARCH AIRLINES | S | 114 | 0 | 0 | 82 | 9 | 3 | 4 | 4 | 0 | 19 | 71 | 15 | 113 |
| | THOMAS COOK AIRLINES LTD (MY | C | 23 | 0 | 0 | 70 | 9 | 9 | 4 | 9 | 0 | 30 | 74 | 19 | 27 |
| | THOMSON AIRWAYS LTD | C | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 7 | 76 | 9 | 42 |
| | THOMSON AIRWAYS LTD | S | 61 | 0 | 3 | 67 | 8 | 3 | 16 | 2 | 3 | 52 | 0 | 0 | 0 |
| TOTAL ALICANTE | | | 359 | 0 | 11 | 79 | 8 | 4 | 6 | 2 | 1 | 21 | 77 | 15 | 364 |
| ALMERIA | | | | | | | | | | | | | | | |
| ALMERIA | MONARCH AIRLINES | S | 34 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 86 | 15 | 42 |
| | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 100 | 2 | 8 |
| TOTAL ALMERIA | | | 43 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 82 | 14 | 57 |
| BARCELONA | | | | | | | | | | | | | | | |
| BARCELONA | BMIBABY LTD | S | 34 | 0 | 0 | 62 | 6 | 21 | 12 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MONARCH AIRLINES | S | 62 | 0 | 0 | 81 | 6 | 3 | 3 | 6 | 0 | 28 | 68 | 12 | 62 |
| | SPANAIR | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL BARCELONA | | | 99 | 0 | 0 | 74 | 7 | 9 | 6 | 4 | 0 | 25 | 68 | 12 | 62 |
| GERONA | | | | | | | | | | | | | | | |
| GERONA | RYANAIR | S | 34 | 0 | 0 | 82 | 12 | 0 | 6 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 7 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 7 |
| TOTAL GERONA | | | 41 | 1 | 0 | 85 | 10 | 0 | 5 | 0 | 0 | 6 | 100 | 1 | 15 |
| IBIZA | | | | | | | | | | | | | | | |
| IBIZA | JET2.COM LTD | S | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 8 | 81 | 20 | 16 |
| | MONARCH AIRLINES | S | 12 | 0 | 2 | 75 | 0 | 8 | 17 | 0 | 0 | 16 | 100 | 0 | 3 |
| | THOMAS COOK AIRLINES LTD (MY | C | 31 | 0 | 0 | 87 | 6 | 0 | 0 | 6 | 0 | 21 | 76 | 8 | 25 |
| | THOMSON AIRWAYS LTD | C | 49 | 0 | 0 | 90 | 4 | 4 | 2 | 0 | 0 | 5 | 94 | 12 | 34 |

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|--------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 IBIZA | | | 109 | 0 | 2 | 83 | 7 | 4 | 4 | 2 | 0 | 12 | 82 | 19 | 106 |
| MAHON | MONARCH AIRLINES | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 3 |
| | MONARCH AIRLINES | S | 33 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 81 | 6 | 26 |
| | THOMAS COOK AIRLINES LTD (MY | C | 27 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 100 | 1 | 14 |
| | THOMSON AIRWAYS LTD | C | 36 | 0 | 0 | 89 | 3 | 0 | 6 | 3 | 0 | 14 | 70 | 36 | 27 |
| TOTAL MAHON | | | 99 | 0 | 1 | 93 | 4 | 0 | 2 | 1 | 0 | 6 | 77 | 24 | 106 |
| MALAGA | BMIBABY LTD | S | 52 | 0 | 4 | 87 | 6 | 0 | 8 | 0 | 0 | 9 | 74 | 17 | 68 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 61 | 27 | 3 | 8 | 0 | 0 | 18 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 50 | 1 | 1 | 70 | 16 | 6 | 6 | 0 | 2 | 24 | 67 | 11 | 60 |
| | MONARCH AIRLINES | S | 132 | 0 | 0 | 79 | 14 | 3 | 3 | 0 | 1 | 12 | 74 | 12 | 136 |
| | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 39 | 0 | 0 | 77 | 5 | 3 | 15 | 0 | 0 | 16 | 74 | 31 | 42 |
| | THOMSON AIRWAYS LTD | S | 62 | 0 | 0 | 61 | 11 | 8 | 5 | 11 | 3 | 57 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 406 | 1 | 5 | 73 | 14 | 4 | 6 | 2 | 1 | 21 | 71 | 17 | 370 |
| MURCIA SAN JAVIER | JET2.COM LTD | S | 50 | 0 | 0 | 94 | 2 | 4 | 0 | 0 | 0 | 4 | 83 | 10 | 58 |
| | MONARCH AIRLINES | S | 60 | 0 | 0 | 83 | 8 | 3 | 5 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL MURCIA SAN JAVIER | | | 110 | 0 | 0 | 88 | 5 | 4 | 3 | 0 | 0 | 7 | 83 | 10 | 58 |
| PALMA DE MALLORCA | BMI BRITISH MIDLAND | C | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | BMIBABY LTD | S | 48 | 0 | 2 | 67 | 8 | 17 | 8 | 0 | 0 | 19 | 76 | 12 | 58 |
| | JET2.COM LTD | S | 63 | 0 | 0 | 78 | 5 | 10 | 6 | 0 | 2 | 21 | 89 | 4 | 56 |
| | MONARCH AIRLINES | S | 112 | 0 | 0 | 78 | 11 | 6 | 2 | 4 | 0 | 18 | 69 | 13 | 104 |
| | THOMAS COOK AIRLINES LTD (MY | C | 53 | 0 | 0 | 77 | 4 | 2 | 6 | 11 | 0 | 34 | 86 | 6 | 44 |
| | THOMSON AIRWAYS LTD | C | 159 | 1 | 0 | 72 | 16 | 6 | 4 | 1 | 0 | 15 | 78 | 14 | 60 |
| TOTAL PALMA DE MALLORCA | | | 439 | 1 | 2 | 74 | 11 | 7 | 5 | 3 | 0 | 19 | 74 | 16 | 457 |
| REUS | THOMAS COOK AIRLINES LTD (MY | C | 15 | 1 | 0 | 73 | 20 | 0 | 7 | 0 | 0 | 10 | 83 | 8 | 18 |
| | THOMSON AIRWAYS LTD | C | 31 | 1 | 0 | 81 | 3 | 3 | 13 | 0 | 0 | 22 | 63 | 9 | 8 |
| TOTAL REUS | | | 46 | 2 | 0 | 78 | 9 | 2 | 11 | 0 | 0 | 18 | 79 | 8 | 42 |
| TOTAL SPAIN | | | 1752 | 5 | 21 | 78 | 10 | 5 | 5 | 2 | 0 | 18 | 76 | 15 | 1708 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | BMI BRITISH MIDLAND | C | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 56 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 100 | 5 | 2 |
| | MONARCH AIRLINES | S | 26 | 0 | 0 | 65 | 23 | 4 | 8 | 0 | 0 | 16 | 65 | 18 | 20 |
| | MONARCH AIRLINES | C | 10 | 0 | 0 | 70 | 10 | 20 | 0 | 0 | 0 | 10 | 38 | 53 | 8 |
| | THOMAS COOK AIRLINES LTD (MY | C | 44 | 0 | 0 | 77 | 2 | 7 | 5 | 9 | 0 | 31 | 75 | 11 | 28 |
| | THOMSON AIRWAYS LTD | C | 46 | 0 | 0 | 70 | 11 | 15 | 2 | 2 | 0 | 16 | 63 | 50 | 16 |
| TOTAL ARRECIFE | | | 142 | 0 | 0 | 73 | 10 | 9 | 5 | 4 | 0 | 20 | 59 | 27 | 147 |
| FUERTEVENTURA | THOMAS COOK AIRLINES LTD (MY | C | 37 | 1 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 6 | 76 | 17 | 17 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 62 | 31 | 4 | 4 | 0 | 0 | 15 | 80 | 7 | 10 |
| TOTAL FUERTEVENTURA | | | 64 | 1 | 0 | 73 | 19 | 6 | 2 | 0 | 0 | 11 | 81 | 10 | 80 |
| LAS PALMAS | AIR EUROPA | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 72 | 100 | 3 | 1 |
| | MONARCH AIRLINES | C | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 38 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 6 | 89 | 4 | 18 |
| | THOMSON AIRWAYS LTD | C | 42 | 0 | 0 | 74 | 10 | 7 | 10 | 0 | 0 | 17 | 85 | 6 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 LAS PALMAS | | | 87 | 0 | 0 | 75 | 10 | 8 | 7 | 0 | 0 | 14 | 67 | 24 | 121 |
| SANTA CRUZ DE LA PALMA | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 31 | 0 | 0 | 0 |
| TOTAL SANTA CRUZ DE LA PALMA | | | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 31 | 0 | 0 | 0 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 6 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 39 | 0 | 0 | 0 |
| | BMI BRITISH MIDLAND | C | 7 | 1 | 0 | 0 | 0 | 57 | 43 | 0 | 0 | 69 | 0 | 116 | 4 |
| | EASYJET AIRLINE COMPANY LTD | S | 44 | 0 | 0 | 64 | 18 | 7 | 11 | 0 | 0 | 17 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 19 | 0 | 0 | 68 | 16 | 5 | 11 | 0 | 0 | 20 | 100 | 2 | 2 |
| | MONARCH AIRLINES | S | 82 | 1 | 0 | 78 | 9 | 11 | 2 | 0 | 0 | 12 | 63 | 19 | 60 |
| | MONARCH AIRLINES | C | 26 | 0 | 0 | 46 | 19 | 19 | 15 | 0 | 0 | 28 | 52 | 88 | 25 |
| | THOMAS COOK AIRLINES LTD (MY | C | 62 | 0 | 0 | 58 | 16 | 10 | 13 | 3 | 0 | 30 | 78 | 35 | 41 |
| | THOMSON AIRWAYS LTD | C | 63 | 0 | 0 | 68 | 13 | 5 | 8 | 0 | 6 | 43 | 73 | 14 | 26 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 311 | 2 | 0 | 64 | 14 | 10 | 10 | 1 | 1 | 26 | 59 | 39 | 340 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 612 | 3 | 0 | 68 | 13 | 9 | 8 | 1 | 1 | 22 | 63 | 30 | 688 |
| ST LUCIA | | | | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | VIRGIN ATLANTIC AIRWAYS LTD | S | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL ST LUCIA (HEWANORRA) | | | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 15 | 0 | 0 | 0 |
| TOTAL ST LUCIA | | | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 15 | 0 | 0 | 0 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG | CITY AIRLINE | S | 100 | 0 | 0 | 79 | 12 | 8 | 1 | 0 | 0 | 10 | 82 | 11 | 100 |
| TOTAL GOTEBORG | | | 100 | 0 | 0 | 79 | 12 | 8 | 1 | 0 | 0 | 10 | 81 | 11 | 101 |
| STOCKHOLM (ARLANDA) | SAS | S | 98 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 5 | 88 | 9 | 98 |
| TOTAL STOCKHOLM (ARLANDA) | | | 98 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 5 | 88 | 9 | 98 |
| TOTAL SWEDEN | | | 198 | 0 | 0 | 84 | 11 | 5 | 1 | 0 | 0 | 7 | 84 | 10 | 199 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | SWISS AIRLINES | S | 28 | 0 | 0 | 89 | 4 | 0 | 7 | 0 | 0 | 13 | 71 | 20 | 28 |
| TOTAL BASLE MULHOUSE | | | 28 | 0 | 0 | 89 | 4 | 0 | 7 | 0 | 0 | 13 | 71 | 20 | 28 |
| ZURICH | SWISS AIRLINES | S | 186 | 0 | 0 | 77 | 15 | 7 | 1 | 0 | 0 | 10 | 68 | 14 | 185 |
| TOTAL ZURICH | | | 186 | 0 | 0 | 77 | 15 | 7 | 1 | 0 | 0 | 10 | 68 | 14 | 185 |
| TOTAL SWITZERLAND | | | 214 | 0 | 0 | 79 | 13 | 6 | 2 | 0 | 0 | 11 | 69 | 15 | 213 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | KATHARGO AIRLINES | C | 10 | 0 | 0 | 0 | 10 | 20 | 70 | 0 | 0 | 65 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 19 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 0 | 9 | 78 | 36 | 18 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 73 | 19 | 8 | 0 | 0 | 0 | 9 | 74 | 10 | 19 |
| TOTAL MONASTIR | | | 55 | 0 | 0 | 62 | 16 | 9 | 13 | 0 | 0 | 19 | 75 | 19 | 63 |
| TOTAL TUNISIA | | | 55 | 0 | 0 | 62 | 16 | 9 | 13 | 0 | 0 | 19 | 77 | 17 | 70 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | ONUR AIR | C | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 25 | 187 | 8 |
| | THOMAS COOK AIRLINES LTD (MY | C | 30 | 0 | 0 | 80 | 10 | 7 | 3 | 0 | 0 | 10 | 100 | 1 | 8 |
| | THOMSON AIRWAYS LTD | C | 26 | 0 | 0 | 42 | 35 | 19 | 4 | 0 | 0 | 20 | 14 | 35 | 7 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| TOTAL ANTALYA | | | 65 | 0 | 0 | 65 | 22 | 11 | 3 | 0 | 0 | 14 | 51 | 55 | 61 |
| BODRUM (MILAS) | ONUR AIR | C | 27 | 0 | 0 | 70 | 19 | 11 | 0 | 0 | 0 | 12 | 39 | 60 | 23 |
| | THOMAS COOK AIRLINES LTD (MY | C | 24 | 1 | 0 | 63 | 4 | 8 | 17 | 8 | 0 | 37 | 89 | 4 | 9 |
| | THOMSON AIRWAYS LTD | C | 31 | 0 | 0 | 77 | 3 | 6 | 6 | 6 | 0 | 25 | 100 | 3 | 7 |
| TOTAL BODRUM (MILAS) | | | 82 | 1 | 0 | 71 | 9 | 9 | 7 | 5 | 0 | 24 | 72 | 34 | 103 |
| DALAMAN | BMI BRITISH MIDLAND | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 57 | 17 | 7 |
| | KIBRIS TURKISH AIRLINES - KTHY | S | 16 | 0 | 0 | 63 | 13 | 19 | 6 | 0 | 0 | 16 | 75 | 13 | 16 |
| | MONARCH AIRLINES | C | 19 | 0 | 0 | 79 | 21 | 0 | 0 | 0 | 0 | 5 | 90 | 6 | 10 |
| | ONUR AIR | C | 45 | 0 | 0 | 51 | 9 | 22 | 13 | 4 | 0 | 39 | 44 | 50 | 27 |
| | THOMAS COOK AIRLINES LTD (MY | C | 75 | 0 | 0 | 67 | 8 | 12 | 12 | 1 | 0 | 25 | 94 | 4 | 34 |
| | THOMSON AIRWAYS LTD | C | 45 | 0 | 0 | 84 | 7 | 0 | 9 | 0 | 0 | 14 | 94 | 2 | 17 |
| TOTAL DALAMAN | | | 208 | 0 | 0 | 68 | 10 | 11 | 10 | 1 | 0 | 22 | 68 | 27 | 215 |
| ISTANBUL | THY TURK HAVA YOLLARI TURKIS | S | 86 | 0 | 0 | 53 | 17 | 21 | 8 | 0 | 0 | 22 | 56 | 22 | 62 |
| TOTAL ISTANBUL | | | 87 | 0 | 0 | 53 | 17 | 22 | 8 | 0 | 0 | 22 | 57 | 21 | 63 |
| ISTANBUL (SABIHA GOKCEN) | JET2.COM LTD | C | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 17 | 100 | 10 | 2 |
| IZMIR (ADNAM MENDERES) | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 22 | 33 | 22 | 0 | 22 | 0 | 68 | 0 | 0 | 0 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 18 | 0 | 0 | 44 | 33 | 11 | 0 | 11 | 0 | 38 | 43 | 130 | 7 |
| TOTAL TURKEY | | | 463 | 1 | 0 | 64 | 14 | 12 | 8 | 2 | 0 | 22 | 65 | 33 | 451 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| ABU DHABI INTERNATIONAL | ETIHAD AIRWAYS | S | 62 | 0 | 0 | 79 | 8 | 8 | 5 | 0 | 0 | 11 | 77 | 18 | 62 |
| TOTAL ABU DHABI INTERNATIONAL | | | 62 | 0 | 0 | 79 | 8 | 8 | 5 | 0 | 0 | 11 | 77 | 18 | 62 |
| DUBAI | EMIRATES | S | 124 | 0 | 2 | 58 | 24 | 15 | 2 | 0 | 0 | 16 | 41 | 21 | 124 |
| TOTAL DUBAI | | | 124 | 0 | 2 | 58 | 24 | 15 | 2 | 0 | 0 | 16 | 41 | 21 | 124 |
| TOTAL UNITED ARAB EMIRATES | | | 186 | 0 | 2 | 65 | 19 | 13 | 3 | 0 | 0 | 15 | 53 | 20 | 186 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | BMI REGIONAL | S | 355 | 0 | 0 | 93 | 4 | 1 | 2 | 0 | 0 | 5 | 88 | 7 | 362 |
| | EASTERN AIRWAYS | C | 8 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL ABERDEEN | | | 363 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 6 | 88 | 7 | 362 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 363 | 0 | 0 | 85 | 6 | 5 | 3 | 0 | 0 | 8 | 80 | 12 | 469 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 363 | 0 | 0 | 85 | 6 | 5 | 3 | 0 | 0 | 8 | 80 | 12 | 469 |
| BELFAST INTERNATIONAL | BMIBABY LTD | S | 132 | 0 | 3 | 84 | 7 | 4 | 5 | 0 | 0 | 11 | 81 | 12 | 170 |
| TOTAL BELFAST INTERNATIONAL | | | 132 | 0 | 3 | 84 | 7 | 4 | 5 | 0 | 0 | 11 | 81 | 12 | 170 |
| BRISTOL | AIR SOUTHWEST | S | 20 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 88 | 6 | 26 |
| TOTAL BRISTOL | | | 20 | 4 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 88 | 6 | 26 |
| EDINBURGH | BMI REGIONAL | S | 355 | 0 | 0 | 96 | 3 | 1 | 1 | 0 | 0 | 3 | 93 | 4 | 365 |
| | EASTERN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | FLYBE LTD | S | 261 | 0 | 4 | 90 | 3 | 4 | 3 | 0 | 0 | 8 | 83 | 9 | 376 |
| TOTAL EDINBURGH | | | 618 | 0 | 4 | 93 | 3 | 2 | 2 | 0 | 0 | 5 | 88 | 7 | 741 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------------|----------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| EXETER | FLYBE LTD | S | 100 | 0 | 0 | 79 | 8 | 4 | 8 | 1 | 0 | 16 | 78 | 14 | 106 |
| TOTAL EXETER | | | 100 | 0 | 0 | 79 | 8 | 4 | 8 | 1 | 0 | 16 | 78 | 14 | 106 |
| GATWICK | BRITISH AIRWAYS PLC | S | 387 | 0 | 0 | 85 | 7 | 5 | 3 | 0 | 0 | 9 | 68 | 15 | 384 |
| | THOMSON AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 390 | 5 | 0 | 84 | 7 | 5 | 3 | 0 | 0 | 9 | 68 | 16 | 393 |
| GLASGOW | BMI REGIONAL | S | 225 | 0 | 0 | 94 | 1 | 2 | 2 | 0 | 0 | 3 | 86 | 8 | 232 |
| | FLYBE LTD | S | 189 | 0 | 3 | 86 | 5 | 3 | 6 | 0 | 0 | 10 | 85 | 11 | 321 |
| TOTAL GLASGOW | | | 415 | 1 | 3 | 90 | 3 | 2 | 4 | 0 | 0 | 7 | 85 | 10 | 554 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 124 | 0 | 0 | 92 | 4 | 2 | 2 | 0 | 0 | 5 | 89 | 8 | 120 |
| TOTAL GUERNSEY | | | 124 | 0 | 0 | 92 | 4 | 2 | 2 | 0 | 0 | 5 | 91 | 6 | 170 |
| HEATHROW | BMI BRITISH MIDLAND | S | 453 | 0 | 6 | 83 | 10 | 4 | 3 | 0 | 0 | 8 | 77 | 11 | 405 |
| | BRITISH AIRWAYS PLC | S | 484 | 0 | 0 | 75 | 17 | 6 | 2 | 0 | 0 | 10 | 54 | 23 | 485 |
| TOTAL HEATHROW | | | 939 | 0 | 6 | 79 | 14 | 5 | 2 | 0 | 0 | 9 | 64 | 17 | 890 |
| INVERNESS | FLYBE LTD | S | 107 | 0 | 1 | 80 | 6 | 3 | 7 | 4 | 0 | 21 | 0 | 0 | 0 |
| TOTAL INVERNESS | | | 107 | 0 | 21 | 80 | 6 | 3 | 7 | 4 | 0 | 21 | 85 | 11 | 100 |
| ISLE OF MAN | FLYBE LTD | S | 278 | 1 | 4 | 85 | 6 | 5 | 3 | 0 | 0 | 9 | 83 | 7 | 268 |
| TOTAL ISLE OF MAN | | | 278 | 1 | 4 | 85 | 6 | 5 | 3 | 0 | 0 | 9 | 88 | 6 | 492 |
| JERSEY | BMIBABY LTD | S | 37 | 0 | 5 | 84 | 3 | 0 | 8 | 5 | 0 | 23 | 79 | 13 | 62 |
| | FLYBE LTD | S | 88 | 0 | 1 | 73 | 11 | 6 | 10 | 0 | 0 | 17 | 76 | 17 | 154 |
| TOTAL JERSEY | | | 125 | 0 | 6 | 76 | 9 | 4 | 10 | 2 | 0 | 19 | 77 | 16 | 216 |
| LONDON CITY | VLM (BELGIUM) | S | 189 | 0 | 0 | 93 | 4 | 2 | 1 | 0 | 0 | 5 | 64 | 21 | 227 |
| TOTAL LONDON CITY | | | 189 | 0 | 0 | 93 | 4 | 2 | 1 | 0 | 0 | 5 | 64 | 21 | 227 |
| NEWQUAY | AIR SOUTHWEST | S | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 71 | 15 | 31 |
| | BMIBABY LTD | S | 20 | 0 | 6 | 90 | 0 | 5 | 5 | 0 | 0 | 7 | 79 | 12 | 24 |
| TOTAL NEWQUAY | | | 30 | 0 | 6 | 93 | 0 | 3 | 3 | 0 | 0 | 7 | 75 | 13 | 55 |
| NORWICH | FLYBE LTD | S | 100 | 0 | 0 | 90 | 1 | 1 | 6 | 2 | 0 | 14 | 75 | 18 | 108 |
| TOTAL NORWICH | | | 100 | 0 | 0 | 90 | 1 | 1 | 6 | 2 | 0 | 14 | 75 | 18 | 108 |
| PLYMOUTH | AIR SOUTHWEST | S | 75 | 0 | 2 | 85 | 12 | 0 | 3 | 0 | 0 | 7 | 70 | 14 | 107 |
| TOTAL PLYMOUTH | | | 75 | 0 | 2 | 85 | 12 | 0 | 3 | 0 | 0 | 7 | 70 | 14 | 107 |
| SOUTHAMPTON | FLYBE LTD | S | 314 | 0 | 2 | 81 | 8 | 6 | 5 | 0 | 0 | 11 | 71 | 19 | 281 |
| TOTAL SOUTHAMPTON | | | 314 | 0 | 2 | 81 | 8 | 6 | 5 | 0 | 0 | 11 | 71 | 18 | 283 |
| STANSTED | EASTERN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EASTERN AIRWAYS | S | 136 | 0 | 4 | 93 | 4 | 1 | 2 | 1 | 0 | 6 | 100 | 1 | 18 |
| TOTAL STANSTED | | | 139 | 0 | 4 | 92 | 4 | 1 | 3 | 1 | 0 | 7 | 79 | 13 | 115 |
| TOTAL UNITED KINGDOM | | | 4825 | 19 | 64 | 86 | 7 | 4 | 3 | 0 | 0 | 9 | 78 | 12 | 5591 |
| USA | | | | | | | | | | | | | | | |
| ATLANTA | DELTA AIRLINES | S | 62 | 0 | 0 | 94 | 3 | 0 | 0 | 3 | 0 | 9 | 76 | 9 | 62 |
| TOTAL ATLANTA | | | 62 | 0 | 0 | 94 | 3 | 0 | 0 | 3 | 0 | 9 | 76 | 9 | 62 |
| CHICAGO (O'HARE) | AMERICAN AIRLINES | S | 58 | 0 | 0 | 91 | 2 | 2 | 3 | 2 | 0 | 9 | 79 | 13 | 62 |
| | BMI BRITISH MIDLAND | S | 62 | 0 | 0 | 94 | 2 | 2 | 3 | 0 | 0 | 6 | 74 | 40 | 57 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: MANCHESTER (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|------------------------------|-------------------|-------------------|------------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 CHICAGO (O'HARE) | | | 120 | 0 | 0 | 93 | 2 | 2 | 3 | 1 | 0 | 7 | 76 | 26 | 119 |
| LAS VEGAS | BMI BRITISH MIDLAND | S | 27 | 0 | 0 | 89 | 4 | 0 | 7 | 0 | 0 | 10 | 70 | 17 | 27 |
| | THOMAS COOK AIRLINES LTD (MY | C | 18 | 0 | 0 | 72 | 6 | 6 | 17 | 0 | 0 | 18 | 94 | 4 | 18 |
| TOTAL LAS VEGAS | | | 45 | 0 | 0 | 82 | 4 | 2 | 11 | 0 | 0 | 13 | 80 | 12 | 45 |
| NEW YORK (JF KENNEDY) | BRITISH AIRWAYS PLC | S | 50 | 0 | 0 | 88 | 8 | 2 | 0 | 2 | 0 | 8 | 77 | 13 | 62 |
| | DELTA AIRLINES | S | 62 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 75 | 13 | 44 |
| | PAKISTAN INTL AIRLINES | S | 25 | 0 | 0 | 68 | 16 | 8 | 4 | 4 | 0 | 25 | 38 | 40 | 24 |
| TOTAL NEW YORK (JF KENNEDY) | | | 137 | 0 | 0 | 88 | 7 | 2 | 1 | 1 | 0 | 8 | 69 | 18 | 130 |
| NEW YORK (NEWARK) | CONTINENTAL AIRLINES | S | 124 | 0 | 0 | 83 | 8 | 8 | 1 | 0 | 0 | 8 | 80 | 15 | 124 |
| TOTAL NEW YORK (NEWARK) | | | 124 | 0 | 0 | 83 | 8 | 8 | 1 | 0 | 0 | 8 | 80 | 15 | 124 |
| ORLANDO | VIRGIN ATLANTIC AIRWAYS LTD | S | 73 | 0 | 1 | 62 | 19 | 5 | 10 | 4 | 0 | 28 | 74 | 13 | 80 |
| TOTAL ORLANDO | | | 73 | 0 | 1 | 62 | 19 | 5 | 10 | 4 | 0 | 28 | 74 | 13 | 80 |
| PHILADELPHIA INTERNATIONAL | US AIRWAYS | S | 62 | 0 | 0 | 89 | 5 | 6 | 0 | 0 | 0 | 5 | 62 | 27 | 61 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | 62 | 0 | 0 | 89 | 5 | 6 | 0 | 0 | 0 | 5 | 62 | 27 | 61 |
| SANFORD | MONARCH AIRLINES | C | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 88 | 9 | 8 |
| | THOMAS COOK AIRLINES LTD (MY | C | 36 | 0 | 0 | 61 | 14 | 14 | 11 | 0 | 0 | 21 | 96 | 2 | 23 |
| | THOMSON AIRWAYS LTD | C | 24 | 4 | 0 | 83 | 8 | 4 | 4 | 0 | 0 | 11 | 71 | 9 | 7 |
| TOTAL SANFORD | | | 68 | 4 | 0 | 71 | 12 | 10 | 7 | 0 | 0 | 16 | 76 | 59 | 100 |
| TOTAL USA | | | 691 | 5 | 2 | 84 | 7 | 4 | 3 | 1 | 0 | 11 | 75 | 23 | 777 |
| VENEZUELA | | | | | | | | | | | | | | | |
| PORLAMAR | THOMSON AIRWAYS LTD | C | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 83 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 83 | 33 | 58 | 3 |
| TOTAL VENEZUELA | | | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 83 | 33 | 58 | 3 |
| TOTAL MANCHESTER | | | 16183 | 45 | 137 | 79 | 10 | 6 | 4 | 1 | 0 | 13 | 75 | 16 | 18113 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| BELGIUM | | | | | | | | | | | | | | | |
| BRUSSELS | BRUSSELS AIRLINES | S | 54 | 0 | 0 | 81 | 15 | 2 | 2 | 0 | 0 | 7 | 85 | 7 | 100 |
| TOTAL BRUSSELS | | | 54 | 0 | 0 | 81 | 15 | 2 | 2 | 0 | 0 | 7 | 85 | 7 | 100 |
| TOTAL BELGIUM | | | 54 | 0 | 0 | 81 | 15 | 2 | 2 | 0 | 0 | 7 | 85 | 7 | 100 |
| BULGARIA | | | | | | | | | | | | | | | |
| BURGAS | BH AIR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 9 | 1 |
| TOTAL BURGAS | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 32 | 5 |
| TOTAL BULGARIA | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 33 | 6 |
| CANADA | | | | | | | | | | | | | | | |
| TORONTO | AIR TRANSAT | S | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 9 | 6 |
| TOTAL TORONTO | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 7 | 8 |
| TOTAL CANADA | | | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 11 | 15 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | EUROCYPRIA AIRLINES LTD | C | 16 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 80 | 0 | 10 | 10 | 0 | 0 | 22 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 38 | 0 | 38 | 25 | 0 | 0 | 51 | 71 | 9 | 7 |
| TOTAL LARNACA | | | 34 | 0 | 0 | 59 | 21 | 12 | 9 | 0 | 0 | 23 | 61 | 21 | 33 |
| PAPHOS | EUROCYPRIA AIRLINES LTD | C | 10 | 0 | 0 | 30 | 50 | 0 | 0 | 20 | 0 | 56 | 56 | 19 | 18 |
| | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 9 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 67 | 6 | 22 | 6 | 0 | 0 | 17 | 63 | 11 | 8 |
| TOTAL PAPHOS | | | 45 | 0 | 0 | 67 | 13 | 9 | 7 | 4 | 0 | 22 | 57 | 20 | 44 |
| TOTAL CYPRUS | | | 79 | 0 | 0 | 63 | 16 | 10 | 8 | 3 | 0 | 23 | 58 | 21 | 77 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| PRAGUE | EASYJET AIRLINE COMPANY LTD | S | 52 | 2 | 2 | 62 | 25 | 6 | 8 | 0 | 0 | 21 | 53 | 41 | 62 |
| TOTAL PRAGUE | | | 52 | 2 | 2 | 62 | 25 | 6 | 8 | 0 | 0 | 21 | 53 | 41 | 62 |
| TOTAL CZECH REPUBLIC | | | 52 | 2 | 2 | 62 | 25 | 6 | 8 | 0 | 0 | 21 | 53 | 41 | 62 |
| DENMARK | | | | | | | | | | | | | | | |
| COPENHAGEN | CIMBER AIR A/S | S | 88 | 0 | 0 | 77 | 17 | 6 | 0 | 0 | 0 | 9 | 81 | 8 | 59 |
| TOTAL COPENHAGEN | | | 88 | 0 | 0 | 77 | 17 | 6 | 0 | 0 | 0 | 9 | 81 | 8 | 59 |
| TOTAL DENMARK | | | 88 | 0 | 0 | 77 | 17 | 6 | 0 | 0 | 0 | 9 | 81 | 8 | 59 |
| DOMINICAN REPUBLIC | | | | | | | | | | | | | | | |
| PUERTO PLATA | MONARCH AIRLINES | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 23 | 8 |
| TOTAL PUERTO PLATA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 23 | 8 |
| PUNTA CANA | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL PUNTA CANA | | | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL DOMINICAN REPUBLIC | | | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 22 | 75 | 23 | 8 |
| EGYPT | | | | | | | | | | | | | | | |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|--|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 26 | 50 | 108 | 16 |
| TOTAL EGYPT | | | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 26 | 64 | 70 | 25 |
| FRANCE | | | | | | | | | | | | | | | |
| LIMOGES | FLYBE LTD | S | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 88 | 3 | 8 |
| TOTAL LIMOGES | | | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 4 | 88 | 3 | 8 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 50 | 0 | 12 | 68 | 24 | 8 | 0 | 0 | 0 | 11 | 65 | 25 | 57 |
| TOTAL NICE | | | 50 | 0 | 12 | 68 | 24 | 8 | 0 | 0 | 0 | 11 | 65 | 25 | 57 |
| PARIS (CHARLES DE GAULLE) | BRIT AIR | S | 170 | 0 | 0 | 76 | 14 | 7 | 4 | 0 | 0 | 12 | 76 | 16 | 170 |
| | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 65 | 16 | 16 | 3 | 0 | 0 | 17 | 61 | 23 | 102 |
| TOTAL PARIS (CHARLES DE GAULLE) | | | 232 | 0 | 0 | 73 | 14 | 9 | 3 | 0 | 0 | 13 | 71 | 18 | 272 |
| TOTAL FRANCE | | | 288 | 0 | 12 | 72 | 16 | 9 | 3 | 0 | 0 | 13 | 70 | 19 | 337 |
| GERMANY | | | | | | | | | | | | | | | |
| DUSSELDORF | EUROWINGS LUFTVERKEHRS | S | 106 | 0 | 0 | 82 | 8 | 7 | 3 | 0 | 0 | 10 | 74 | 11 | 54 |
| TOTAL DUSSELDORF | | | 106 | 0 | 0 | 82 | 8 | 7 | 3 | 0 | 0 | 10 | 74 | 11 | 54 |
| HANOVER | TUIFLY (GERMANY) | S | 28 | 0 | 0 | 86 | 0 | 0 | 11 | 4 | 0 | 27 | 46 | 27 | 24 |
| TOTAL HANOVER | | | 28 | 0 | 0 | 86 | 0 | 0 | 11 | 4 | 0 | 27 | 46 | 27 | 24 |
| TOTAL GERMANY | | | 134 | 0 | 0 | 83 | 7 | 5 | 4 | 1 | 0 | 13 | 65 | 16 | 78 |
| GREECE | | | | | | | | | | | | | | | |
| CORFU | THOMAS COOK AIRLINES LTD (MY THOMSON AIRWAYS LTD) | C C | 10 13 | 0 0 | 0 0 | 60 85 | 10 15 | 10 0 | 0 0 | 20 0 | 0 0 | 47 5 | 100 71 | 0 12 | 9 7 |
| TOTAL CORFU | | | 23 | 0 | 0 | 74 | 13 | 4 | 0 | 9 | 0 | 24 | 82 | 7 | 33 |
| HERAKLION | EUROCYPRIA AIRLINES LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY THOMSON AIRWAYS LTD) | C C | 8 10 | 0 0 | 0 0 | 63 70 | 0 0 | 0 30 | 25 0 | 13 0 | 0 0 | 56 16 | 100 71 | 0 11 | 9 7 |
| TOTAL HERAKLION | | | 22 | 0 | 0 | 73 | 0 | 14 | 9 | 5 | 0 | 28 | 75 | 43 | 32 |
| RHODES | JET2.COM LTD | S | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY THOMSON AIRWAYS LTD) | C C | 5 9 | 0 0 | 0 0 | 100 100 | 0 0 | 0 0 | 0 0 | 0 0 | 0 0 | 0 1 | 0 89 | 0 48 | 0 9 |
| TOTAL RHODES | | | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 5 | 77 | 57 | 35 |
| SALONIKA | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 22 | 3 |
| TOTAL SALONIKA | | | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 22 | 3 |
| ZAKINTHOS | THOMAS COOK AIRLINES LTD (MY THOMSON AIRWAYS LTD) | C C | 9 9 | 0 0 | 0 0 | 89 78 | 0 22 | 0 0 | 11 0 | 0 0 | 0 0 | 9 7 | 0 100 | 0 0 | 0 9 |
| TOTAL ZAKINTHOS | | | 18 | 0 | 0 | 83 | 11 | 0 | 6 | 0 | 0 | 8 | 85 | 4 | 27 |
| TOTAL GREECE | | | 85 | 0 | 0 | 81 | 6 | 6 | 4 | 4 | 0 | 16 | 78 | 26 | 155 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | JET2.COM LTD | S | 40 | 0 | 0 | 95 | 3 | 0 | 0 | 0 | 3 | 18 | 70 | 21 | 44 |
| TOTAL CORK | | | 40 | 0 | 0 | 95 | 3 | 0 | 0 | 0 | 3 | 18 | 70 | 21 | 44 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------------|-----------------------------|-------------------|-------------------|------------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 | AER ARANN | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | AER LINGUS | S | 12 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 20 | 85 | 7 | 52 |
| | RYANAIR | S | 130 | 0 | 0 | 68 | 21 | 8 | 3 | 0 | 0 | 14 | 85 | 7 | 124 |
| TOTAL DUBLIN | | | 146 | 0 | 0 | 68 | 20 | 8 | 4 | 0 | 0 | 14 | 85 | 7 | 176 |
| TOTAL IRISH REPUBLIC | | | 186 | 0 | 20 | 74 | 16 | 6 | 3 | 0 | 1 | 15 | 83 | 10 | 252 |
| ITALY | | | | | | | | | | | | | | | |
| NAPLES | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 57 | 143 | 7 |
| TOTAL NAPLES | | | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 56 | 116 | 9 |
| PISA | JET2.COM LTD | S | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 0 | 13 | 57 | 56 | 26 | 32 |
| TOTAL PISA | | | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 0 | 13 | 57 | 56 | 26 | 32 |
| ROME (CIAMPINO) | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 0 | 53 | 8 | 14 | 25 | 0 | 0 | 39 | 70 | 13 | 56 |
| TOTAL ROME (CIAMPINO) | | | 36 | 0 | 0 | 53 | 8 | 14 | 25 | 0 | 0 | 39 | 70 | 13 | 56 |
| VERONA VILLAFRANCA | TRAVEL SERVICE AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL VERONA VILLAFRANCA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ITALY | | | 55 | 0 | 0 | 64 | 7 | 11 | 16 | 0 | 2 | 35 | 70 | 22 | 123 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | C | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL MALTA | | | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 88 | 9 | 24 |
| TOTAL MALTA | | | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 88 | 9 | 24 |
| MEXICO | | | | | | | | | | | | | | | |
| CANCUN | MONARCH AIRLINES | C | 4 | 0 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 78 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL CANCUN | | | 11 | 0 | 0 | 64 | 9 | 9 | 18 | 0 | 0 | 29 | 0 | 0 | 0 |
| TOTAL MEXICO | | | 11 | 0 | 0 | 64 | 9 | 9 | 18 | 0 | 0 | 29 | 0 | 0 | 0 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | KLM | S | 124 | 0 | 0 | 90 | 9 | 2 | 0 | 0 | 0 | 4 | 89 | 5 | 115 |
| | KLM CITYHOPPER | S | 150 | 0 | 0 | 81 | 8 | 7 | 4 | 0 | 0 | 11 | 90 | 6 | 185 |
| TOTAL AMSTERDAM | | | 274 | 0 | 0 | 85 | 8 | 4 | 2 | 0 | 0 | 8 | 90 | 6 | 300 |
| TOTAL NETHERLANDS | | | 274 | 0 | 0 | 85 | 8 | 4 | 2 | 0 | 0 | 8 | 90 | 6 | 300 |
| NORWAY | | | | | | | | | | | | | | | |
| STAVANGER | EASTERN AIRWAYS | S | 46 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | WIDEROE FLYVESELSKAP A/S | S | 24 | 1 | 2 | 54 | 25 | 21 | 0 | 0 | 0 | 17 | 79 | 11 | 34 |
| TOTAL STAVANGER | | | 70 | 1 | 2 | 81 | 10 | 9 | 0 | 0 | 0 | 8 | 79 | 11 | 34 |
| TOTAL NORWAY | | | 70 | 1 | 2 | 81 | 10 | 9 | 0 | 0 | 0 | 8 | 72 | 25 | 57 |
| POLAND | | | | | | | | | | | | | | | |
| KRAKOW | EASYJET AIRLINE COMPANY LTD | S | 36 | 0 | 6 | 61 | 19 | 11 | 8 | 0 | 0 | 20 | 54 | 27 | 35 |
| | MONARCH AIRLINES | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL KRAKOW | | | 38 | 0 | 6 | 63 | 18 | 11 | 8 | 0 | 0 | 19 | 60 | 24 | 55 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|--|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 POLAND | | | 38 | 0 | 6 | 63 | 18 | 11 | 8 | 0 | 0 | 19 | 60 | 24 | 55 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 79 | 5 | 8 | 8 | 0 | 0 | 16 | 61 | 15 | 61 |
| | JET2.COM LTD | C | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 133 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 16 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 63 | 14 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 2 | 7 |
| TOTAL FARO | | | 88 | 0 | 0 | 80 | 7 | 6 | 8 | 0 | 0 | 15 | 65 | 19 | 98 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 88 | 0 | 0 | 80 | 7 | 6 | 8 | 0 | 0 | 15 | 65 | 19 | 98 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | SATA | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL FUNCHAL | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 16 | 100 | 1 | 10 |
| TOTAL PORTUGAL(MADEIRA) | | | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 16 | 100 | 1 | 10 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 106 | 1 | 0 | 72 | 8 | 8 | 8 | 4 | 0 | 23 | 79 | 10 | 108 |
| | THOMAS COOK AIRLINES LTD (MY | C | 16 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 6 | 100 | 0 | 8 |
| | THOMSON AIRWAYS LTD | C | 34 | 0 | 0 | 88 | 9 | 0 | 3 | 0 | 0 | 7 | 82 | 26 | 44 |
| TOTAL ALICANTE | | | 156 | 1 | 0 | 76 | 8 | 6 | 6 | 3 | 0 | 18 | 81 | 14 | 183 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 85 | 6 | 5 | 0 | 3 | 0 | 13 | 85 | 7 | 61 |
| TOTAL BARCELONA | | | 62 | 0 | 0 | 85 | 6 | 5 | 0 | 3 | 0 | 13 | 85 | 7 | 61 |
| GERONA | RYANAIR | S | 36 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 94 | 4 | 36 |
| TOTAL GERONA | | | 36 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 95 | 4 | 37 |
| IBIZA | THOMAS COOK AIRLINES LTD (MY | C | 5 | 0 | 0 | 20 | 0 | 0 | 80 | 0 | 0 | 107 | 100 | 0 | 8 |
| | THOMSON AIRWAYS LTD | C | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 82 | 7 | 17 |
| TOTAL IBIZA | | | 21 | 0 | 0 | 71 | 10 | 0 | 19 | 0 | 0 | 29 | 77 | 10 | 35 |
| MAHON | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 9 |
| TOTAL MAHON | | | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 24 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 87 | 1 | 9 | 82 | 11 | 2 | 2 | 1 | 1 | 17 | 79 | 8 | 94 |
| | JET2.COM LTD | S | 30 | 0 | 0 | 60 | 30 | 7 | 0 | 3 | 0 | 19 | 53 | 24 | 30 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 86 | 8 | 7 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 61 | 17 | 11 | 11 | 0 | 0 | 17 | 66 | 30 | 41 |
| TOTAL MALAGA | | | 143 | 1 | 9 | 74 | 17 | 4 | 3 | 1 | 1 | 17 | 71 | 16 | 186 |
| MURCIA SAN JAVIER | EASYJET AIRLINE COMPANY LTD | S | 26 | 0 | 0 | 73 | 12 | 8 | 8 | 0 | 0 | 14 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 44 | 0 | 0 | 75 | 11 | 2 | 11 | 0 | 0 | 16 | 79 | 14 | 56 |
| TOTAL MURCIA SAN JAVIER | | | 70 | 0 | 0 | 74 | 11 | 4 | 10 | 0 | 0 | 15 | 79 | 14 | 56 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 88 | 0 | 0 | 78 | 9 | 3 | 5 | 5 | 0 | 22 | 70 | 19 | 86 |
| | JET2.COM LTD | S | 39 | 0 | 3 | 74 | 10 | 10 | 5 | 0 | 0 | 15 | 75 | 16 | 40 |
| | THOMAS COOK AIRLINES LTD (MY | C | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 44 | 0 | 0 | 80 | 14 | 7 | 0 | 0 | 0 | 9 | 81 | 33 | 26 |
| TOTAL PALMA DE MALLORCA | | | 188 | 0 | 3 | 79 | 10 | 5 | 3 | 2 | 0 | 16 | 73 | 20 | 192 |
| REUS | THOMAS COOK AIRLINES LTD (MY | C | 8 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 7 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 9 |

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|---------------------------------|------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 REUS | | | 15 | 1 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 25 |
| TOTAL SPAIN | | | 702 | 3 | 12 | 79 | 11 | 5 | 4 | 2 | 0 | 15 | 79 | 14 | 837 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | JET2.COM LTD | S | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 50 | 20 | 20 | 10 | 0 | 0 | 24 | 60 | 18 | 10 |
| TOTAL ARRECIFE | | | 22 | 0 | 0 | 64 | 14 | 9 | 14 | 0 | 0 | 22 | 63 | 17 | 27 |
| FUERTEVENTURA | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 49 | 100 | 2 | 10 |
| TOTAL FUERTEVENTURA | | | 10 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 49 | 80 | 29 | 20 |
| LAS PALMAS | THOMAS COOK AIRLINES LTD (MY | C | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 8 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 10 |
| TOTAL LAS PALMAS | | | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 81 | 11 | 37 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | JET2.COM LTD | S | 17 | 1 | 0 | 59 | 35 | 0 | 6 | 0 | 0 | 14 | 72 | 14 | 18 |
| | THOMAS COOK AIRLINES LTD (MY | C | 29 | 0 | 0 | 72 | 14 | 3 | 10 | 0 | 0 | 18 | 63 | 8 | 8 |
| | THOMSON AIRWAYS LTD | C | 18 | 0 | 0 | 83 | 11 | 0 | 0 | 0 | 6 | 83 | 88 | 5 | 16 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 68 | 1 | 0 | 74 | 18 | 1 | 6 | 0 | 1 | 33 | 64 | 23 | 87 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 122 | 1 | 0 | 75 | 12 | 2 | 9 | 0 | 1 | 27 | 70 | 20 | 171 |
| TUNISIA | | | | | | | | | | | | | | | |
| MONASTIR | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 18 | 8 |
| TOTAL MONASTIR | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 56 | 15 | 16 |
| TOTAL TUNISIA | | | 16 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 56 | 15 | 16 |
| TURKEY | | | | | | | | | | | | | | | |
| ANTALYA | THOMAS COOK AIRLINES LTD (MY | C | 9 | 0 | 0 | 22 | 33 | 0 | 22 | 22 | 0 | 82 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 16 | 0 | 0 | 44 | 31 | 0 | 13 | 13 | 0 | 49 | 67 | 23 | 6 |
| BODRUM (MILAS) | ONUR AIR | C | 18 | 1 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 5 | 100 | 2 | 14 |
| | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 63 | 0 | 13 | 0 | 25 | 0 | 58 | 100 | 1 | 9 |
| TOTAL BODRUM (MILAS) | | | 26 | 1 | 0 | 85 | 0 | 4 | 4 | 8 | 0 | 21 | 96 | 3 | 26 |
| DALAMAN | FREEBIRD AIRLINES | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | ONUR AIR | C | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 14 | 53 | 28 | 17 |
| | THOMAS COOK AIRLINES LTD (MY | C | 25 | 0 | 0 | 80 | 12 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 27 | 9 |
| TOTAL DALAMAN | | | 57 | 0 | 0 | 81 | 11 | 7 | 2 | 0 | 0 | 8 | 73 | 30 | 62 |
| TOTAL TURKEY | | | 99 | 1 | 0 | 76 | 11 | 5 | 4 | 4 | 0 | 18 | 79 | 22 | 94 |
| UNITED ARAB EMIRATES | | | | | | | | | | | | | | | |
| DUBAI | EMIRATES | S | 62 | 0 | 0 | 71 | 16 | 5 | 5 | 3 | 0 | 19 | 87 | 10 | 62 |
| TOTAL DUBAI | | | 62 | 0 | 0 | 71 | 16 | 5 | 5 | 3 | 0 | 19 | 87 | 10 | 62 |
| TOTAL UNITED ARAB EMIRATES | | | 62 | 0 | 0 | 71 | 16 | 5 | 5 | 3 | 0 | 19 | 87 | 10 | 62 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|-------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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) |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| ABERDEEN | EASTERN AIRWAYS | S | 258 | 2 | 4 | 90 | 6 | 3 | 1 | 0 | 0 | 6 | 87 | 8 | 245 |
| TOTAL ABERDEEN | | | 258 | 2 | 4 | 90 | 6 | 3 | 1 | 0 | 0 | 6 | 87 | 8 | 245 |
| BELFAST CITY (GEORGE BEST) | FLYBE LTD | S | 98 | 0 | 0 | 88 | 1 | 0 | 11 | 0 | 0 | 13 | 90 | 6 | 108 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 98 | 0 | 0 | 88 | 1 | 0 | 11 | 0 | 0 | 13 | 90 | 6 | 108 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 177 | 0 | 1 | 77 | 14 | 4 | 3 | 2 | 0 | 16 | 87 | 6 | 178 |
| TOTAL BELFAST INTERNATIONAL | | | 177 | 0 | 1 | 77 | 14 | 4 | 3 | 2 | 0 | 16 | 87 | 6 | 178 |
| BIRMINGHAM | EASTERN AIRWAYS | S | 153 | 1 | 3 | 95 | 3 | 1 | 0 | 1 | 0 | 5 | 94 | 3 | 174 |
| TOTAL BIRMINGHAM | | | 153 | 1 | 3 | 95 | 3 | 1 | 0 | 1 | 0 | 5 | 94 | 3 | 174 |
| BRISTOL | EASYJET AIRLINE COMPANY LTD | S | 168 | 0 | 2 | 83 | 8 | 5 | 1 | 2 | 0 | 13 | 80 | 12 | 183 |
| TOTAL BRISTOL | | | 168 | 0 | 2 | 83 | 8 | 5 | 1 | 2 | 0 | 13 | 80 | 12 | 184 |
| CARDIFF WALES | EASTERN AIRWAYS | S | 120 | 0 | 8 | 89 | 8 | 2 | 0 | 2 | 0 | 7 | 97 | 4 | 92 |
| | FLYBE LTD | S | 50 | 0 | 2 | 80 | 6 | 14 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL CARDIFF WALES | | | 170 | 0 | 10 | 86 | 7 | 5 | 0 | 1 | 0 | 7 | 97 | 4 | 92 |
| EDINBURGH | AIR GREENLAND | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL EDINBURGH | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| EXETER | FLYBE LTD | S | 74 | 0 | 8 | 72 | 16 | 8 | 4 | 0 | 0 | 13 | 75 | 18 | 104 |
| TOTAL EXETER | | | 74 | 0 | 8 | 72 | 16 | 8 | 4 | 0 | 0 | 13 | 75 | 18 | 104 |
| GATWICK | FLYBE LTD | S | 171 | 0 | 3 | 82 | 5 | 6 | 5 | 1 | 0 | 14 | 0 | 0 | 0 |
| TOTAL GATWICK | | | 171 | 0 | 3 | 82 | 5 | 6 | 5 | 1 | 0 | 14 | 82 | 11 | 150 |
| HEATHROW | BRITISH AIRWAYS PLC | S | 344 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 9 | 60 | 26 | 344 |
| TOTAL HEATHROW | | | 344 | 0 | 0 | 81 | 13 | 4 | 2 | 0 | 0 | 9 | 60 | 26 | 344 |
| ISLE OF MAN | EASTERN AIRWAYS | S | 54 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 3 | 98 | 1 | 54 |
| TOTAL ISLE OF MAN | | | 54 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 3 | 98 | 1 | 54 |
| JERSEY | FLYBE LTD | S | 28 | 0 | 0 | 75 | 4 | 4 | 11 | 7 | 0 | 32 | 0 | 0 | 0 |
| TOTAL JERSEY | | | 28 | 0 | 0 | 75 | 4 | 4 | 11 | 7 | 0 | 32 | 0 | 0 | 0 |
| MANCHESTER | EASTERN AIRWAYS | C | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 54 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 54 | 100 | 7 | 2 |
| PLYMOUTH | AIR SOUTHWEST | S | 62 | 0 | 0 | 84 | 11 | 2 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL PLYMOUTH | | | 62 | 0 | 0 | 84 | 11 | 2 | 3 | 0 | 0 | 9 | 0 | 0 | 0 |
| SOUTHAMPTON | EASTERN AIRWAYS | S | 164 | 0 | 0 | 85 | 9 | 3 | 2 | 1 | 0 | 8 | 74 | 12 | 145 |
| | FLYBE LTD | S | 158 | 0 | 2 | 89 | 1 | 4 | 4 | 1 | 0 | 11 | 72 | 15 | 158 |
| TOTAL SOUTHAMPTON | | | 322 | 0 | 2 | 87 | 5 | 4 | 3 | 1 | 0 | 10 | 73 | 13 | 303 |
| STANSTED | EASYJET AIRLINE COMPANY LTD | S | 175 | 0 | 3 | 82 | 10 | 4 | 3 | 1 | 0 | 10 | 72 | 18 | 232 |
| TOTAL STANSTED | | | 175 | 0 | 3 | 82 | 10 | 4 | 3 | 1 | 0 | 10 | 72 | 18 | 232 |
| TOTAL UNITED KINGDOM | | | 2258 | 8 | 36 | 85 | 8 | 4 | 3 | 1 | 0 | 10 | 79 | 13 | 2171 |
| USA | | | | | | | | | | | | | | | |
| SANFORD | MONARCH AIRLINES | C | 7 | 0 | 0 | 57 | 14 | 0 | 29 | 0 | 0 | 43 | 71 | 23 | 7 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: NEWCASTLE (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | | |
|----------------------|---------------------|-------------------|-----------|------------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | CHARTER/ SCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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) |
| SANFORD | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL SANFORD | | | 15 | 0 | 0 | 80 | 7 | 0 | 13 | 0 | 0 | 21 | 71 | 23 | 7 |
| TOTAL USA | | | 15 | 0 | 0 | 80 | 7 | 0 | 13 | 0 | 0 | 21 | 71 | 23 | 7 |
| TOTAL NEWCASTLE | | | 4818 | 18 | 90 | 81 | 10 | 5 | 4 | 1 | 0 | 13 | 77 | 15 | 5199 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|-----------------------------|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| AUSTRIA | | | | | | | | | | | | | | | |
| GRAZ | RYANAIR | S | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 81 | 11 | 36 |
| TOTAL GRAZ | | | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 81 | 11 | 36 |
| KLAGENFURT | RYANAIR | S | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 77 | 10 | 26 |
| TOTAL KLAGENFURT | | | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 77 | 10 | 26 |
| LINZ | RYANAIR | S | 36 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 89 | 7 | 36 |
| TOTAL LINZ | | | 36 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 89 | 7 | 36 |
| SALZBURG | RYANAIR | S | 111 | 0 | 1 | 81 | 13 | 5 | 1 | 0 | 0 | 9 | 75 | 10 | 132 |
| TOTAL SALZBURG | | | 111 | 0 | 1 | 81 | 13 | 5 | 1 | 0 | 0 | 9 | 74 | 11 | 133 |
| TOTAL AUSTRIA | | | 209 | 1 | 1 | 85 | 11 | 4 | 0 | 0 | 0 | 7 | 78 | 10 | 231 |
| BULGARIA | | | | | | | | | | | | | | | |
| TOTAL BURGAS | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 1 |
| TOTAL BULGARIA | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 1 |
| CROATIA | | | | | | | | | | | | | | | |
| DUBROVNIK | JET2.COM LTD | C | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| TOTAL DUBROVNIK | | | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| PULA | RYANAIR | S | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 75 | 12 | 24 |
| TOTAL PULA | | | 26 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 75 | 12 | 24 |
| ZADAR | RYANAIR | S | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 88 | 15 | 24 |
| TOTAL ZADAR | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 88 | 15 | 24 |
| TOTAL CROATIA | | | 55 | 0 | 0 | 84 | 15 | 2 | 0 | 0 | 0 | 7 | 81 | 13 | 48 |
| CYPRUS | | | | | | | | | | | | | | | |
| LARNACA | CYPRUS AIRWAYS | S | 30 | 0 | 0 | 50 | 37 | 13 | 0 | 0 | 0 | 17 | 42 | 41 | 36 |
| | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 21 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL LARNACA | | | 56 | 0 | 0 | 61 | 29 | 9 | 2 | 0 | 0 | 15 | 39 | 41 | 80 |
| PAPHOS | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 15 | 63 | 11 | 8 |
| TOTAL PAPHOS | | | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 15 | 75 | 10 | 32 |
| TOTAL CYPRUS | | | 66 | 0 | 0 | 64 | 26 | 8 | 3 | 0 | 0 | 15 | 49 | 32 | 112 |
| CZECH REPUBLIC | | | | | | | | | | | | | | | |
| BRNO (TURANY) | RYANAIR | S | 62 | 0 | 0 | 69 | 27 | 3 | 0 | 0 | 0 | 10 | 74 | 11 | 62 |
| TOTAL BRNO (TURANY) | | | 62 | 0 | 0 | 69 | 27 | 3 | 0 | 0 | 0 | 10 | 74 | 11 | 62 |
| PRAGUE | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 0 | 81 | 10 | 6 | 1 | 2 | 0 | 12 | 69 | 14 | 124 |
| TOTAL PRAGUE | | | 124 | 3 | 0 | 81 | 10 | 6 | 1 | 2 | 0 | 12 | 74 | 12 | 170 |
| TOTAL CZECH REPUBLIC | | | 186 | 3 | 0 | 77 | 16 | 5 | 1 | 1 | 0 | 12 | 74 | 12 | 232 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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) |
| DENMARK | | | | | | | | | | | | | | | |
| AARHUS (TIRSTRUP) | RYANAIR | S | 98 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 73 | 11 | 104 |
| TOTAL AARHUS (TIRSTRUP) | | | 98 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 73 | 11 | 104 |
| BILLUND | RYANAIR | S | 62 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 100 | 0 | 6 |
| TOTAL BILLUND | | | 62 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 100 | 0 | 6 |
| COPENHAGEN | EASYJET AIRLINE COMPANY LTD | S | 178 | 0 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 11 | 64 | 14 | 178 |
| | THOMAS COOK SCANDANAVIA | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL COPENHAGEN | | | 180 | 1 | 0 | 78 | 11 | 7 | 4 | 0 | 0 | 11 | 64 | 14 | 178 |
| TOTAL DENMARK | | | 340 | 1 | 0 | 82 | 10 | 5 | 3 | 0 | 0 | 9 | 68 | 13 | 346 |
| ESTONIA | | | | | | | | | | | | | | | |
| TALLIN | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 68 | 16 | 62 |
| TOTAL TALLIN | | | 62 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 68 | 16 | 62 |
| TOTAL ESTONIA | | | 62 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 68 | 16 | 62 |
| FAROE ISLANDS | | | | | | | | | | | | | | | |
| VAGAR | ATLANTIC AIRWAYS | S | 7 | 0 | 1 | 29 | 0 | 0 | 57 | 14 | 0 | 84 | 0 | 0 | 0 |
| TOTAL VAGAR | | | 7 | 0 | 1 | 29 | 0 | 0 | 57 | 14 | 0 | 84 | 0 | 0 | 0 |
| TOTAL FAROE ISLANDS | | | 7 | 0 | 1 | 29 | 0 | 0 | 57 | 14 | 0 | 84 | 0 | 0 | 0 |
| FINLAND | | | | | | | | | | | | | | | |
| TAMPERE | RYANAIR | S | 62 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 94 | 5 | 64 |
| TOTAL TAMPERE | | | 62 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 94 | 5 | 64 |
| TOTAL FINLAND | | | 62 | 1 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 90 | 8 | 118 |
| FRANCE | | | | | | | | | | | | | | | |
| ANGOULEME | RYANAIR | S | 22 | 0 | 0 | 77 | 18 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL ANGOULEME | | | 22 | 0 | 0 | 77 | 18 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| BERGERAC | RYANAIR | S | 58 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 85 | 7 | 60 |
| TOTAL BERGERAC | | | 58 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 85 | 7 | 60 |
| BEZIERS | RYANAIR | S | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL BEZIERS | | | 22 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| BIARRITZ | RYANAIR | S | 62 | 0 | 0 | 71 | 26 | 3 | 0 | 0 | 0 | 10 | 78 | 9 | 60 |
| TOTAL BIARRITZ | | | 62 | 0 | 0 | 71 | 26 | 3 | 0 | 0 | 0 | 10 | 78 | 9 | 60 |
| CARCASSONNE | RYANAIR | S | 98 | 0 | 0 | 85 | 12 | 1 | 2 | 0 | 0 | 7 | 75 | 15 | 114 |
| TOTAL CARCASSONNE | | | 98 | 0 | 0 | 85 | 12 | 1 | 2 | 0 | 0 | 7 | 75 | 15 | 114 |
| DINARD | BLUE LINE | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 100 | 0 | 2 |
| | RYANAIR | S | 58 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 93 | 4 | 60 |
| TOTAL DINARD | | | 60 | 0 | 0 | 92 | 7 | 2 | 0 | 0 | 0 | 4 | 94 | 4 | 62 |
| GRENOBLE | RYANAIR | S | 36 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 5 | 97 | 3 | 34 |
| TOTAL GRENOBLE | | | 36 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 5 | 97 | 3 | 34 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|-----------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|-------------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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) |
| LA ROCHELLE | RYANAIR | S | 56 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 84 | 9 | 77 |
| TOTAL LA ROCHELLE | | | 56 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 84 | 9 | 77 |
| LIMOGES | RYANAIR | S | 57 | 0 | 1 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 82 | 12 | 61 |
| TOTAL LIMOGES | | | 57 | 0 | 1 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 82 | 12 | 61 |
| LYON | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 6 | 52 | 20 | 62 |
| TOTAL LYON | | | 62 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 6 | 52 | 20 | 62 |
| MARSEILLE | RYANAIR | S | 68 | 0 | 0 | 91 | 7 | 1 | 0 | 0 | 0 | 4 | 89 | 5 | 74 |
| TOTAL MARSEILLE | | | 68 | 0 | 0 | 91 | 7 | 1 | 0 | 0 | 0 | 4 | 86 | 6 | 81 |
| MONTPELLIER | RYANAIR | S | 40 | 0 | 0 | 95 | 3 | 0 | 0 | 3 | 0 | 9 | 93 | 5 | 56 |
| TOTAL MONTPELLIER | | | 40 | 0 | 0 | 95 | 3 | 0 | 0 | 3 | 0 | 9 | 93 | 5 | 56 |
| NANTES | RYANAIR | S | 62 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 4 | 82 | 7 | 62 |
| TOTAL NANTES | | | 62 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 4 | 82 | 7 | 62 |
| NICE | EASYJET AIRLINE COMPANY LTD | S | 62 | 1 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 7 | 72 | 12 | 61 |
| TOTAL NICE | | | 62 | 3 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 7 | 72 | 12 | 61 |
| PAU | RYANAIR | S | 54 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 91 | 7 | 56 |
| TOTAL PAU | | | 54 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 91 | 7 | 56 |
| PERPIGNAN | RYANAIR | S | 54 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 7 | 55 |
| TOTAL PERPIGNAN | | | 54 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 87 | 7 | 55 |
| POITIERS | RYANAIR | S | 54 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 4 | 55 |
| TOTAL POITIERS | | | 54 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 4 | 55 |
| RODEZ | RYANAIR | S | 50 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 76 | 10 | 54 |
| TOTAL RODEZ | | | 50 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 76 | 10 | 54 |
| TARBES-LOURDES INTERNATIONAL | JET2.COM LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 100 | 3 | 7 |
| | TITAN AIRWAYS LTD | C | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 12 | 50 | 21 | 4 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | 15 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 8 | 82 | 10 | 11 |
| TOULON / HYERES | RYANAIR | S | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 4 | 77 | 9 | 56 |
| TOTAL TOULON / HYERES | | | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 4 | 77 | 9 | 56 |
| TOURS | RYANAIR | S | 54 | 0 | 0 | 93 | 6 | 2 | 0 | 0 | 0 | 4 | 85 | 6 | 55 |
| TOTAL TOURS | | | 54 | 0 | 0 | 93 | 6 | 2 | 0 | 0 | 0 | 4 | 85 | 6 | 55 |
| TOTAL FRANCE | | | 1108 | 3 | 1 | 90 | 8 | 2 | 0 | 0 | 0 | 5 | 82 | 9 | 1135 |
| GERMANY | | | | | | | | | | | | | | | |
| ALTENBURG - WALLBURG | RYANAIR | S | 58 | 0 | 0 | 74 | 9 | 7 | 10 | 0 | 0 | 16 | 65 | 13 | 60 |
| TOTAL ALTENBURG - WALLBURG | | | 58 | 0 | 0 | 74 | 9 | 7 | 10 | 0 | 0 | 16 | 65 | 13 | 60 |
| BERLIN (SCHONEFELD) | RYANAIR | S | 136 | 0 | 0 | 72 | 15 | 10 | 3 | 0 | 0 | 12 | 61 | 16 | 124 |
| TOTAL BERLIN (SCHONEFELD) | | | 136 | 0 | 0 | 72 | 15 | 10 | 3 | 0 | 0 | 12 | 61 | 16 | 124 |
| BERLIN (TEGEL) | AIR BERLIN | S | 170 | 0 | 0 | 81 | 15 | 4 | 0 | 1 | 0 | 9 | 75 | 11 | 170 |
| | BLUE LINE | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL BERLIN (TEGEL) | | | 174 | 3 | 0 | 81 | 14 | 4 | 0 | 1 | 0 | 9 | 75 | 11 | 170 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

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|------------------------------------|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| BREMEN | RYANAIR | S | 144 | 0 | 0 | 81 | 13 | 5 | 1 | 1 | 1 | 14 | 75 | 10 | 124 |
| TOTAL BREMEN | | | 144 | 0 | 0 | 81 | 13 | 5 | 1 | 1 | 1 | 14 | 75 | 10 | 124 |
| COLOGNE BONN | GERMANWINGS | S | 164 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 1 | 9 | 84 | 7 | 162 |
| TOTAL COLOGNE BONN | | | 164 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 1 | 9 | 84 | 7 | 162 |
| DUSSELDORF | AIR BERLIN | S | 162 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 82 | 9 | 207 |
| TOTAL DUSSELDORF | | | 162 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 82 | 9 | 207 |
| FRIEDRICHSHAFEN | RYANAIR | S | 58 | 0 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 7 | 74 | 15 | 62 |
| TOTAL FRIEDRICHSHAFEN | | | 58 | 0 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 7 | 74 | 15 | 62 |
| HAHN | RYANAIR | S | 218 | 0 | 0 | 83 | 11 | 4 | 1 | 0 | 0 | 8 | 79 | 10 | 218 |
| TOTAL HAHN | | | 218 | 0 | 0 | 83 | 11 | 4 | 1 | 0 | 0 | 8 | 79 | 10 | 218 |
| HANOVER | AIR BERLIN | S | 108 | 0 | 0 | 89 | 6 | 4 | 2 | 0 | 0 | 7 | 78 | 13 | 108 |
| TOTAL HANOVER | | | 109 | 0 | 0 | 89 | 6 | 4 | 2 | 0 | 0 | 7 | 78 | 13 | 108 |
| KARLSRUHE/BADEN BADEN | RYANAIR | S | 100 | 0 | 2 | 68 | 22 | 10 | 0 | 0 | 0 | 12 | 67 | 16 | 106 |
| TOTAL KARLSRUHE/BADEN BADEN | | | 100 | 0 | 2 | 68 | 22 | 10 | 0 | 0 | 0 | 12 | 67 | 16 | 106 |
| LUBECK | RYANAIR | S | 113 | 0 | 1 | 68 | 15 | 15 | 0 | 2 | 0 | 16 | 85 | 11 | 157 |
| TOTAL LUBECK | | | 113 | 0 | 1 | 68 | 15 | 15 | 0 | 2 | 0 | 16 | 85 | 11 | 157 |
| MUNICH | AIR BERLIN | S | 20 | 0 | 0 | 55 | 10 | 25 | 10 | 0 | 0 | 26 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 124 | 0 | 2 | 63 | 18 | 17 | 2 | 0 | 0 | 15 | 51 | 27 | 164 |
| | TUIFLY (GERMANY) | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL MUNICH | | | 146 | 0 | 2 | 62 | 17 | 18 | 3 | 0 | 0 | 16 | 51 | 27 | 164 |
| MUNSTER-OSNABRUCK | AIR BERLIN | S | 62 | 0 | 0 | 97 | 0 | 0 | 2 | 2 | 0 | 6 | 94 | 3 | 62 |
| TOTAL MUNSTER-OSNABRUCK | | | 62 | 0 | 0 | 97 | 0 | 0 | 2 | 2 | 0 | 6 | 91 | 6 | 66 |
| NIEDERRHEIN | RYANAIR | S | 135 | 0 | 1 | 77 | 13 | 6 | 3 | 1 | 0 | 13 | 73 | 14 | 170 |
| TOTAL NIEDERRHEIN | | | 135 | 0 | 1 | 77 | 13 | 6 | 3 | 1 | 0 | 13 | 73 | 14 | 170 |
| NUREMBERG | AIR BERLIN | S | 108 | 0 | 0 | 92 | 5 | 0 | 2 | 2 | 0 | 8 | 72 | 20 | 108 |
| TOTAL NUREMBERG | | | 108 | 0 | 0 | 92 | 5 | 0 | 2 | 2 | 0 | 8 | 72 | 20 | 108 |
| PADERBORN | AIR BERLIN | S | 62 | 0 | 0 | 76 | 16 | 6 | 0 | 2 | 0 | 12 | 91 | 7 | 108 |
| TOTAL PADERBORN | | | 62 | 0 | 0 | 76 | 16 | 6 | 0 | 2 | 0 | 12 | 91 | 7 | 108 |
| STUTTGART | GERMANWINGS | S | 114 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 10 | 55 | 16 | 108 |
| TOTAL STUTTGART | | | 114 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 10 | 55 | 16 | 108 |
| ZWEIBRUKEN | RYANAIR | S | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL ZWEIBRUKEN | | | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL GERMANY | | | 2071 | 8 | 6 | 80 | 11 | 6 | 2 | 0 | 0 | 10 | 75 | 13 | 2288 |
| GREECE | | | | | | | | | | | | | | | |
| ATHENS | AEGEAN AIRLINES | S | 124 | 0 | 0 | 81 | 15 | 3 | 1 | 0 | 0 | 8 | 0 | 0 | 0 |
| TOTAL ATHENS | | | 124 | 0 | 0 | 81 | 15 | 3 | 1 | 0 | 0 | 8 | 0 | 0 | 0 |
| CORFU | THOMSON AIRWAYS LTD | C | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 35 | 9 |
| TOTAL CORFU | | | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 25 | 13 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---|------------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| HERAKLION | EUROCYPRIA AIRLINES LTD | C | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | JET2.COM LTD | C | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 60 | 0 | 0 | 0 |
| TOTAL HERAKLION | | | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 15 | 89 | 14 | 19 |
| RHODES | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL RHODES | | | 11 | 0 | 0 | 82 | 9 | 0 | 9 | 0 | 0 | 10 | 67 | 11 | 9 |
| ZAKINTHOS | THOMSON AIRWAYS LTD | C | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL ZAKINTHOS | | | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 50 | 25 | 14 |
| TOTAL GREECE | | | 161 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 8 | 71 | 18 | 65 |
| HUNGARY | | | | | | | | | | | | | | | |
| SARMELLEK/BALATON | RYANAIR | S | 22 | 0 | 0 | 50 | 14 | 27 | 9 | 0 | 0 | 23 | 46 | 23 | 26 |
| TOTAL SARMELLEK/BALATON | | | 22 | 0 | 0 | 50 | 14 | 27 | 9 | 0 | 0 | 23 | 46 | 23 | 26 |
| TOTAL HUNGARY | | | 22 | 0 | 0 | 50 | 14 | 27 | 9 | 0 | 0 | 23 | 46 | 23 | 26 |
| ICELAND | | | | | | | | | | | | | | | |
| KEFLAVIK | ASTRAEUS LTD | S | 70 | 0 | 0 | 80 | 14 | 4 | 0 | 1 | 0 | 10 | 0 | 0 | 0 |
| TOTAL KEFLAVIK | | | 70 | 0 | 0 | 80 | 14 | 4 | 0 | 1 | 0 | 10 | 91 | 6 | 64 |
| TOTAL ICELAND | | | 70 | 0 | 0 | 80 | 14 | 4 | 0 | 1 | 0 | 10 | 91 | 6 | 64 |
| IRISH REPUBLIC | | | | | | | | | | | | | | | |
| CORK | RYANAIR | S | 174 | 0 | 0 | 87 | 11 | 1 | 1 | 0 | 0 | 6 | 86 | 7 | 182 |
| TOTAL CORK | | | 174 | 0 | 0 | 87 | 11 | 1 | 1 | 0 | 0 | 6 | 86 | 7 | 182 |
| DUBLIN | RYANAIR | S | 582 | 0 | 0 | 68 | 20 | 10 | 2 | 0 | 0 | 14 | 71 | 13 | 584 |
| TOTAL DUBLIN | | | 582 | 0 | 0 | 68 | 20 | 10 | 2 | 0 | 0 | 14 | 71 | 13 | 584 |
| IRELAND WEST AIRPORT KNOCK | RYANAIR | S | 110 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 5 | 81 | 10 | 62 |
| TOTAL IRELAND WEST AIRPORT KNOCK | | | 110 | 0 | 0 | 89 | 9 | 2 | 0 | 0 | 0 | 5 | 81 | 10 | 62 |
| KERRY COUNTY | RYANAIR | S | 112 | 0 | 0 | 89 | 8 | 1 | 2 | 0 | 0 | 6 | 86 | 6 | 118 |
| TOTAL KERRY COUNTY | | | 112 | 0 | 0 | 89 | 8 | 1 | 2 | 0 | 0 | 6 | 86 | 6 | 118 |
| SHANNON | RYANAIR | S | 224 | 0 | 0 | 83 | 11 | 5 | 0 | 0 | 0 | 9 | 84 | 7 | 172 |
| TOTAL SHANNON | | | 224 | 0 | 0 | 83 | 11 | 5 | 0 | 0 | 0 | 9 | 84 | 7 | 172 |
| TOTAL IRISH REPUBLIC | | | 1202 | 0 | 0 | 78 | 15 | 6 | 1 | 0 | 0 | 11 | 78 | 10 | 1118 |
| ISRAEL | | | | | | | | | | | | | | | |
| TOTAL OVDA | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 25 | 27 | 4 |
| TEL AVIV | EL AL | S | 21 | 0 | 0 | 62 | 29 | 10 | 0 | 0 | 0 | 12 | 51 | 23 | 43 |
| | ISRAIR LTD | C | 22 | 0 | 0 | 41 | 23 | 18 | 0 | 0 | 0 | 31 | 26 | 66 | 31 |
| | THOMAS COOK AIRLINES LTD (MY | C | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 47 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | 47 | 0 | 0 | 47 | 28 | 15 | 11 | 0 | 0 | 23 | 41 | 40 | 76 |
| TOTAL ISRAEL | | | 49 | 0 | 0 | 47 | 27 | 16 | 10 | 0 | 0 | 23 | 40 | 40 | 80 |
| ITALY | | | | | | | | | | | | | | | |
| ALGHERO/SASSARI | RYANAIR | S | 76 | 0 | 0 | 91 | 7 | 0 | 3 | 0 | 0 | 6 | 91 | 5 | 116 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|---------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 ALGHERO/SASSARI | | | 76 | 0 | 0 | 91 | 7 | 0 | 3 | 0 | 0 | 6 | 91 | 5 | 117 |
| ANCONA | RYANAIR | S | 58 | 0 | 0 | 60 | 31 | 9 | 0 | 0 | 0 | 12 | 60 | 15 | 60 |
| TOTAL ANCONA | | | 58 | 0 | 0 | 60 | 31 | 9 | 0 | 0 | 0 | 12 | 60 | 15 | 60 |
| BARI (PALESE) | RYANAIR | S | 36 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 69 | 13 | 36 |
| TOTAL BARI (PALESE) | | | 36 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 4 | 69 | 13 | 36 |
| BERGAMO | RYANAIR | S | 236 | 0 | 0 | 81 | 12 | 6 | 0 | 0 | 0 | 9 | 67 | 16 | 241 |
| TOTAL BERGAMO | | | 236 | 0 | 0 | 81 | 12 | 6 | 0 | 0 | 0 | 9 | 67 | 16 | 241 |
| BOLOGNA | RYANAIR | S | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| TOTAL BOLOGNA | | | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| BRESCIA/MONTICHIARI | RYANAIR | S | 55 | 0 | 1 | 75 | 24 | 2 | 0 | 0 | 0 | 11 | 55 | 18 | 60 |
| TOTAL BRESCIA/MONTICHIARI | | | 55 | 0 | 1 | 75 | 24 | 2 | 0 | 0 | 0 | 11 | 55 | 18 | 60 |
| BRINDISI | RYANAIR | S | 28 | 0 | 0 | 86 | 11 | 4 | 0 | 0 | 0 | 7 | 77 | 10 | 26 |
| TOTAL BRINDISI | | | 28 | 0 | 0 | 86 | 11 | 4 | 0 | 0 | 0 | 7 | 77 | 10 | 26 |
| FORLI | RYANAIR | S | 79 | 0 | 1 | 72 | 19 | 6 | 3 | 0 | 0 | 11 | 62 | 20 | 116 |
| TOTAL FORLI | | | 79 | 0 | 1 | 72 | 19 | 6 | 3 | 0 | 0 | 11 | 62 | 20 | 116 |
| GENOA | RYANAIR | S | 54 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 9 | 60 | 14 | 58 |
| TOTAL GENOA | | | 54 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 9 | 60 | 14 | 58 |
| LAMETIA-TERME | RYANAIR | S | 30 | 0 | 0 | 80 | 17 | 3 | 0 | 0 | 0 | 8 | 94 | 5 | 32 |
| TOTAL LAMETIA-TERME | | | 30 | 0 | 0 | 80 | 17 | 3 | 0 | 0 | 0 | 8 | 94 | 5 | 32 |
| NAPLES | EASYJET AIRLINE COMPANY LTD | S | 96 | 0 | 0 | 80 | 16 | 3 | 1 | 0 | 0 | 8 | 63 | 20 | 86 |
| TOTAL NAPLES | | | 96 | 0 | 0 | 80 | 16 | 3 | 1 | 0 | 0 | 8 | 63 | 20 | 86 |
| PALERMO | RYANAIR | S | 90 | 0 | 0 | 90 | 4 | 1 | 4 | 0 | 0 | 8 | 86 | 7 | 116 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL PALERMO | | | 92 | 0 | 0 | 89 | 4 | 2 | 4 | 0 | 0 | 8 | 86 | 7 | 117 |
| PARMA | RYANAIR | S | 36 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 17 | 34 | 34 | 35 |
| TOTAL PARMA | | | 36 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 17 | 34 | 34 | 35 |
| PERUGIA | RYANAIR | S | 36 | 0 | 0 | 78 | 0 | 17 | 6 | 0 | 0 | 16 | 61 | 16 | 28 |
| TOTAL PERUGIA | | | 36 | 0 | 0 | 78 | 0 | 17 | 6 | 0 | 0 | 16 | 61 | 16 | 28 |
| PESCARA | RYANAIR | S | 54 | 0 | 0 | 85 | 7 | 4 | 2 | 2 | 0 | 13 | 73 | 14 | 56 |
| TOTAL PESCARA | | | 54 | 0 | 0 | 85 | 7 | 4 | 2 | 2 | 0 | 13 | 73 | 14 | 56 |
| PISA | RYANAIR | S | 174 | 0 | 1 | 80 | 12 | 6 | 1 | 0 | 1 | 12 | 63 | 15 | 178 |
| TOTAL PISA | | | 174 | 0 | 1 | 80 | 12 | 6 | 1 | 0 | 1 | 12 | 63 | 15 | 178 |
| RIMINI | RYANAIR | S | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL RIMINI | | | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| ROME (CIAMPINO) | RYANAIR | S | 309 | 0 | 1 | 83 | 10 | 6 | 2 | 1 | 0 | 11 | 69 | 14 | 308 |
| TOTAL ROME (CIAMPINO) | | | 309 | 0 | 1 | 83 | 10 | 6 | 2 | 1 | 0 | 11 | 69 | 14 | 308 |
| ROME (FIUMICINO) | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | 2 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 100 | 0 | 1 |

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|---|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TREVISO | RYANAIR | S | 172 | 0 | 2 | 64 | 23 | 11 | 1 | 1 | 0 | 15 | 58 | 17 | 178 |
| TOTAL TREVISO | | | 172 | 0 | 2 | 64 | 23 | 11 | 1 | 1 | 0 | 15 | 58 | 17 | 178 |
| TRIESTE (RONCHI DEI LEGIONARI) | JET2.COM LTD | C | 6 | 0 | 0 | 17 | 33 | 33 | 17 | 0 | 0 | 38 | 0 | 0 | 0 |
| | RYANAIR | S | 58 | 0 | 0 | 81 | 10 | 2 | 7 | 0 | 0 | 10 | 75 | 11 | 60 |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | 64 | 0 | 0 | 75 | 13 | 5 | 8 | 0 | 0 | 13 | 75 | 11 | 60 |
| TURIN | RYANAIR | S | 58 | 0 | 0 | 64 | 28 | 7 | 2 | 0 | 0 | 14 | 69 | 13 | 62 |
| TOTAL TURIN | | | 58 | 0 | 0 | 64 | 28 | 7 | 2 | 0 | 0 | 14 | 69 | 13 | 62 |
| TOTAL ITALY | | | 1777 | 3 | 6 | 79 | 14 | 6 | 2 | 0 | 0 | 11 | 68 | 14 | 1857 |
| LATVIA | | | | | | | | | | | | | | | |
| RIGA | RYANAIR | S | 120 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 85 | 8 | 124 |
| TOTAL RIGA | | | 120 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 85 | 8 | 124 |
| TOTAL LATVIA | | | 120 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 85 | 8 | 124 |
| LITHUANIA | | | | | | | | | | | | | | | |
| KAUNAS | RYANAIR | S | 124 | 1 | 0 | 90 | 7 | 2 | 0 | 1 | 0 | 7 | 80 | 9 | 88 |
| TOTAL KAUNAS | | | 124 | 1 | 0 | 90 | 7 | 2 | 0 | 1 | 0 | 7 | 80 | 9 | 88 |
| VILNIUS | LITHUANIAN AIRLINES | S | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL VILNIUS | | | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL LITHUANIA | | | 128 | 1 | 0 | 89 | 9 | 2 | 0 | 1 | 0 | 7 | 80 | 9 | 88 |
| MALTA | | | | | | | | | | | | | | | |
| MALTA | AIR MALTA | S | 15 | 0 | 1 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 52 | 28 | 23 |
| TOTAL MALTA | | | 15 | 0 | 1 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 55 | 72 | 33 |
| TOTAL MALTA | | | 15 | 0 | 1 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 55 | 72 | 33 |
| NETHERLANDS | | | | | | | | | | | | | | | |
| AMSTERDAM | EASYJET AIRLINE COMPANY LTD | S | 178 | 1 | 0 | 80 | 10 | 9 | 1 | 0 | 0 | 8 | 71 | 13 | 184 |
| TOTAL AMSTERDAM | | | 178 | 2 | 0 | 80 | 10 | 9 | 1 | 0 | 0 | 8 | 71 | 13 | 184 |
| EINDHOVEN | RYANAIR | S | 107 | 0 | 1 | 81 | 18 | 0 | 0 | 1 | 0 | 11 | 76 | 10 | 109 |
| TOTAL EINDHOVEN | | | 107 | 0 | 1 | 81 | 18 | 0 | 0 | 1 | 0 | 11 | 76 | 10 | 109 |
| TOTAL NETHERLANDS | | | 285 | 2 | 1 | 80 | 13 | 6 | 1 | 0 | 0 | 9 | 73 | 11 | 417 |
| NORWAY | | | | | | | | | | | | | | | |
| HAUGESUND | RYANAIR | S | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 82 | 11 | 28 |
| TOTAL HAUGESUND | | | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 82 | 11 | 28 |
| OSLO (GARDERMOEN) | NORWEGIAN AIR SHUTTLE | S | 116 | 0 | 0 | 71 | 15 | 9 | 3 | 3 | 0 | 21 | 57 | 32 | 116 |
| TOTAL OSLO (GARDERMOEN) | | | 116 | 0 | 0 | 71 | 15 | 9 | 3 | 3 | 0 | 21 | 57 | 32 | 116 |
| SANDEFJORD(TORP) | RYANAIR | S | 184 | 0 | 0 | 86 | 8 | 4 | 2 | 0 | 0 | 8 | 72 | 11 | 164 |
| TOTAL SANDEFJORD(TORP) | | | 184 | 0 | 0 | 86 | 8 | 4 | 2 | 0 | 0 | 8 | 72 | 11 | 164 |
| TROMSOE | NORWEGIAN AIR SHUTTLE | S | 16 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL TROMSOE | | | 16 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |

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| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|-----------------------------|-------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | | Actual (7) | Plan (8) | | | | | | | | | | |
| TRONDHEIM (VAERNES) | NORWEGIAN AIR SHUTTLE | S | 26 | 0 | 0 | 50 | 35 | 15 | 0 | 0 | 0 | 17 | 54 | 25 | 26 |
| TOTAL TRONDHEIM (VAERNES) | | | 26 | 0 | 0 | 50 | 35 | 15 | 0 | 0 | 0 | 17 | 54 | 25 | 26 |
| TOTAL NORWAY | | | 368 | 0 | 0 | 77 | 13 | 7 | 2 | 1 | 0 | 13 | 70 | 17 | 432 |
| POLAND | | | | | | | | | | | | | | | |
| BYDGOSZCZ/SZWEREDOWO | RYANAIR | S | 88 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 6 | 66 | 12 | 62 |
| TOTAL BYDGOSZCZ/SZWEREDOWO | | | 88 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 6 | 66 | 12 | 62 |
| GDANSK | RYANAIR | S | 69 | 0 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 97 | 6 | 64 |
| TOTAL GDANSK | | | 69 | 0 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 97 | 6 | 64 |
| KATOWICE | RYANAIR | S | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | WIZZ AIR | S | 38 | 0 | 4 | 74 | 5 | 0 | 16 | 5 | 0 | 28 | 55 | 37 | 62 |
| TOTAL KATOWICE | | | 48 | 0 | 4 | 73 | 10 | 0 | 13 | 4 | 0 | 24 | 55 | 37 | 62 |
| KRAKOW | RYANAIR | S | 121 | 0 | 3 | 86 | 9 | 3 | 2 | 0 | 0 | 8 | 79 | 11 | 123 |
| TOTAL KRAKOW | | | 121 | 1 | 3 | 86 | 9 | 3 | 2 | 0 | 0 | 8 | 79 | 11 | 123 |
| LODZ LUBLINEK | RYANAIR | S | 76 | 0 | 1 | 71 | 12 | 12 | 5 | 0 | 0 | 13 | 60 | 14 | 62 |
| TOTAL LODZ LUBLINEK | | | 76 | 0 | 1 | 71 | 12 | 12 | 5 | 0 | 0 | 13 | 60 | 14 | 62 |
| POZNAN | RYANAIR | S | 76 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 8 | 89 | 7 | 62 |
| TOTAL POZNAN | | | 76 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 8 | 89 | 7 | 62 |
| RZESZOW | RYANAIR | S | 88 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 8 | 63 | 17 | 62 |
| TOTAL RZESZOW | | | 88 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 8 | 63 | 17 | 62 |
| SZCZECIN (GOLENOW) | RYANAIR | S | 62 | 1 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 67 | 12 | 36 |
| TOTAL SZCZECIN (GOLENOW) | | | 62 | 1 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 67 | 12 | 36 |
| WROCLAW | RYANAIR | S | 107 | 0 | 0 | 76 | 18 | 7 | 0 | 0 | 0 | 9 | 61 | 14 | 88 |
| TOTAL WROCLAW | | | 107 | 0 | 0 | 76 | 18 | 7 | 0 | 0 | 0 | 9 | 61 | 14 | 88 |
| TOTAL POLAND | | | 735 | 3 | 9 | 83 | 11 | 4 | 2 | 0 | 0 | 9 | 71 | 14 | 645 |
| PORTUGAL(EXCLUDING MADEIRA) | | | | | | | | | | | | | | | |
| FARO | EASYJET AIRLINE COMPANY LTD | S | 132 | 0 | 0 | 89 | 9 | 1 | 1 | 0 | 0 | 5 | 66 | 15 | 126 |
| | RYANAIR | S | 26 | 0 | 0 | 69 | 27 | 4 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL FARO | | | 167 | 0 | 0 | 86 | 12 | 1 | 1 | 0 | 0 | 7 | 67 | 14 | 138 |
| LISBON | JET2.COM LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| TOTAL LISBON | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| OPORTO (PORTUGAL) | RYANAIR | S | 132 | 0 | 0 | 70 | 19 | 8 | 3 | 0 | 0 | 13 | 69 | 13 | 122 |
| TOTAL OPORTO (PORTUGAL) | | | 132 | 0 | 0 | 70 | 19 | 8 | 3 | 0 | 0 | 13 | 69 | 13 | 122 |
| TOTAL PORTUGAL(EXCLUDING MADEIRA) | | | 301 | 0 | 0 | 79 | 15 | 4 | 2 | 0 | 0 | 9 | 68 | 14 | 260 |
| PORTUGAL(MADEIRA) | | | | | | | | | | | | | | | |
| FUNCHAL | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 100 | 1 | 6 |
| TOTAL FUNCHAL | | | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 100 | 1 | 6 |
| TOTAL PORTUGAL(MADEIRA) | | | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 100 | 1 | 6 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------|-----------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| REPUBLIC OF MOLDOVA | | | | | | | | | | | | | | | |
| CHISINAU (KISHINEV) | AIR MOLDOVA INTERNATIONAL | S | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 28 | 28 | 18 |
| TOTAL CHISINAU (KISHINEV) | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 28 | 28 | 18 |
| TOTAL REPUBLIC OF MOLDOVA | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 28 | 28 | 18 |
| ROMANIA | | | | | | | | | | | | | | | |
| BUCHAREST (BANEASA) | BLUE AIR TRANSPORT AERIAN | S | 22 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 14 | 75 | 9 | 24 |
| TOTAL BUCHAREST (BANEASA) | | | 22 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 14 | 75 | 9 | 24 |
| TOTAL ROMANIA | | | 22 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 0 | 14 | 75 | 9 | 24 |
| SLOVAK REPUBLIC | | | | | | | | | | | | | | | |
| BRATISLAVA | RYANAIR | S | 121 | 0 | 3 | 70 | 23 | 6 | 0 | 0 | 1 | 14 | 68 | 13 | 124 |
| TOTAL BRATISLAVA | | | 121 | 0 | 3 | 70 | 23 | 6 | 0 | 0 | 1 | 14 | 70 | 12 | 210 |
| TOTAL SLOVAK REPUBLIC | | | 121 | 0 | 3 | 70 | 23 | 6 | 0 | 0 | 1 | 14 | 71 | 12 | 234 |
| SLOVENIA | | | | | | | | | | | | | | | |
| LJUBLJANA | EASYJET AIRLINE COMPANY LTD | S | 62 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 48 | 20 | 62 |
| TOTAL LJUBLJANA | | | 62 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 48 | 20 | 62 |
| TOTAL SLOVENIA | | | 62 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 57 | 17 | 88 |
| SPAIN | | | | | | | | | | | | | | | |
| ALICANTE | EASYJET AIRLINE COMPANY LTD | S | 166 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 5 | 77 | 17 | 162 |
| | RYANAIR | S | 98 | 0 | 0 | 95 | 2 | 1 | 1 | 1 | 0 | 7 | 55 | 17 | 62 |
| TOTAL ALICANTE | | | 264 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 6 | 71 | 17 | 225 |
| ALMERIA | RYANAIR | S | 43 | 0 | 1 | 91 | 9 | 0 | 0 | 0 | 0 | 6 | 78 | 10 | 54 |
| TOTAL ALMERIA | | | 43 | 0 | 1 | 91 | 9 | 0 | 0 | 0 | 0 | 6 | 78 | 11 | 116 |
| ASTURIAS | EASYJET AIRLINE COMPANY LTD | S | 46 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 72 | 22 | 60 |
| TOTAL ASTURIAS | | | 46 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 72 | 22 | 60 |
| BARCELONA | EASYJET AIRLINE COMPANY LTD | S | 122 | 0 | 1 | 89 | 7 | 4 | 0 | 0 | 0 | 6 | 64 | 15 | 123 |
| TOTAL BARCELONA | | | 122 | 0 | 1 | 89 | 7 | 4 | 0 | 0 | 0 | 6 | 64 | 15 | 125 |
| BILBAO | EASYJET AIRLINE COMPANY LTD | S | 70 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 67 | 14 | 116 |
| TOTAL BILBAO | | | 70 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 7 | 67 | 14 | 116 |
| GERONA | RYANAIR | S | 236 | 1 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 12 | 69 | 15 | 236 |
| TOTAL GERONA | | | 236 | 1 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 12 | 69 | 15 | 236 |
| GRANADA | RYANAIR | S | 44 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 69 | 13 | 84 |
| TOTAL GRANADA | | | 44 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 69 | 13 | 84 |
| IBIZA | AIR EUROPA | C | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | EASYJET AIRLINE COMPANY LTD | S | 58 | 0 | 0 | 84 | 14 | 2 | 0 | 0 | 0 | 6 | 77 | 11 | 56 |
| | RYANAIR | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL IBIZA | | | 71 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 8 | 82 | 9 | 74 |
| JEREZ | RYANAIR | S | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 71 | 16 | 84 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--------------------------------------|------------------------------|-------------------|-------------------|------------|---------------------|----------------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|----------|
| | | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 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 JEREZ | | | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 71 | 16 | 84 |
| MADRID | RYANAIR | S | 24 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| TOTAL MADRID | | | 25 | 2 | 0 | 84 | 8 | 8 | 0 | 0 | 0 | 7 | 50 | 28 | 2 |
| MAHON | THOMSON AIRWAYS LTD | C | 12 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 88 | 3 | 8 |
| TOTAL MAHON | | | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 76 | 11 | 17 |
| MALAGA | EASYJET AIRLINE COMPANY LTD | S | 176 | 0 | 0 | 92 | 5 | 2 | 0 | 0 | 1 | 6 | 75 | 14 | 170 |
| | JET2.COM LTD | C | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | RYANAIR | S | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | TITAN AIRWAYS LTD | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL MALAGA | | | 186 | 0 | 0 | 92 | 5 | 2 | 0 | 0 | 1 | 6 | 75 | 14 | 170 |
| MURCIA SAN JAVIER | RYANAIR | S | 111 | 0 | 1 | 73 | 21 | 5 | 0 | 1 | 0 | 12 | 67 | 14 | 116 |
| TOTAL MURCIA SAN JAVIER | | | 111 | 0 | 1 | 73 | 21 | 5 | 0 | 1 | 0 | 12 | 67 | 14 | 116 |
| PALMA DE MALLORCA | EASYJET AIRLINE COMPANY LTD | S | 71 | 0 | 0 | 76 | 10 | 11 | 3 | 0 | 0 | 12 | 60 | 19 | 68 |
| | RYANAIR | S | 84 | 0 | 0 | 83 | 7 | 8 | 1 | 0 | 0 | 9 | 67 | 18 | 64 |
| | THOMAS COOK AIRLINES LTD (MY | C | 14 | 0 | 0 | 71 | 0 | 7 | 7 | 14 | 0 | 59 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 24 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 8 | 86 | 9 | 14 |
| TOTAL PALMA DE MALLORCA | | | 193 | 2 | 0 | 80 | 8 | 9 | 2 | 1 | 0 | 14 | 71 | 15 | 238 |
| REUS | RYANAIR | S | 84 | 0 | 22 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 75 | 11 | 114 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 71 | 14 | 0 | 0 | 14 | 0 | 34 | 0 | 0 | 0 |
| TOTAL REUS | | | 91 | 0 | 22 | 90 | 9 | 0 | 0 | 1 | 0 | 6 | 76 | 11 | 130 |
| SANTANDER | RYANAIR | S | 62 | 0 | 0 | 95 | 2 | 2 | 0 | 2 | 0 | 7 | 84 | 7 | 62 |
| TOTAL SANTANDER | | | 62 | 0 | 0 | 95 | 2 | 2 | 0 | 2 | 0 | 7 | 84 | 7 | 62 |
| SANTIAGO DE COMPOSTELA (SPAIN) | RYANAIR | S | 58 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 67 | 13 | 60 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | 58 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 67 | 13 | 60 |
| SEVILLE | RYANAIR | S | 98 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 7 | 68 | 11 | 92 |
| TOTAL SEVILLE | | | 98 | 2 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 7 | 68 | 11 | 92 |
| VALENCIA | RYANAIR | S | 124 | 0 | 0 | 75 | 11 | 10 | 4 | 0 | 0 | 13 | 80 | 8 | 124 |
| TOTAL VALENCIA | | | 124 | 0 | 0 | 75 | 11 | 10 | 4 | 0 | 0 | 13 | 77 | 9 | 186 |
| VALLADOLID | RYANAIR | S | 56 | 0 | 0 | 77 | 16 | 4 | 4 | 0 | 0 | 12 | 79 | 9 | 56 |
| TOTAL VALLADOLID | | | 57 | 0 | 0 | 75 | 18 | 4 | 4 | 0 | 0 | 12 | 76 | 10 | 63 |
| ZARAGOZA | RYANAIR | S | 44 | 0 | 0 | 66 | 20 | 14 | 0 | 0 | 0 | 12 | 61 | 14 | 44 |
| TOTAL ZARAGOZA | | | 44 | 0 | 0 | 66 | 20 | 14 | 0 | 0 | 0 | 12 | 61 | 14 | 44 |
| TOTAL SPAIN | | | 2021 | 7 | 25 | 86 | 9 | 4 | 1 | 0 | 0 | 9 | 72 | 13 | 2332 |
| SPAIN(CANARY ISLANDS) | | | | | | | | | | | | | | | |
| ARRECIFE | THOMAS COOK AIRLINES LTD (MY | C | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 6 | 86 | 12 | 7 |
| TOTAL ARRECIFE | | | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 62 | 15 | 29 |
| FUERTEVENTURA | RYANAIR | S | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 63 | 13 | 25 | 0 | 0 | 0 | 13 | 67 | 14 | 9 |
| TOTAL FUERTEVENTURA | | | 12 | 0 | 0 | 58 | 8 | 33 | 0 | 0 | 0 | 17 | 72 | 17 | 18 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|--|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 mins | Average Delay (mins) | Number of Flights |
| | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LAS PALMAS | IBERWORLD | C | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 0 | 0 | 0 |
| TOTAL LAS PALMAS | | | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 70 | 12 | 23 |
| TENERIFE (SURREINA SOFIA) | AIR EUROPA | C | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 8 | 0 | 61 | 8 |
| | IBERWORLD | C | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | RYANAIR | S | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 16 | 0 | 0 | 50 | 19 | 13 | 19 | 0 | 0 | 36 | 0 | 0 | 0 |
| TOTAL TENERIFE (SURREINA SOFIA) | | | 33 | 0 | 0 | 67 | 15 | 9 | 9 | 0 | 0 | 21 | 36 | 28 | 86 |
| TOTAL SPAIN(CANARY ISLANDS) | | | 69 | 0 | 0 | 74 | 10 | 10 | 6 | 0 | 0 | 16 | 50 | 22 | 156 |
| SWEDEN | | | | | | | | | | | | | | | |
| GOTEBORG (SAVE) | RYANAIR | S | 172 | 0 | 0 | 70 | 17 | 12 | 1 | 0 | 0 | 12 | 69 | 13 | 172 |
| TOTAL GOTEBORG (SAVE) | | | 172 | 0 | 0 | 70 | 17 | 12 | 1 | 0 | 0 | 12 | 69 | 13 | 172 |
| STOCKHOLM (SKAVSTA) | RYANAIR | S | 182 | 0 | 0 | 81 | 10 | 5 | 2 | 1 | 1 | 13 | 81 | 11 | 178 |
| TOTAL STOCKHOLM (SKAVSTA) | | | 182 | 0 | 0 | 81 | 10 | 5 | 2 | 1 | 1 | 13 | 81 | 11 | 178 |
| VASTERAS | RYANAIR | S | 107 | 0 | 1 | 85 | 7 | 7 | 1 | 0 | 0 | 8 | 65 | 14 | 68 |
| TOTAL VASTERAS | | | 107 | 0 | 1 | 85 | 7 | 7 | 1 | 0 | 0 | 8 | 65 | 14 | 68 |
| TOTAL SWEDEN | | | 462 | 0 | 1 | 78 | 12 | 8 | 2 | 0 | 0 | 12 | 73 | 12 | 480 |
| SWITZERLAND | | | | | | | | | | | | | | | |
| BASLE MULHOUSE | EASYJET AIRLINE COMPANY LTD | S | 62 | 1 | 0 | 81 | 13 | 5 | 0 | 2 | 0 | 11 | 47 | 21 | 62 |
| TOTAL BASLE MULHOUSE | | | 62 | 1 | 0 | 81 | 13 | 5 | 0 | 2 | 0 | 11 | 47 | 21 | 62 |
| TOTAL SWITZERLAND | | | 62 | 8 | 0 | 81 | 13 | 5 | 0 | 2 | 0 | 11 | 48 | 22 | 118 |
| TURKEY | | | | | | | | | | | | | | | |
| ADANA | KIBRIS TURKISH AIRLINES - KTHY | S | 8 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL ADANA | | | 8 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| ANTALYA | KIBRIS TURKISH AIRLINES - KTHY | S | 53 | 0 | 7 | 75 | 15 | 6 | 4 | 0 | 0 | 13 | 64 | 79 | 42 |
| | THOMAS COOK AIRLINES LTD (MY | C | 24 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | 77 | 0 | 7 | 73 | 16 | 9 | 3 | 0 | 0 | 13 | 68 | 49 | 77 |
| BODRUM (MILAS) | THOMAS COOK AIRLINES LTD (MY | C | 8 | 0 | 0 | 63 | 0 | 13 | 25 | 0 | 0 | 27 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| TOTAL BODRUM (MILAS) | | | 17 | 0 | 0 | 59 | 24 | 6 | 12 | 0 | 0 | 18 | 75 | 12 | 12 |
| DALAMAN | KIBRIS TURKISH AIRLINES - KTHY | S | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 13 | 83 | 7 | 6 |
| | ONUR AIR | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | THOMAS COOK AIRLINES LTD (MY | C | 24 | 0 | 0 | 63 | 4 | 13 | 21 | 0 | 0 | 27 | 0 | 0 | 0 |
| | THOMSON AIRWAYS LTD | C | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | 39 | 0 | 0 | 72 | 5 | 10 | 13 | 0 | 0 | 19 | 74 | 19 | 42 |
| GAZIANTEP | KIBRIS TURKISH AIRLINES - KTHY | S | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 53 | 8 |
| TOTAL GAZIANTEP | | | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 53 | 8 |
| ISTANBUL | THY TURK HAVA YOLLARI TURKIS | S | 62 | 1 | 0 | 69 | 10 | 19 | 2 | 0 | 0 | 14 | 45 | 21 | 62 |
| TOTAL ISTANBUL | | | 62 | 1 | 0 | 69 | 10 | 19 | 2 | 0 | 0 | 14 | 46 | 21 | 63 |
| ISTANBUL (SABIHA GOKCEN) | PEGASUS AIRLINES | S | 46 | 0 | 0 | 67 | 13 | 13 | 7 | 0 | 0 | 19 | 69 | 21 | 26 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - FULL FOR OCTOBER 2008

Reporting Airport: STANSTED (Full Analysis)

| ORIGIN / DESTINATION | AIRLINE | CHARTER/ SCHED | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | |
|----------------------------------|--------------------------------|-------------------|-------------------|----------|-----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 ISTANBUL (SABIHA GOKCEN) | | | 47 | 0 | 0 | 66 | 13 | 15 | 6 | 0 | 0 | 19 | 69 | 21 | 26 |
| IZMIR (ADNAM MENDERES) | KIBRIS TURKISH AIRLINES - KTHY | S | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 75 | 11 | 8 |
| TOTAL IZMIR (ADNAM MENDERES) | | | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 79 | 11 | 24 |
| TOTAL TURKEY | | | 268 | 1 | 7 | 68 | 15 | 12 | 5 | 0 | 0 | 16 | 63 | 29 | 252 |
| UNITED KINGDOM | | | | | | | | | | | | | | | |
| BELFAST CITY (GEORGE BEST) | RYANAIR | S | 284 | 0 | 0 | 96 | 3 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 16 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | 284 | 0 | 0 | 96 | 3 | 0 | 0 | 0 | 0 | 3 | 82 | 8 | 124 |
| BELFAST INTERNATIONAL | EASYJET AIRLINE COMPANY LTD | S | 285 | 1 | 1 | 88 | 6 | 4 | 2 | 0 | 0 | 7 | 73 | 13 | 286 |
| TOTAL BELFAST INTERNATIONAL | | | 285 | 1 | 1 | 88 | 6 | 4 | 2 | 0 | 0 | 7 | 73 | 13 | 286 |
| TOTAL BIRMINGHAM | | | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| CITY OF DERRY (EGLINTON) | RYANAIR | S | 112 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 5 | 84 | 7 | 116 |
| TOTAL CITY OF DERRY (EGLINTON) | | | 112 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 5 | 84 | 7 | 116 |
| EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | 292 | 1 | 1 | 89 | 6 | 4 | 0 | 1 | 0 | 7 | 67 | 15 | 294 |
| TOTAL EDINBURGH | | | 294 | 2 | 1 | 89 | 6 | 4 | 0 | 1 | 0 | 7 | 67 | 15 | 294 |
| GLASGOW | EASYJET AIRLINE COMPANY LTD | S | 272 | 2 | 0 | 92 | 4 | 2 | 1 | 1 | 0 | 6 | 80 | 9 | 286 |
| TOTAL GLASGOW | | | 272 | 5 | 0 | 92 | 4 | 2 | 1 | 1 | 0 | 6 | 78 | 11 | 392 |
| GUERNSEY | AURIGNY AIR SERVICES | S | 62 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 98 | 3 | 62 |
| TOTAL GUERNSEY | | | 62 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 98 | 3 | 62 |
| HEATHROW | BMI BRITISH MIDLAND | S | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | BRITISH AIRWAYS PLC | S | 7 | 1 | 1 | 0 | 0 | 29 | 71 | 0 | 0 | 86 | 0 | 0 | 0 |
| TOTAL HEATHROW | | | 10 | 1 | 1 | 10 | 10 | 30 | 50 | 0 | 0 | 66 | 0 | 0 | 0 |
| MANCHESTER | EASTERN AIRWAYS | S | 136 | 0 | 4 | 85 | 11 | 2 | 2 | 0 | 0 | 9 | 94 | 3 | 18 |
| | EASTERN AIRWAYS | C | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | THOMAS COOK SCANDANAVIA | C | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL MANCHESTER | | | 142 | 2 | 4 | 84 | 11 | 4 | 2 | 0 | 0 | 9 | 76 | 15 | 112 |
| NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | 175 | 0 | 3 | 84 | 10 | 3 | 2 | 1 | 0 | 8 | 68 | 19 | 232 |
| TOTAL NEWCASTLE | | | 175 | 0 | 3 | 84 | 10 | 3 | 2 | 1 | 0 | 8 | 68 | 19 | 232 |
| NEWQUAY | RYANAIR | S | 112 | 0 | 2 | 80 | 14 | 4 | 0 | 1 | 0 | 10 | 62 | 17 | 60 |
| TOTAL NEWQUAY | | | 112 | 0 | 2 | 80 | 14 | 4 | 0 | 1 | 0 | 10 | 62 | 17 | 60 |
| PRESTWICK | RYANAIR | S | 268 | 0 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 9 | 75 | 11 | 302 |
| TOTAL PRESTWICK | | | 268 | 0 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 9 | 75 | 11 | 302 |
| TOTAL UNITED KINGDOM | | | 2020 | 17 | 12 | 88 | 7 | 3 | 1 | 0 | 0 | 7 | 75 | 12 | 1981 |
| TOTAL STANSTED | | | 14580 | 65 | 75 | 82 | 11 | 5 | 1 | 0 | 0 | 9 | 72 | 14 | 15964 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| AALBORG | | | | | | | | | | | | | | | | | | |
| | GATWICK | STERLING AIRLINES | | S A | 20 | 0 | 0 | 85 | 5 | 0 | 5 | 5 | 0 | 18 | 73 | 17 | 22 | |
| | GATWICK | STERLING AIRLINES | | S D | 20 | 0 | 0 | 85 | 5 | 0 | 5 | 5 | 0 | 16 | 77 | 17 | 22 | |
| TOTAL AALBORG | | | | | 42 | 1 | 0 | 86 | 5 | 0 | 5 | 5 | 0 | 17 | 75 | 17 | 17 | |
| AARHUS (TIRSTRUP) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 49 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 3 | 83 | 6 | 52 | |
| | STANSTED | RYANAIR | | S D | 49 | 0 | 0 | 82 | 16 | 2 | 0 | 0 | 0 | 9 | 63 | 15 | 52 | |
| TOTAL AARHUS (TIRSTRUP) | | | | | 98 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 73 | 11 | 11 | |
| ABERDEEN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 185 | 0 | 1 | 70 | 17 | 8 | 5 | 1 | 0 | 14 | 80 | 11 | 167 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 183 | 0 | 0 | 79 | 8 | 8 | 4 | 0 | 0 | 12 | 74 | 12 | 168 | |
| | MANCHESTER | BMI REGIONAL | | S A | 177 | 0 | 0 | 91 | 6 | 1 | 2 | 0 | 0 | 6 | 86 | 8 | 181 | |
| | MANCHESTER | BMI REGIONAL | | S D | 178 | 0 | 0 | 94 | 2 | 1 | 2 | 0 | 0 | 5 | 89 | 6 | 181 | |
| | BIRMINGHAM | BMIBABY LTD | | S A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 7 | 94 | 3 | 54 | |
| | BIRMINGHAM | BMIBABY LTD | | S D | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 9 | 72 | 12 | 54 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 199 | 0 | 1 | 70 | 19 | 8 | 4 | 0 | 0 | 14 | 65 | 21 | 199 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 200 | 0 | 0 | 74 | 13 | 11 | 3 | 0 | 0 | 12 | 54 | 24 | 200 | |
| | MANCHESTER | EASTERN AIRWAYS | | C A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | EASTERN AIRWAYS | | C D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | NEWCASTLE | EASTERN AIRWAYS | | S A | 130 | 1 | 1 | 92 | 5 | 2 | 1 | 0 | 0 | 5 | 90 | 5 | 122 | |
| | NEWCASTLE | EASTERN AIRWAYS | | S D | 128 | 1 | 3 | 88 | 6 | 4 | 2 | 0 | 0 | 6 | 83 | 10 | 123 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 53 | 0 | 0 | 79 | 8 | 9 | 4 | 0 | 0 | 11 | 74 | 14 | 54 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 54 | 0 | 0 | 67 | 22 | 6 | 6 | 0 | 0 | 16 | 50 | 21 | 54 | |
| | BIRMINGHAM | FLYBE LTD | | S A | 77 | 0 | 0 | 81 | 9 | 3 | 6 | 1 | 0 | 13 | 93 | 5 | 81 | |
| | BIRMINGHAM | FLYBE LTD | | S D | 76 | 0 | 0 | 67 | 16 | 8 | 9 | 0 | 0 | 18 | 89 | 7 | 80 | |
| | GATWICK | FLYBE LTD | | S A | 85 | 0 | 0 | 86 | 6 | 6 | 2 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | FLYBE LTD | | S D | 85 | 0 | 0 | 72 | 14 | 9 | 2 | 2 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL ABERDEEN | | | | | 1880 | 4 | 6 | 80 | 11 | 6 | 3 | 0 | 0 | 11 | 75 | 13 | 13 | |
| ABU DHABI INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ETIHAD AIRWAYS | | S A | 78 | 0 | 0 | 81 | 8 | 3 | 8 | 1 | 0 | 15 | 97 | 3 | 64 | |
| | HEATHROW | ETIHAD AIRWAYS | | S D | 78 | 0 | 0 | 71 | 17 | 4 | 9 | 0 | 0 | 17 | 48 | 25 | 64 | |
| | MANCHESTER | ETIHAD AIRWAYS | | S A | 31 | 0 | 0 | 84 | 3 | 6 | 6 | 0 | 0 | 11 | 87 | 16 | 31 | |
| | MANCHESTER | ETIHAD AIRWAYS | | S D | 31 | 0 | 0 | 74 | 13 | 10 | 3 | 0 | 0 | 12 | 68 | 20 | 31 | |
| TOTAL ABU DHABI INTERNATIONAL | | | | | 218 | 0 | 0 | 77 | 11 | 5 | 7 | 0 | 0 | 15 | 74 | 15 | 15 | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | |
| ABUJA | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 5 | 97 | 1 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 45 | 42 | 10 | 3 | 0 | 0 | 19 | 65 | 12 | 31 |
| TOTAL ABUJA | | | | | 62 | 0 | 0 | 68 | 24 | 5 | 3 | 0 | 0 | 12 | 81 | 7 | 7 |
| ACCRA | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 94 | 2 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 26 | 32 | 35 | 6 | 0 | 0 | 31 | 19 | 36 | 31 |
| | GATWICK | GHANA INTERNATIONAL AIRLINES | S | A | 18 | 0 | 3 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 68 | 39 | 19 |
| | GATWICK | GHANA INTERNATIONAL AIRLINES | S | D | 18 | 0 | 3 | 44 | 50 | 0 | 6 | 0 | 0 | 19 | 26 | 84 | 19 |
| TOTAL ACCRA | | | | | 98 | 0 | 6 | 63 | 21 | 12 | 3 | 0 | 0 | 15 | 54 | 35 | 35 |
| ADANA | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | D | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL ADANA | | | | | 8 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| ADDIS ABABA | HEATHROW | BMI BRITISH MIDLAND | S | A | 22 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 10 | 0 | 28 | 2 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 22 | 0 | 0 | 68 | 9 | 9 | 14 | 0 | 0 | 21 | 0 | 37 | 3 |
| | HEATHROW | ETHIOPIAN AIRLINES | S | A | 27 | 0 | 1 | 48 | 19 | 15 | 15 | 4 | 0 | 34 | 62 | 23 | 26 |
| | HEATHROW | ETHIOPIAN AIRLINES | S | D | 27 | 0 | 1 | 70 | 15 | 4 | 11 | 0 | 0 | 18 | 23 | 26 | 26 |
| TOTAL ADDIS ABABA | | | | | 98 | 1 | 2 | 67 | 12 | 8 | 11 | 1 | 0 | 21 | 39 | 29 | 29 |
| AGADIR | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 20 | 40 | 0 | 40 | 0 | 0 | 33 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL AGADIR | | | | | 39 | 0 | 0 | 67 | 13 | 13 | 8 | 0 | 0 | 17 | 82 | 18 | 18 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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 | AIR INDIA | S | A | 2 | 0 | 4 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 36 | 33 | 14 | | |
| | HEATHROW | AIR INDIA | S | D | 4 | 0 | 4 | 50 | 0 | 0 | 25 | 25 | 0 | 85 | 42 | 29 | 19 | | |
| TOTAL AHMEDABAD | | | | | 6 | 0 | 8 | 50 | 17 | 0 | 17 | 17 | 0 | 62 | 63 | 19 | 19 | | |
| AKTAU | | | | | | | | | | | | | | | | | | | |
| ALEPPO | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 12 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 9 | 0 | 0 | 0 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 13 | 0 | 0 | 38 | 23 | 38 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | | |
| TOTAL ALEPPO | | | | | 25 | 0 | 0 | 64 | 12 | 20 | 4 | 0 | 0 | 17 | 58 | 18 | 18 | | |
| ALESUND | | | | | | | | | | | | | | | | | | | |
| | GATWICK | SAS | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 67 | 23 | 9 | | |
| | GATWICK | SAS | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 56 | 25 | 9 | | |
| TOTAL ALESUND | | | | | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 61 | 24 | 24 | | |
| ALEXANDRIA (BORG EL ARA | | | | | | | | | | | | | | | | | | | |
| TOTAL ALEXANDRIA (BORG EL ARAB) | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 50 | 21 | 21 | | |
| ALGHERO/SASSARI | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 38 | 0 | 0 | 95 | 3 | 0 | 3 | 0 | 0 | 4 | 93 | 3 | 58 | | |
| | STANSTED | RYANAIR | S | D | 38 | 0 | 0 | 87 | 11 | 0 | 3 | 0 | 0 | 9 | 90 | 8 | 58 | | |
| TOTAL ALGHERO/SASSARI | | | | | 77 | 0 | 0 | 91 | 6 | 0 | 3 | 0 | 0 | 6 | 92 | 5 | 5 | | |
| ALGIERS | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR ALGERIE | S | A | 17 | 0 | 0 | 47 | 24 | 12 | 18 | 0 | 0 | 27 | 38 | 34 | 16 | | |
| | HEATHROW | AIR ALGERIE | S | D | 17 | 0 | 0 | 76 | 6 | 12 | 6 | 0 | 0 | 13 | 56 | 32 | 16 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 61 | 23 | 10 | 6 | 0 | 0 | 19 | 0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 55 | 23 | 13 | 10 | 0 | 0 | 21 | 0 | 0 | 0 | | |
| TOTAL ALGIERS | | | | | 96 | 0 | 0 | 59 | 20 | 11 | 9 | 0 | 0 | 20 | 49 | 31 | 31 | | |
| ALICANTE | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | S | A | 30 | 0 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 81 | 11 | 32 | | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 30 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 11 | 32 | | |
| | MANCHESTER | BMIBABY LTD | S | A | 23 | 0 | 4 | 65 | 17 | 9 | 9 | 0 | 0 | 17 | 80 | 14 | 30 | | |
| | MANCHESTER | BMIBABY LTD | S | D | 23 | 0 | 4 | 83 | 4 | 0 | 13 | 0 | 0 | 14 | 67 | 16 | 30 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 32 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 10 | 0 | 0 | 0 | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 3 | 4 | | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 100 | 3 | 4 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 131 | 0 | 0 | 77 | 8 | 7 | 8 | 0 | 0 | 15 | 69 | 16 | 70 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 130 | 0 | 2 | 78 | 8 | 5 | 9 | 0 | 0 | 16 | 68 | 14 | 69 | | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 28 | 0 | 0 | 71 | 14 | 7 | 7 | 0 | 0 | 15 | 86 | 4 | 29 | | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 2 | 85 | 7 | 4 | 4 | 0 | 0 | 10 | 83 | 9 | 29 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 48 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 0 | 7 | 81 | 13 | 47 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 47 | 0 | 0 | 70 | 21 | 9 | 0 | 0 | 0 | 12 | 79 | 12 | 48 | | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 17 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 53 | 1 | 0 | 75 | 2 | 9 | 11 | 2 | 0 | 22 | 80 | 12 | 54 | | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 53 | 0 | 0 | 68 | 13 | 8 | 6 | 6 | 0 | 25 | 78 | 8 | 54 | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 83 | 0 | 0 | 88 | 7 | 5 | 0 | 0 | 0 | 5 | 77 | 18 | 81 | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 83 | 0 | 0 | 90 | 7 | 2 | 0 | 0 | 0 | 5 | 78 | 16 | 81 | | |
| | EDINBURGH | FLYGLOBESPAN | S | A | 21 | 0 | 0 | 57 | 14 | 10 | 0 | 0 | 19 | 91 | 94 | 6 | 31 | | |
| | EDINBURGH | FLYGLOBESPAN | S | D | 22 | 0 | 0 | 73 | 5 | 5 | 0 | 0 | 18 | 83 | 90 | 6 | 31 | | |
| | GLASGOW | FLYGLOBESPAN | S | A | 26 | 0 | 0 | 81 | 4 | 0 | 12 | 0 | 4 | 28 | 68 | 36 | 31 | | |
| | GLASGOW | FLYGLOBESPAN | S | D | 26 | 0 | 0 | 77 | 8 | 4 | 8 | 0 | 4 | 31 | 65 | 36 | 31 | | |
| | MANCHESTER | JET2.COM LTD | S | A | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 6 | 88 | 7 | 32 | | |
| | MANCHESTER | JET2.COM LTD | S | D | 31 | 0 | 0 | 81 | 6 | 10 | 3 | 0 | 0 | 10 | 91 | 5 | 32 | | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 20 | 30 | | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 93 | 15 | 30 | | |
| | EDINBURGH | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 3 | 5 | | |
| | EDINBURGH | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 4 | 5 | | |
| | GATWICK | MONARCH AIRLINES | S | A | 55 | 0 | 0 | 85 | 4 | 4 | 2 | 4 | 2 | 21 | 56 | 46 | 57 | | |
| | GATWICK | MONARCH AIRLINES | S | D | 55 | 0 | 0 | 85 | 2 | 2 | 5 | 4 | 2 | 24 | 66 | 37 | 56 | | |
| | GLASGOW | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 27 | 80 | 4 | 5 | | |
| | GLASGOW | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 100 | 10 | 4 | | |
| | LUTON | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 9 | 68 | 15 | 31 | | |
| | LUTON | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 74 | 16 | 6 | 3 | 0 | 0 | 13 | 74 | 18 | 31 | | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 57 | 0 | 0 | 79 | 12 | 2 | 4 | 4 | 0 | 20 | 56 | 21 | 57 | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 57 | 0 | 0 | 84 | 5 | 4 | 4 | 4 | 0 | 19 | 86 | 10 | 56 | | |
| | BIRMINGHAM | RYANAIR | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| | BIRMINGHAM | RYANAIR | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | EDINBURGH | RYANAIR | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 49 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 4 | 65 | 11 | 31 | 31 |
| | STANSTED | RYANAIR | S | D | 49 | 0 | 0 | 92 | 4 | 2 | 0 | 2 | 0 | 9 | 45 | 23 | 31 | 31 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 0 | 4 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 3 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 75 | 79 | 4 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 50 | 103 | 4 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 11 | 0 | 0 | 82 | 0 | 9 | 0 | 9 | 0 | 25 | 62 | 34 | 13 | 13 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 12 | 0 | 0 | 58 | 17 | 8 | 8 | 8 | 0 | 36 | 86 | 6 | 14 | 14 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 4 | 4 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 9 | 100 | 0 | 4 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 13 | 5 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 5 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 21 | 0 | 0 | 71 | 0 | 14 | 10 | 5 | 0 | 29 | 88 | 4 | 17 | 17 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 67 | 5 | 10 | 14 | 5 | 0 | 35 | 82 | 7 | 17 | 17 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 78 | 10 | 9 | 9 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 88 | 6 | 8 | 8 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 81 | 8 | 21 | 21 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 30 | 0 | 1 | 73 | 7 | 0 | 17 | 0 | 3 | 48 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 31 | 0 | 2 | 61 | 10 | 6 | 16 | 3 | 3 | 57 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 71 | 11 | 21 | 21 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 82 | 12 | 0 | 6 | 0 | 0 | 11 | 86 | 27 | 22 | 22 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 77 | 26 | 22 | 22 |
| TOTAL ALICANTE | | | | | 1791 | 1 | 17 | 82 | 7 | 5 | 4 | 1 | 1 | 16 | 76 | 17 | 17 | 17 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| ALMATY | HEATHROW | AIR ASTANA | | S A | 8 | 0 | 0 | 13 | 25 | 38 | 25 | 0 | 0 | 33 | 89 | 8 | 9 |
| | HEATHROW | AIR ASTANA | | S D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 56 | 14 | 9 |
| TOTAL ALMATY | | | | | 16 | 7 | 0 | 38 | 25 | 25 | 13 | 0 | 0 | 23 | 64 | 19 | 19 |
| ALMERIA | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 84 | 10 | 3 | 0 | 3 | 0 | 14 | 81 | 12 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 4 | 87 | 8 | 31 |
| | BIRMINGHAM | MONARCH AIRLINES | | S A | 13 | 0 | 0 | 69 | 23 | 0 | 8 | 0 | 0 | 16 | 64 | 87 | 14 |
| | BIRMINGHAM | MONARCH AIRLINES | | S D | 13 | 0 | 0 | 62 | 8 | 31 | 0 | 0 | 0 | 17 | 79 | 21 | 14 |
| | LUTON | MONARCH AIRLINES | | S A | 17 | 0 | 0 | 82 | 0 | 12 | 6 | 0 | 0 | 16 | 88 | 5 | 17 |
| | LUTON | MONARCH AIRLINES | | S D | 17 | 0 | 0 | 88 | 6 | 6 | 0 | 0 | 0 | 6 | 78 | 15 | 18 |
| | MANCHESTER | MONARCH AIRLINES | | S A | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 6 | 81 | 20 | 21 |
| | MANCHESTER | MONARCH AIRLINES | | S D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 90 | 11 | 21 |
| | STANSTED | RYANAIR | | S A | 21 | 0 | 1 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 81 | 7 | 27 |
| | STANSTED | RYANAIR | | S D | 22 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 6 | 74 | 13 | 27 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 |
| TOTAL ALMERIA | | | | | 209 | 0 | 1 | 86 | 9 | 4 | 1 | 0 | 0 | 9 | 79 | 15 | 15 |
| ALTENBURG - WALLBURG | STANSTED | RYANAIR | | S A | 29 | 0 | 0 | 79 | 3 | 7 | 10 | 0 | 0 | 14 | 73 | 9 | 30 |
| | STANSTED | RYANAIR | | S D | 29 | 0 | 0 | 69 | 14 | 7 | 10 | 0 | 0 | 18 | 57 | 17 | 30 |
| TOTAL ALTENBURG - WALLBURG | | | | | 58 | 0 | 0 | 74 | 9 | 7 | 10 | 0 | 0 | 16 | 65 | 13 | 13 |
| AMMAN | HEATHROW | BMI BRITISH MIDLAND | | S A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 100 | 9 | 1 |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 13 | 0 | 0 | 62 | 31 | 8 | 0 | 0 | 0 | 13 | 100 | 15 | 1 |
| | HEATHROW | ROYAL JORDANIAN | | S A | 31 | 0 | 0 | 77 | 6 | 6 | 6 | 3 | 0 | 23 | 87 | 12 | 31 |
| | HEATHROW | ROYAL JORDANIAN | | S D | 31 | 0 | 0 | 61 | 26 | 3 | 6 | 3 | 0 | 27 | 32 | 30 | 31 |
| TOTAL AMMAN | | | | | 88 | 2 | 0 | 70 | 18 | 5 | 5 | 2 | 0 | 20 | 58 | 23 | 23 |
| AMRITSAR | HEATHROW | AIR INDIA | | S A | 5 | 0 | 1 | 40 | 20 | 20 | 0 | 0 | 20 | 112 | 0 | 97 | 15 |
| | HEATHROW | AIR INDIA | | S D | 2 | 0 | 1 | 0 | 0 | 50 | 50 | 0 | 0 | 65 | 6 | 123 | 16 |
| | HEATHROW | JET AIRWAYS | | S A | 31 | 0 | 0 | 87 | 6 | 0 | 0 | 6 | 0 | 17 | 100 | 1 | 12 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| AMRITSAR | HEATHROW | JET AIRWAYS | | S D | 31 | 0 | 0 | 84 | 6 | 3 | 6 | 0 | 0 | 9 | 69 | 8 | 13 |
| TOTAL AMRITSAR | | | | | 69 | 0 | 2 | 80 | 7 | 4 | 4 | 3 | 1 | 22 | 39 | 63 | 63 |
| AMSTERDAM | LONDON CITY | BA CITYFLYER LTD | | S A | 92 | 1 | 0 | 90 | 4 | 3 | 2 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LONDON CITY | BA CITYFLYER LTD | | S D | 94 | 0 | 0 | 46 | 28 | 22 | 4 | 0 | 0 | 22 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 227 | 0 | 0 | 76 | 15 | 7 | 2 | 0 | 0 | 10 | 62 | 20 | 232 |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 227 | 0 | 0 | 76 | 16 | 5 | 3 | 0 | 0 | 10 | 52 | 22 | 232 |
| | BIRMINGHAM | BMIBABY LTD | | S A | 58 | 0 | 0 | 79 | 9 | 7 | 3 | 2 | 0 | 14 | 81 | 8 | 58 |
| | BIRMINGHAM | BMIBABY LTD | | S D | 57 | 1 | 0 | 77 | 9 | 7 | 5 | 2 | 0 | 19 | 86 | 7 | 58 |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 137 | 0 | 0 | 80 | 15 | 4 | 1 | 0 | 0 | 8 | 66 | 16 | 157 |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 137 | 0 | 0 | 84 | 9 | 6 | 1 | 0 | 0 | 9 | 68 | 14 | 157 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 207 | 0 | 1 | 79 | 13 | 5 | 2 | 0 | 0 | 9 | 85 | 10 | 232 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 207 | 0 | 1 | 86 | 9 | 3 | 1 | 0 | 0 | 8 | 66 | 16 | 234 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 88 | 4 | 51 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 7 | 78 | 8 | 51 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 111 | 0 | 0 | 83 | 9 | 6 | 2 | 0 | 0 | 8 | 62 | 15 | 136 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 111 | 0 | 0 | 79 | 13 | 7 | 1 | 0 | 0 | 9 | 74 | 12 | 136 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 84 | 0 | 0 | 80 | 13 | 6 | 1 | 0 | 0 | 8 | 83 | 11 | 121 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 85 | 0 | 0 | 82 | 8 | 8 | 1 | 0 | 0 | 9 | 79 | 9 | 120 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 89 | 1 | 0 | 85 | 6 | 7 | 2 | 0 | 0 | 7 | 79 | 11 | 92 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 89 | 0 | 0 | 74 | 15 | 11 | 0 | 0 | 0 | 10 | 62 | 15 | 92 |
| | BIRMINGHAM | KLM | | S A | 95 | 0 | 0 | 96 | 1 | 3 | 0 | 0 | 0 | 3 | 94 | 4 | 67 |
| | BIRMINGHAM | KLM | | S D | 95 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 4 | 91 | 7 | 67 |
| | EDINBURGH | KLM | | S A | 100 | 0 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 5 | 95 | 3 | 98 |
| | EDINBURGH | KLM | | S D | 100 | 0 | 0 | 84 | 12 | 2 | 2 | 0 | 0 | 8 | 95 | 5 | 98 |
| | GLASGOW | KLM | | S A | 91 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 4 | 95 | 3 | 64 |
| | GLASGOW | KLM | | S D | 91 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 6 | 81 | 8 | 64 |
| | HEATHROW | KLM | | S A | 258 | 0 | 3 | 90 | 5 | 3 | 2 | 0 | 0 | 5 | 90 | 5 | 278 |
| | HEATHROW | KLM | | S D | 258 | 0 | 3 | 86 | 9 | 2 | 2 | 0 | 0 | 7 | 68 | 17 | 276 |
| | MANCHESTER | KLM | | S A | 107 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 90 | 6 | 117 |
| | MANCHESTER | KLM | | S D | 107 | 0 | 0 | 92 | 7 | 0 | 1 | 0 | 0 | 4 | 85 | 10 | 117 |
| | NEWCASTLE | KLM | | S A | 62 | 0 | 0 | 90 | 8 | 2 | 0 | 0 | 0 | 4 | 89 | 5 | 57 |
| | NEWCASTLE | KLM | | S D | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 88 | 5 | 58 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| AMSTERDAM | BIRMINGHAM | KLM CITYHOPPER | S | A | 81 | 0 | 0 | 89 | 4 | 5 | 2 | 0 | 0 | 7 | 88 | 6 | 112 |
| | BIRMINGHAM | KLM CITYHOPPER | S | D | 81 | 0 | 0 | 83 | 9 | 6 | 2 | 0 | 0 | 9 | 84 | 8 | 112 |
| | EDINBURGH | KLM CITYHOPPER | S | A | 48 | 0 | 0 | 75 | 13 | 6 | 6 | 0 | 0 | 13 | 77 | 13 | 56 |
| | EDINBURGH | KLM CITYHOPPER | S | D | 48 | 0 | 0 | 79 | 13 | 2 | 6 | 0 | 0 | 11 | 66 | 15 | 56 |
| | GLASGOW | KLM CITYHOPPER | S | A | 54 | 0 | 0 | 76 | 19 | 2 | 2 | 2 | 0 | 14 | 88 | 6 | 81 |
| | GLASGOW | KLM CITYHOPPER | S | D | 54 | 0 | 0 | 57 | 28 | 9 | 4 | 2 | 0 | 22 | 79 | 11 | 80 |
| | HEATHROW | KLM CITYHOPPER | S | A | 35 | 0 | 0 | 80 | 14 | 0 | 6 | 0 | 0 | 10 | 86 | 9 | 7 |
| | HEATHROW | KLM CITYHOPPER | S | D | 35 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 71 | 83 | 7 |
| | LONDON CITY | KLM CITYHOPPER | S | A | 175 | 0 | 0 | 88 | 7 | 2 | 3 | 0 | 0 | 8 | 74 | 13 | 173 |
| | LONDON CITY | KLM CITYHOPPER | S | D | 174 | 0 | 0 | 51 | 31 | 14 | 4 | 0 | 0 | 20 | 35 | 26 | 172 |
| | MANCHESTER | KLM CITYHOPPER | S | A | 71 | 0 | 0 | 83 | 6 | 10 | 1 | 0 | 0 | 9 | 83 | 9 | 81 |
| | MANCHESTER | KLM CITYHOPPER | S | D | 71 | 0 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 9 | 79 | 12 | 80 |
| | NEWCASTLE | KLM CITYHOPPER | S | A | 75 | 0 | 0 | 84 | 5 | 7 | 4 | 0 | 0 | 11 | 92 | 5 | 93 |
| | NEWCASTLE | KLM CITYHOPPER | S | D | 75 | 0 | 0 | 79 | 11 | 7 | 4 | 0 | 0 | 12 | 88 | 6 | 92 |
| | LONDON CITY | VLM (BELGIUM) | S | A | 253 | 1 | 18 | 93 | 4 | 2 | 1 | 0 | 0 | 4 | 88 | 7 | 205 |
| | LONDON CITY | VLM (BELGIUM) | S | D | 252 | 1 | 19 | 76 | 15 | 7 | 2 | 0 | 0 | 12 | 69 | 17 | 205 |
| TOTAL AMSTERDAM | | | | | 5085 | 9 | 45 | 82 | 11 | 5 | 2 | 0 | 0 | 9 | 76 | 12 | 12 |
| ANCONA | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 69 | 21 | 10 | 0 | 0 | 0 | 11 | 73 | 12 | 30 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 52 | 41 | 7 | 0 | 0 | 0 | 13 | 47 | 18 | 30 |
| TOTAL ANCONA | | | | | 58 | 0 | 0 | 60 | 31 | 9 | 0 | 0 | 0 | 12 | 60 | 15 | 15 |
| ANGOULEME | STANSTED | RYANAIR | S | A | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 11 | 0 | 0 | 64 | 27 | 9 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ANGOULEME | | | | | 22 | 0 | 0 | 77 | 18 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| ANKARA (ESENBOGA) | HEATHROW | BMI BRITISH MIDLAND | S | A | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 26 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 6 | 0 | 0 | 33 | 33 | 17 | 17 | 0 | 0 | 27 | 0 | 0 | 0 |
| TOTAL ANKARA (ESENBOGA) | | | | | 12 | 0 | 0 | 50 | 25 | 8 | 17 | 0 | 0 | 26 | 0 | 0 | 0 |
| ANTALYA | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | |
| ANTALYA | GLASGOW | FREEBIRD AIRLINES | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GLASGOW | FREEBIRD AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 392 | 1 |
| | HEATHROW | KIBRIS TURKISH AIRLINES - KTHY | S | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 73 | 0 | 27 | 3 |
| | HEATHROW | KIBRIS TURKISH AIRLINES - KTHY | S | D | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 54 | 67 | 9 | 3 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | A | 27 | 0 | 3 | 67 | 22 | 7 | 4 | 0 | 0 | 17 | 57 | 81 | 21 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | D | 26 | 0 | 4 | 85 | 8 | 4 | 4 | 0 | 0 | 9 | 71 | 77 | 21 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GATWICK | ONUR AIR | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 5 | 4 |
| | GATWICK | ONUR AIR | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 25 | 30 | 4 |
| | MANCHESTER | ONUR AIR | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 24 | 4 |
| | MANCHESTER | ONUR AIR | C | D | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 349 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 22 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 11 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 19 | 1 | 0 | 58 | 16 | 11 | 11 | 0 | 5 | 71 | 25 | 40 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 16 | 0 | 0 | 69 | 13 | 6 | 13 | 0 | 0 | 23 | 67 | 42 | 3 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 16 | 0 | 0 | 81 | 6 | 6 | 6 | 0 | 0 | 10 | 100 | 0 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 10 | 100 | 1 | 3 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 20 | 40 | 0 | 20 | 20 | 0 | 79 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 87 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | A | 12 | 0 | 0 | 67 | 8 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| ANTALYA | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | D | 12 | 0 | 0 | 67 | 25 | 8 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 88 | 0 | 0 | 12 | 0 | 0 | 10 | 75 | 11 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 16 | 0 | 0 | 81 | 6 | 6 | 6 | 0 | 0 | 11 | 67 | 12 | 3 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 15 | 46 | 31 | 8 | 0 | 0 | 31 | 0 | 44 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 10 | 33 | 23 | 3 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL ANTALYA | | | | | 323 | 1 | 7 | 69 | 15 | 9 | 6 | 1 | 0 | 19 | 55 | 51 | 51 |
| ANTIGUA | MANCHESTER | BMI BRITISH MIDLAND | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 59 | 4 |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 25 | 70 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 25 | 0 | 0 | 0 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 13 | 0 | 0 | 54 | 8 | 15 | 8 | 0 | 15 | 127 | 82 | 13 | 11 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 14 | 0 | 0 | 43 | 29 | 7 | 14 | 0 | 7 | 67 | 31 | 43 | 13 |
| TOTAL ANTIGUA | | | | | 43 | 0 | 0 | 58 | 16 | 12 | 7 | 0 | 7 | 65 | 52 | 32 | 32 |
| ANTWERP | LONDON CITY | VLM (BELGIUM) | S | A | 118 | 0 | 1 | 88 | 9 | 0 | 3 | 0 | 0 | 5 | 82 | 10 | 124 |
| | LONDON CITY | VLM (BELGIUM) | S | D | 119 | 0 | 0 | 80 | 13 | 0 | 7 | 1 | 0 | 15 | 45 | 23 | 127 |
| | MANCHESTER | VLM (BELGIUM) | S | A | 49 | 0 | 0 | 84 | 10 | 0 | 6 | 0 | 0 | 9 | 88 | 6 | 50 |
| | MANCHESTER | VLM (BELGIUM) | S | D | 48 | 0 | 0 | 85 | 2 | 10 | 2 | 0 | 0 | 8 | 71 | 16 | 49 |
| TOTAL ANTWERP | | | | | 334 | 0 | 1 | 84 | 10 | 1 | 4 | 0 | 0 | 10 | 68 | 15 | 15 |
| AQABA | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 75 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL AQABA | | | | | 5 | 3 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 34 | 0 | 0 | 0 |
| ARRECIFE | GLASGOW | AIR EUROPA | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 27 | 0 | 19 | 1 |
| | GLASGOW | AIR EUROPA | C | D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 20 | 100 | 0 | 1 |
| | EDINBURGH | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 93 | 0 | 0 | 0 |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | GATWICK | BMI BRITISH MIDLAND | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 51 | 0 | 44 | 1 | 1 |
| | GATWICK | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 69 | 0 | 75 | 2 | 2 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 36 | 0 | 53 | 1 | 1 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 96 | 2 | 2 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 104 | 0 | 0 | 0 | 0 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 0 | 65 | 12 | 0 | 24 | 0 | 0 | 29 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 83 | 11 | 0 | 0 | 6 | 0 | 16 | 0 | 0 | 0 | 0 |
| | EDINBURGH | FLYGLOBESPAN | S | A | 3 | 0 | 1 | 67 | 0 | 33 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| | EDINBURGH | FLYGLOBESPAN | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 |
| | GLASGOW | FLYGLOBESPAN | S | A | 9 | 1 | 0 | 67 | 0 | 11 | 11 | 0 | 11 | 103 | 67 | 10 | 9 | 9 |
| | GLASGOW | FLYGLOBESPAN | S | D | 9 | 0 | 0 | 22 | 22 | 22 | 33 | 0 | 0 | 57 | 13 | 35 | 8 | 8 |
| | GATWICK | IBERWORLD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| | GATWICK | IBERWORLD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 1 | 1 |
| | GLASGOW | IBERWORLD | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 20 | 1 | 1 |
| | GLASGOW | IBERWORLD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | A | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 1 | 1 |
| | MANCHESTER | JET2.COM LTD | S | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 9 | 1 | 1 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 4 | 0 | 1 | 50 | 0 | 25 | 25 | 0 | 0 | 38 | 60 | 13 | 5 | 5 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 21 | 100 | 4 | 5 | 5 |
| | GATWICK | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 57 | 14 | 21 | 7 | 0 | 0 | 21 | 22 | 37 | 9 | 9 |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 1 | 1 |
| | GATWICK | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 64 | 21 | 7 | 7 | 0 | 0 | 15 | 67 | 21 | 9 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 1 | 1 |
| | LUTON | MONARCH AIRLINES | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 60 | 13 | 5 | 5 |
| | LUTON | MONARCH AIRLINES | S | D | 9 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 15 | 80 | 9 | 5 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 19 | 25 | 54 | 4 | 4 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 13 | 0 | 0 | 46 | 38 | 0 | 15 | 0 | 0 | 25 | 60 | 25 | 10 | 10 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 7 | 70 | 11 | 10 | 10 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 53 | 4 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 12 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 8 | 100 | 0 | 9 | 9 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 12 | 86 | 4 | 7 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 22 | 0 | 0 | 73 | 9 | 0 | 14 | 0 | 5 | 35 | 100 | 7 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 21 | 0 | 0 | 71 | 10 | 5 | 10 | 0 | 5 | 38 | 75 | 6 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 19 | 1 | 0 | 84 | 0 | 11 | 5 | 0 | 0 | 10 | 100 | 0 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 18 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 22 | 100 | 7 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 21 | 0 | 0 | 81 | 0 | 5 | 5 | 10 | 0 | 29 | 79 | 8 | 14 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 23 | 0 | 0 | 74 | 4 | 9 | 4 | 9 | 0 | 33 | 71 | 14 | 14 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 27 | 60 | 13 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 63 | 25 | 0 | 0 | 13 | 0 | 31 | 83 | 18 | 6 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 28 | 0 | 0 | 68 | 14 | 7 | 11 | 0 | 0 | 19 | 85 | 7 | 13 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 28 | 0 | 0 | 64 | 18 | 14 | 4 | 0 | 0 | 16 | 46 | 17 | 13 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 21 | 80 | 13 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 32 | 60 | 11 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 23 | 0 | 0 | 39 | 22 | 30 | 4 | 4 | 0 | 31 | 50 | 51 | 8 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 23 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 50 | 8 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 40 | 40 | 0 | 20 | 0 | 0 | 28 | 60 | 25 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 60 | 11 | 5 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 12 | 3 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 75 | 12 | 4 |
| TOTAL ARRECIFE | | | | | 539 | 2 | 2 | 70 | 12 | 7 | 9 | 1 | 1 | 22 | 58 | 24 | 24 |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | | |
| ARUBA | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL ARUBA | | | | | 7 | 0 | 0 | 57 | 14 | 29 | 0 | 0 | 0 | 20 | 83 | 5 | 5 | |
| ASHKHABAD | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | A | 18 | 0 | 0 | 72 | 11 | 6 | 0 | 11 | 0 | 36 | 89 | 5 | 18 | |
| | BIRMINGHAM | TURKMENISTAN AIRLINES | S | D | 18 | 0 | 0 | 67 | 22 | 0 | 0 | 11 | 0 | 39 | 61 | 15 | 18 | |
| | HEATHROW | TURKMENISTAN AIRLINES | S | A | 8 | 0 | 0 | 50 | 25 | 0 | 13 | 0 | 13 | 80 | 89 | 8 | 9 | |
| | HEATHROW | TURKMENISTAN AIRLINES | S | D | 8 | 0 | 0 | 13 | 38 | 38 | 0 | 0 | 13 | 83 | 22 | 33 | 9 | |
| TOTAL ASHKHABAD | | | | | 52 | 0 | 0 | 58 | 21 | 8 | 2 | 8 | 4 | 51 | 69 | 14 | 14 | |
| ASTANA | | | | | | | | | | | | | | | | | | |
| ASTURIAS | | | | | | | | | | | | | | | | | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 4 | 80 | 29 | 30 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 23 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 7 | 63 | 15 | 30 | |
| TOTAL ASTURIAS | | | | | 46 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 72 | 22 | 22 | |
| ASWAN | | | | | | | | | | | | | | | | | | |
| ATHENS | | | | | | | | | | | | | | | | | | |
| | STANSTED | AEGEAN AIRLINES | S | A | 62 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | AEGEAN AIRLINES | S | D | 62 | 0 | 0 | 63 | 29 | 6 | 2 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 97 | 0 | 0 | 88 | 3 | 6 | 2 | 1 | 0 | 10 | 68 | 19 | 96 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 97 | 0 | 0 | 79 | 9 | 7 | 3 | 1 | 0 | 14 | 42 | 25 | 96 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 0 | 67 | 18 | 13 | 2 | 0 | 0 | 14 | 79 | 9 | 48 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 61 | 0 | 0 | 80 | 15 | 2 | 3 | 0 | 0 | 10 | 76 | 10 | 49 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 65 | 16 | 10 | 10 | 0 | 0 | 23 | 52 | 26 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 58 | 16 | 16 | 10 | 0 | 0 | 26 | 39 | 31 | 31 | |
| | GATWICK | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 52 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | GATWICK | OLYMPIC AIRLINES | S | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 12 | 73 | 9 | 15 | |
| | GATWICK | OLYMPIC AIRLINES | S | D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 26 | 20 | 31 | 15 | |
| | HEATHROW | OLYMPIC AIRLINES | S | A | 77 | 0 | 3 | 62 | 17 | 18 | 3 | 0 | 0 | 16 | 70 | 14 | 89 | |
| | HEATHROW | OLYMPIC AIRLINES | S | D | 76 | 0 | 4 | 68 | 17 | 9 | 5 | 0 | 0 | 14 | 56 | 18 | 89 | |
| | MANCHESTER | OLYMPIC AIRLINES | S | A | 11 | 0 | 0 | 64 | 18 | 9 | 9 | 0 | 0 | 17 | 69 | 21 | 13 | |
| | MANCHESTER | OLYMPIC AIRLINES | S | D | 11 | 0 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 13 | 38 | 28 | 13 | |

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

Origin / Destinations: A

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| ATHENS | | | | | | | | | | | | | | | | | |
| TOTAL ATHENS | | | | | 693 | 4 | 7 | 74 | 14 | 9 | 3 | 0 | 0 | 13 | 59 | 19 | 19 |
| ATLANTA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 74 | 10 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 7 | 68 | 14 | 31 |
| | GATWICK | DELTA AIRLINES | S | A | 61 | 0 | 1 | 82 | 10 | 7 | 2 | 0 | 0 | 8 | 79 | 11 | 62 |
| | GATWICK | DELTA AIRLINES | S | D | 62 | 0 | 0 | 90 | 8 | 0 | 2 | 0 | 0 | 5 | 75 | 16 | 61 |
| | HEATHROW | DELTA AIRLINES | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | HEATHROW | DELTA AIRLINES | S | D | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 5 | 0 | 0 | 0 |
| | MANCHESTER | DELTA AIRLINES | S | A | 31 | 0 | 0 | 90 | 6 | 0 | 0 | 3 | 0 | 10 | 74 | 9 | 31 |
| | MANCHESTER | DELTA AIRLINES | S | D | 31 | 0 | 0 | 97 | 0 | 0 | 0 | 3 | 0 | 8 | 77 | 8 | 31 |
| TOTAL ATLANTA | | | | | 309 | 0 | 1 | 90 | 7 | 2 | 1 | 1 | 0 | 6 | 77 | 12 | 12 |
| AUCKLAND INTERNATIONAL | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR NEW ZEALAND LTD | S | A | 62 | 0 | 0 | 66 | 19 | 10 | 5 | 0 | 0 | 14 | 60 | 23 | 60 |
| | HEATHROW | AIR NEW ZEALAND LTD | S | D | 62 | 0 | 0 | 85 | 11 | 2 | 2 | 0 | 0 | 8 | 56 | 15 | 62 |
| TOTAL AUCKLAND INTERNATIONAL | | | | | 124 | 0 | 0 | 76 | 15 | 6 | 3 | 0 | 0 | 11 | 58 | 19 | 19 |
| AZORES HORTA | | | | | | | | | | | | | | | | | |
| AZORES PONTA DELGADA | | | | | | | | | | | | | | | | | |
| | GATWICK | SATA | S | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 34 | 20 | 28 | 5 |
| | GATWICK | SATA | S | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 27 | 60 | 14 | 5 |
| TOTAL AZORES PONTA DELGADA | | | | | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 31 | 40 | 21 | 21 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| BAHIAS DE HUATULCO | | | | | | | | | | | | | | | | | | |
| BAHRAIN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | GULF AIR | S | A | 88 | 0 | 3 | 61 | 22 | 10 | 3 | 3 | 0 | 24 | 62 | 14 | 58 | |
| | HEATHROW | GULF AIR | S | D | 87 | 0 | 4 | 68 | 20 | 7 | 5 | 1 | 0 | 16 | 76 | 10 | 62 | |
| TOTAL BAHRAIN | | | | | 175 | 0 | 7 | 65 | 21 | 9 | 4 | 2 | 0 | 20 | 69 | 12 | 12 | |
| BAKU (HEYDER ALIYEV INT'L) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | A | 5 | 0 | 0 | 40 | 20 | 40 | 0 | 0 | 0 | 21 | 100 | 1 | 8 | |
| | GATWICK | AZERBAIJAN AIRLINES (AZAL) | S | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 24 | 38 | 21 | 8 | |
| | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 50 | 19 | 4 | |
| | HEATHROW | AZERBAIJAN AIRLINES (AZAL) | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 8 | 4 | 4 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 1 | 1 | 93 | 3 | 0 | 0 | 3 | 0 | 12 | 67 | 17 | 3 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 58 | 32 | 6 | 3 | 0 | 0 | 15 | 100 | 7 | 4 | |
| TOTAL BAKU (HEYDER ALIYEV INT'L) | | | | | 80 | 2 | 1 | 71 | 20 | 6 | 1 | 1 | 0 | 14 | 70 | 20 | 20 | |
| BALTIMORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 94 | 0 | 3 | 0 | 3 | 0 | 11 | 90 | 9 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 71 | 13 | 16 | 0 | 0 | 0 | 12 | 48 | 28 | 31 | |
| TOTAL BALTIMORE | | | | | 62 | 0 | 0 | 82 | 6 | 10 | 0 | 2 | 0 | 11 | 69 | 19 | 19 | |
| BANDAR SERI BEGAWAN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 74 | 10 | 31 | |
| | HEATHROW | ROYAL BRUNEI AIRLINES | S | D | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 5 | 58 | 14 | 31 | |
| TOTAL BANDAR SERI BEGAWAN | | | | | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 5 | 66 | 12 | 12 | |
| BANGALORE (BENGALURU) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 1 | 1 | 70 | 23 | 7 | 0 | 0 | 0 | 10 | 67 | 15 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 45 | 29 | 16 | 10 | 0 | 0 | 24 | 23 | 35 | 31 | |
| | HEATHROW | KINGFISHER AIRLINES | S | A | 31 | 0 | 0 | 71 | 13 | 13 | 3 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | HEATHROW | KINGFISHER AIRLINES | S | D | 31 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL BANGALORE (BENGALURU) | | | | | 123 | 1 | 1 | 70 | 16 | 11 | 3 | 0 | 0 | 13 | 44 | 25 | 25 | |
| BANGKOK SUVARNABHUMI A | | | | | | | | | | | | | | | | | | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | A | 62 | 0 | 0 | 42 | 26 | 26 | 6 | 0 | 0 | 27 | 76 | 12 | 62 | |
| | HEATHROW | THAI AIRWAYS INTERNATIONAL | S | D | 62 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 53 | 20 | 62 | |
| TOTAL BANGKOK SUVARNABHUMI AIRPORT | | | | | 125 | 0 | 0 | 61 | 18 | 16 | 5 | 0 | 0 | 19 | 65 | 16 | 16 | |
| BANJUL | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 49 | 0 | 0 | 0 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| BANJUL | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 56 | 11 | 0 | 33 | 0 | 0 | 49 | 0 | 0 | 0 |
| TOTAL BANJUL | | | | | 17 | 0 | 0 | 47 | 18 | 6 | 29 | 0 | 0 | 49 | 27 | 34 | 34 |
| BARCELONA | LONDON CITY | BA CITYFLYER LTD | S | A | 25 | 0 | 0 | 60 | 16 | 20 | 4 | 0 | 0 | 19 | 0 | 0 | 0 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 25 | 0 | 0 | 64 | 36 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | BMIBABY LTD | S | A | 20 | 0 | 4 | 65 | 5 | 10 | 20 | 0 | 0 | 32 | 79 | 14 | 29 |
| | BIRMINGHAM | BMIBABY LTD | S | D | 20 | 0 | 4 | 55 | 15 | 15 | 10 | 5 | 0 | 35 | 77 | 15 | 31 |
| | MANCHESTER | BMIBABY LTD | S | A | 17 | 0 | 0 | 47 | 12 | 24 | 18 | 0 | 0 | 28 | 0 | 0 | 0 |
| | MANCHESTER | BMIBABY LTD | S | D | 17 | 0 | 0 | 76 | 0 | 18 | 6 | 0 | 0 | 17 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 57 | 0 | 0 | 67 | 21 | 9 | 4 | 0 | 0 | 16 | 42 | 31 | 88 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 57 | 0 | 0 | 77 | 11 | 9 | 4 | 0 | 0 | 12 | 57 | 23 | 88 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 155 | 0 | 0 | 56 | 25 | 10 | 8 | 0 | 0 | 21 | 31 | 33 | 154 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 155 | 0 | 0 | 75 | 15 | 6 | 5 | 0 | 0 | 13 | 45 | 25 | 154 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 122 | 1 | 0 | 84 | 10 | 2 | 3 | 0 | 0 | 8 | 59 | 20 | 120 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 123 | 0 | 0 | 89 | 5 | 3 | 3 | 0 | 0 | 8 | 63 | 18 | 120 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 93 | 0 | 0 | 81 | 8 | 9 | 2 | 1 | 0 | 12 | 63 | 22 | 93 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 92 | 0 | 0 | 68 | 22 | 7 | 2 | 1 | 0 | 16 | 53 | 22 | 93 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 0 | 3 | 0 | 12 | 77 | 10 | 30 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 87 | 3 | 6 | 0 | 3 | 0 | 14 | 94 | 5 | 31 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 70 | 12 | 61 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 61 | 0 | 1 | 90 | 5 | 5 | 0 | 0 | 0 | 6 | 58 | 18 | 62 |
| | EDINBURGH | FLYGLOBESPAN | S | A | 20 | 2 | 1 | 35 | 25 | 10 | 5 | 15 | 10 | 105 | 60 | 81 | 30 |
| | EDINBURGH | FLYGLOBESPAN | S | D | 19 | 2 | 2 | 68 | 5 | 0 | 11 | 11 | 5 | 61 | 71 | 48 | 31 |
| | GLASGOW | FLYGLOBESPAN | S | A | 21 | 1 | 1 | 38 | 24 | 0 | 14 | 24 | 0 | 97 | 18 | 125 | 28 |
| | GLASGOW | FLYGLOBESPAN | S | D | 21 | 3 | 1 | 48 | 24 | 5 | 10 | 10 | 5 | 73 | 30 | 145 | 27 |
| | HEATHROW | IBERIA | S | A | 123 | 0 | 1 | 64 | 19 | 15 | 2 | 0 | 0 | 16 | 55 | 20 | 122 |
| | HEATHROW | IBERIA | S | D | 122 | 0 | 2 | 70 | 12 | 13 | 4 | 0 | 0 | 13 | 52 | 22 | 122 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 71 | 13 | 6 | 3 | 6 | 0 | 31 | 48 | 18 | 31 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 90 | 0 | 0 | 3 | 6 | 0 | 24 | 87 | 7 | 31 |
| TOTAL BARCELONA | | | | | 1557 | 9 | 17 | 72 | 14 | 8 | 4 | 1 | 0 | 18 | 55 | 27 | 27 |
| BARI (PALESE) | GATWICK | BRITISH AIRWAYS PLC | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 50 | 19 | 8 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 38 | 23 | 8 |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| BARI (PALESE) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 10 | 18 | |
| | STANSTED | RYANAIR | | S D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 7 | 50 | 17 | 18 | |
| TOTAL BARI (PALESE) | | | | | 52 | 0 | 0 | 92 | 6 | 2 | 0 | 0 | 0 | 4 | 62 | 15 | 15 | |
| BARRA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | | S A | 31 | 3 | 0 | 81 | 3 | 3 | 10 | 3 | 0 | 20 | 89 | 12 | 28 | |
| | GLASGOW | LOGANAIR | | S D | 32 | 2 | 0 | 81 | 0 | 6 | 13 | 0 | 0 | 21 | 93 | 13 | 29 | |
| TOTAL BARRA | | | | | 63 | 5 | 0 | 81 | 2 | 5 | 11 | 2 | 0 | 20 | 91 | 12 | 12 | |
| BASLE MULHOUSE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 92 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 5 | 87 | 6 | 91 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 92 | 0 | 0 | 82 | 10 | 8 | 1 | 0 | 0 | 10 | 64 | 18 | 91 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 29 | 0 | 2 | 79 | 14 | 7 | 0 | 0 | 0 | 8 | 71 | 11 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 74 | 23 | 3 | 0 | 0 | 0 | 11 | 58 | 14 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 1 | 0 | 90 | 6 | 0 | 0 | 3 | 0 | 10 | 55 | 18 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 13 | 39 | 24 | 31 | |
| | GATWICK | EASYJET SWITZERLAND | | S A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GATWICK | EASYJET SWITZERLAND | | S D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | LONDON CITY | SWISS AIRLINES | | S A | 54 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 92 | 4 | 52 | |
| | LONDON CITY | SWISS AIRLINES | | S D | 54 | 0 | 0 | 81 | 17 | 2 | 0 | 0 | 0 | 7 | 69 | 13 | 52 | |
| | MANCHESTER | SWISS AIRLINES | | S A | 14 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 14 | 71 | 22 | 14 | |
| | MANCHESTER | SWISS AIRLINES | | S D | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 12 | 71 | 19 | 14 | |
| TOTAL BASLE MULHOUSE | | | | | 452 | 1 | 2 | 85 | 11 | 4 | 1 | 0 | 0 | 8 | 71 | 13 | 13 | |
| BASTIA | | | | | | | | | | | | | | | | | | |
| BEDFORD HANSCOM FIELD | | | | | | | | | | | | | | | | | | |
| BEIJING | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CHINA | | S A | 29 | 1 | 2 | 62 | 14 | 17 | 3 | 3 | 0 | 23 | 55 | 34 | 29 | |
| | HEATHROW | AIR CHINA | | S D | 30 | 0 | 1 | 73 | 13 | 3 | 10 | 0 | 0 | 17 | 52 | 21 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 29 | 19 | 26 | 26 | 0 | 0 | 37 | 55 | 28 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 30 | 0 | 0 | 43 | 33 | 7 | 17 | 0 | 0 | 26 | 26 | 32 | 31 | |
| TOTAL BEIJING | | | | | 120 | 1 | 3 | 52 | 20 | 13 | 14 | 1 | 0 | 26 | 47 | 29 | 29 | |
| BEIRUT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 13 | 0 | 0 | 77 | 15 | 0 | 8 | 0 | 0 | 11 | 0 | 129 | 1 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | |
| | | | | | | | | | | | | | | | | | |
| BEIRUT | HEATHROW | MEA | | S A | 30 | 0 | 0 | 53 | 23 | 17 | 7 | 0 | 0 | 21 | 85 | 10 | 26 |
| | HEATHROW | MEA | | S D | 30 | 0 | 0 | 63 | 17 | 10 | 10 | 0 | 0 | 20 | 54 | 18 | 26 |
| TOTAL BEIRUT | | | | | 86 | 1 | 0 | 66 | 17 | 9 | 7 | 0 | 0 | 16 | 66 | 16 | 16 |
| BELFAST CITY (GEORGE BES) | HEATHROW | BMI BRITISH MIDLAND | | S A | 239 | 0 | 0 | 81 | 11 | 6 | 1 | 0 | 0 | 9 | 69 | 14 | 238 |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 239 | 0 | 1 | 79 | 16 | 5 | 0 | 0 | 0 | 8 | 60 | 17 | 239 |
| | BIRMINGHAM | FLYBE LTD | | S A | 166 | 0 | 1 | 88 | 7 | 4 | 1 | 0 | 0 | 5 | 84 | 6 | 196 |
| | BIRMINGHAM | FLYBE LTD | | S D | 167 | 0 | 1 | 78 | 11 | 8 | 2 | 1 | 0 | 12 | 72 | 12 | 196 |
| | EDINBURGH | FLYBE LTD | | S A | 115 | 0 | 0 | 79 | 3 | 10 | 8 | 0 | 0 | 12 | 91 | 5 | 109 |
| | EDINBURGH | FLYBE LTD | | S D | 115 | 0 | 0 | 74 | 7 | 10 | 10 | 0 | 0 | 18 | 83 | 15 | 109 |
| | GATWICK | FLYBE LTD | | S A | 112 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 3 | 72 | 11 | 119 |
| | GATWICK | FLYBE LTD | | S D | 112 | 0 | 0 | 90 | 7 | 2 | 1 | 0 | 0 | 5 | 63 | 19 | 120 |
| | GLASGOW | FLYBE LTD | | S A | 104 | 0 | 0 | 94 | 4 | 0 | 2 | 0 | 0 | 5 | 85 | 8 | 109 |
| | GLASGOW | FLYBE LTD | | S D | 104 | 0 | 0 | 85 | 12 | 1 | 2 | 1 | 0 | 9 | 82 | 13 | 110 |
| | MANCHESTER | FLYBE LTD | | S A | 181 | 0 | 0 | 83 | 8 | 6 | 3 | 0 | 0 | 8 | 81 | 11 | 235 |
| | MANCHESTER | FLYBE LTD | | S D | 182 | 0 | 0 | 87 | 4 | 4 | 4 | 0 | 0 | 7 | 79 | 12 | 234 |
| | NEWCASTLE | FLYBE LTD | | S A | 49 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 12 | 91 | 4 | 54 |
| | NEWCASTLE | FLYBE LTD | | S D | 49 | 0 | 0 | 86 | 2 | 0 | 12 | 0 | 0 | 14 | 89 | 8 | 54 |
| | STANSTED | RYANAIR | | S A | 142 | 0 | 0 | 99 | 1 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 8 |
| | STANSTED | RYANAIR | | S D | 142 | 0 | 0 | 94 | 5 | 1 | 1 | 0 | 0 | 5 | 100 | 1 | 8 |
| TOTAL BELFAST CITY (GEORGE BEST) | | | | | 2218 | 0 | 3 | 85 | 8 | 4 | 3 | 0 | 0 | 8 | 76 | 12 | 12 |
| BELFAST INTERNATIONAL | HEATHROW | AER LINGUS | | S A | 101 | 0 | 0 | 83 | 9 | 8 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | HEATHROW | AER LINGUS | | S D | 101 | 0 | 0 | 80 | 11 | 9 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | BIRMINGHAM | BMIBABY LTD | | S A | 62 | 0 | 0 | 61 | 3 | 5 | 2 | 21 | 8 | 103 | 84 | 8 | 81 |
| | BIRMINGHAM | BMIBABY LTD | | S D | 62 | 0 | 0 | 56 | 10 | 5 | 0 | 11 | 18 | 108 | 72 | 16 | 81 |
| | MANCHESTER | BMIBABY LTD | | S A | 66 | 0 | 1 | 80 | 9 | 3 | 8 | 0 | 0 | 13 | 84 | 12 | 85 |
| | MANCHESTER | BMIBABY LTD | | S D | 66 | 0 | 2 | 88 | 5 | 5 | 3 | 0 | 0 | 9 | 78 | 12 | 85 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S A | 84 | 0 | 0 | 89 | 8 | 1 | 1 | 0 | 0 | 5 | 90 | 6 | 112 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S D | 84 | 0 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 5 | 88 | 8 | 112 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 163 | 0 | 3 | 87 | 6 | 5 | 3 | 0 | 0 | 7 | 77 | 12 | 143 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 163 | 0 | 3 | 83 | 7 | 7 | 2 | 1 | 0 | 10 | 59 | 16 | 143 |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S A | 88 | 0 | 0 | 88 | 7 | 5 | 1 | 0 | 0 | 6 | 92 | 5 | 116 |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| BELFAST INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 88 | 0 | 0 | 89 | 5 | 5 | 2 | 0 | 0 | 7 | 82 | 9 | 116 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 122 | 1 | 1 | 87 | 6 | 4 | 2 | 1 | 0 | 9 | 92 | 4 | 142 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 122 | 0 | 1 | 71 | 16 | 7 | 5 | 1 | 0 | 16 | 75 | 12 | 142 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 88 | 0 | 1 | 78 | 15 | 2 | 2 | 2 | 0 | 13 | 91 | 3 | 89 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 89 | 0 | 0 | 76 | 12 | 6 | 3 | 2 | 0 | 18 | 82 | 9 | 89 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 143 | 1 | 0 | 91 | 4 | 3 | 2 | 0 | 0 | 5 | 84 | 9 | 143 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 142 | 0 | 1 | 85 | 8 | 4 | 2 | 1 | 0 | 10 | 62 | 16 | 143 | |
| TOTAL BELFAST INTERNATIONAL | | | | | 1834 | 2 | 13 | 82 | 8 | 5 | 2 | 2 | 1 | 16 | 80 | 10 | 10 | |
| BELGRADE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 86 | 7 | 3 | 3 | 0 | 0 | 7 | 87 | 10 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 12 | 50 | 25 | 30 | |
| | HEATHROW | JATAIRWAYS | S | A | 31 | 0 | 0 | 65 | 19 | 10 | 6 | 0 | 0 | 18 | 77 | 15 | 31 | |
| | HEATHROW | JATAIRWAYS | S | D | 31 | 0 | 0 | 71 | 16 | 3 | 10 | 0 | 0 | 17 | 65 | 20 | 31 | |
| TOTAL BELGRADE | | | | | 120 | 0 | 0 | 76 | 13 | 5 | 6 | 0 | 0 | 14 | 70 | 18 | 18 | |
| BENBECULA | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 58 | 0 | 0 | 74 | 12 | 7 | 3 | 3 | 0 | 19 | 96 | 6 | 57 | |
| | GLASGOW | LOGANAIR | S | D | 58 | 1 | 0 | 78 | 16 | 2 | 3 | 2 | 0 | 14 | 98 | 6 | 58 | |
| TOTAL BENBECULA | | | | | 116 | 1 | 0 | 76 | 14 | 4 | 3 | 3 | 0 | 16 | 97 | 6 | 6 | |
| BERGAMO | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | S | A | 7 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 7 | 0 | 3 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | S | A | 54 | 0 | 0 | 74 | 15 | 7 | 2 | 0 | 2 | 25 | 70 | 10 | 61 | |
| | LUTON | RYANAIR | S | D | 54 | 0 | 0 | 67 | 24 | 7 | 2 | 0 | 0 | 12 | 74 | 10 | 61 | |
| | MANCHESTER | RYANAIR | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | D | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 118 | 0 | 0 | 83 | 12 | 5 | 0 | 0 | 0 | 8 | 76 | 13 | 121 | |
| | STANSTED | RYANAIR | S | D | 118 | 0 | 0 | 80 | 13 | 8 | 0 | 0 | 0 | 10 | 58 | 18 | 120 | |
| TOTAL BERGAMO | | | | | 384 | 0 | 6 | 78 | 15 | 6 | 1 | 0 | 0 | 11 | 73 | 12 | 12 | |
| BERGEN | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 27 | 0 | 0 | 74 | 15 | 4 | 4 | 4 | 0 | 22 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 27 | 0 | 0 | 41 | 30 | 19 | 7 | 4 | 0 | 33 | 0 | 0 | 0 | |
| | GATWICK | SAS BRAATHENS | S | A | 22 | 0 | 0 | 77 | 14 | 9 | 0 | 0 | 0 | 10 | 77 | 12 | 26 | |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | |
| BERGEN | | | | | | | | | | | | | | | | | | |
| | GATWICK | SAS BRAATHENS | | S D | 22 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 5 | 69 | 12 | 26 | |
| TOTAL BERGEN | | | | | 98 | 0 | 0 | 67 | 19 | 8 | 3 | 2 | 0 | 18 | 78 | 15 | 15 | |
| BERGERAC | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE LTD | | S A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 100 | 0 | 15 | |
| | BIRMINGHAM | FLYBE LTD | | S D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 80 | 11 | 15 | |
| | EDINBURGH | FLYBE LTD | | S A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 28 | 25 | 20 | 4 | |
| | EDINBURGH | FLYBE LTD | | S D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 20 | 100 | 11 | 4 | |
| | STANSTED | RYANAIR | | S A | 29 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 87 | 6 | 30 | |
| | STANSTED | RYANAIR | | S D | 29 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 5 | 83 | 9 | 30 | |
| TOTAL BERGERAC | | | | | 68 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 0 | 7 | 83 | 11 | 11 | |
| BERLIN (SCHONEFELD) | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 56 | 0 | 2 | 73 | 7 | 9 | 4 | 5 | 2 | 35 | 68 | 21 | 34 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 57 | 0 | 1 | 61 | 21 | 11 | 7 | 0 | 0 | 21 | 38 | 31 | 34 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 12 | 90 | 5 | 31 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 65 | 29 | 6 | 0 | 0 | 0 | 12 | 71 | 12 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 84 | 0 | 0 | 77 | 6 | 11 | 4 | 2 | 0 | 18 | 81 | 11 | 84 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 84 | 0 | 0 | 70 | 13 | 14 | 2 | 0 | 0 | 15 | 68 | 14 | 85 | |
| | STANSTED | RYANAIR | | S A | 68 | 0 | 0 | 79 | 12 | 7 | 1 | 0 | 0 | 8 | 74 | 12 | 62 | |
| | STANSTED | RYANAIR | | S D | 68 | 0 | 0 | 65 | 19 | 12 | 4 | 0 | 0 | 17 | 48 | 21 | 62 | |
| TOTAL BERLIN (SCHONEFELD) | | | | | 479 | 0 | 3 | 71 | 14 | 10 | 3 | 1 | 0 | 17 | 70 | 14 | 14 | |
| BERLIN (TEGEL) | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR BERLIN | | S A | 85 | 0 | 0 | 80 | 16 | 4 | 0 | 0 | 0 | 8 | 85 | 8 | 85 | |
| | STANSTED | AIR BERLIN | | S D | 85 | 0 | 0 | 81 | 13 | 5 | 0 | 1 | 0 | 10 | 66 | 14 | 85 | |
| | STANSTED | BLUE LINE | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | STANSTED | BLUE LINE | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 160 | 0 | 0 | 64 | 24 | 8 | 5 | 0 | 0 | 15 | 72 | 13 | 157 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 160 | 0 | 0 | 75 | 13 | 9 | 3 | 0 | 0 | 13 | 54 | 22 | 157 | |
| | LONDON CITY | EUROWINGS LUFTVERKEHRS | | S A | 55 | 0 | 0 | 78 | 15 | 5 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | LONDON CITY | EUROWINGS LUFTVERKEHRS | | S D | 56 | 0 | 0 | 52 | 29 | 14 | 5 | 0 | 0 | 22 | 0 | 0 | 0 | |
| TOTAL BERLIN (TEGEL) | | | | | 609 | 4 | 0 | 72 | 18 | 7 | 3 | 0 | 0 | 13 | 67 | 15 | 15 | |
| BERLIN (TEMPLEHOF) | | | | | | | | | | | | | | | | | | |
| BERMUDA | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| BERMUDA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 30 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 73 | 14 | 30 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 29 | 0 | 0 | 93 | 3 | 3 | 0 | 0 | 0 | 4 | 80 | 7 | 30 | |
| TOTAL BERMUDA | | | | | 59 | 0 | 0 | 92 | 5 | 3 | 0 | 0 | 0 | 4 | 77 | 11 | 11 | |
| BEZIERS | | | | | | | | | | | | | | | | | | |
| | LUTON | RYANAIR | | S A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | | S D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S D | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL BEZIERS | | | | | 26 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| BIARRITZ | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | | S A | 12 | 0 | 1 | 83 | 0 | 8 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | | S D | 12 | 0 | 1 | 83 | 8 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 31 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 8 | 83 | 7 | 30 | |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 11 | 73 | 11 | 30 | |
| TOTAL BIARRITZ | | | | | 86 | 0 | 2 | 74 | 20 | 5 | 1 | 0 | 0 | 10 | 78 | 9 | 9 | |
| BILBAO | | | | | | | | | | | | | | | | | | |
| | GATWICK | CLICKAIR | | S A | 25 | 0 | 0 | 84 | 8 | 0 | 8 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | CLICKAIR | | S D | 25 | 0 | 0 | 84 | 4 | 4 | 8 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | HEATHROW | CLICKAIR | | S A | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | HEATHROW | CLICKAIR | | S D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 35 | 0 | 0 | 80 | 17 | 3 | 0 | 0 | 0 | 6 | 78 | 9 | 58 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 35 | 0 | 0 | 83 | 9 | 9 | 0 | 0 | 0 | 9 | 57 | 18 | 58 | |
| TOTAL BILBAO | | | | | 132 | 0 | 0 | 83 | 10 | 4 | 3 | 0 | 0 | 10 | 69 | 13 | 13 | |
| BILLUND | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | | S A | 12 | 0 | 1 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | | S D | 12 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 31 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 7 | 100 | 0 | 3 | |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 10 | 100 | 1 | 3 | |
| | GATWICK | STERLING AIRLINES | | S A | 43 | 0 | 4 | 81 | 14 | 5 | 0 | 0 | 0 | 8 | 83 | 12 | 48 | |
| | GATWICK | STERLING AIRLINES | | S D | 43 | 0 | 4 | 91 | 5 | 5 | 0 | 0 | 0 | 6 | 75 | 22 | 48 | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | | S A | 49 | 0 | 0 | 73 | 12 | 10 | 2 | 2 | 0 | 17 | 78 | 16 | 50 | |
| | MANCHESTER | SUN AIR OF SCANDINAVIA | | S D | 49 | 0 | 0 | 84 | 8 | 6 | 0 | 2 | 0 | 12 | 80 | 15 | 50 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| BILLUND | | | | | | | | | | | | | | | | | |
| TOTAL BILLUND | | | | | 270 | 0 | 10 | 84 | 9 | 5 | 1 | 1 | 0 | 10 | 79 | 16 | 16 |
| BIRMINGHAM | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMIBABY LTD | S | A | 67 | 0 | 3 | 88 | 4 | 4 | 3 | 0 | 0 | 7 | 78 | 8 | 86 |
| | EDINBURGH | BMIBABY LTD | S | D | 67 | 0 | 3 | 78 | 12 | 6 | 4 | 0 | 0 | 13 | 71 | 13 | 86 |
| | GLASGOW | BMIBABY LTD | S | A | 63 | 0 | 1 | 87 | 8 | 3 | 2 | 0 | 0 | 5 | 91 | 5 | 81 |
| | GLASGOW | BMIBABY LTD | S | D | 63 | 0 | 1 | 86 | 8 | 5 | 2 | 0 | 0 | 7 | 88 | 8 | 80 |
| | NEWCASTLE | EASTERN AIRWAYS | S | A | 76 | 1 | 2 | 93 | 4 | 1 | 0 | 1 | 0 | 5 | 95 | 3 | 87 |
| | NEWCASTLE | EASTERN AIRWAYS | S | D | 77 | 0 | 1 | 96 | 1 | 1 | 0 | 1 | 0 | 5 | 93 | 4 | 87 |
| | EDINBURGH | FLYBE LTD | S | A | 194 | 1 | 0 | 80 | 12 | 7 | 2 | 0 | 0 | 8 | 80 | 10 | 217 |
| | EDINBURGH | FLYBE LTD | S | D | 192 | 2 | 0 | 83 | 11 | 4 | 2 | 0 | 0 | 8 | 64 | 19 | 215 |
| | GLASGOW | FLYBE LTD | S | A | 178 | 0 | 0 | 76 | 10 | 7 | 6 | 1 | 0 | 15 | 75 | 14 | 216 |
| | GLASGOW | FLYBE LTD | S | D | 177 | 0 | 1 | 72 | 16 | 5 | 7 | 0 | 0 | 16 | 68 | 19 | 216 |
| TOTAL BIRMINGHAM | | | | | 1159 | 9 | 12 | 82 | 10 | 5 | 3 | 0 | 0 | 10 | 77 | 12 | 12 |
| BISHKEK (FRUNZE) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 13 | 0 | 0 | 31 | 38 | 8 | 23 | 0 | 0 | 35 | 50 | 23 | 2 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 21 | 0 | 23 | 2 |
| TOTAL BISHKEK (FRUNZE) | | | | | 26 | 0 | 0 | 42 | 31 | 12 | 15 | 0 | 0 | 28 | 52 | 25 | 25 |
| BOA VISTA (RABIL) | | | | | | | | | | | | | | | | | |
| BODO | | | | | | | | | | | | | | | | | |
| TOTAL BODO | | | | | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| BODRUM (MILAS) | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | ONUR AIR | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 50 | 50 | 8 |
| | BIRMINGHAM | ONUR AIR | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 43 | 56 | 7 |
| | GATWICK | ONUR AIR | C | A | 11 | 1 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 3 | 78 | 9 | 9 |
| | GATWICK | ONUR AIR | C | D | 11 | 0 | 0 | 73 | 18 | 0 | 9 | 0 | 0 | 21 | 44 | 40 | 9 |
| | GLASGOW | ONUR AIR | C | A | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 32 | 9 |
| | GLASGOW | ONUR AIR | C | D | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 8 | 14 | 32 | 7 |
| | MANCHESTER | ONUR AIR | C | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 3 | 50 | 51 | 12 |
| | MANCHESTER | ONUR AIR | C | D | 14 | 0 | 0 | 57 | 21 | 21 | 0 | 0 | 0 | 19 | 27 | 69 | 11 |
| | NEWCASTLE | ONUR AIR | C | A | 11 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 8 | 100 | 2 | 8 |
| | NEWCASTLE | ONUR AIR | C | D | 7 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 6 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 16 | 0 | 0 | 0 |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| BODRUM (MILAS) | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 50 | 13 | 38 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 11 | 0 | 0 | 91 | 0 | 9 | 0 | 0 | 0 | 3 | 100 | 0 | 5 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 12 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 100 | 8 | 4 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 12 | 0 | 0 | 67 | 0 | 17 | 8 | 8 | 0 | 31 | 100 | 1 | 5 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 12 | 1 | 0 | 58 | 8 | 0 | 25 | 8 | 0 | 44 | 75 | 7 | 4 | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 48 | 100 | 0 | 5 | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 68 | 100 | 3 | 4 | | |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 0 | 0 | 0 | | |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 36 | 0 | 0 | 0 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 46 | 80 | 10 | 5 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 1 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 63 | 67 | 13 | 3 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 21 | 0 | 0 | 81 | 10 | 0 | 5 | 5 | 0 | 20 | 100 | 0 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 20 | 0 | 0 | 75 | 15 | 5 | 5 | 0 | 0 | 13 | 100 | 3 | 3 | | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 60 | 0 | 0 | 0 | | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 56 | 0 | 0 | 0 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 44 | 0 | 0 | 0 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 16 | 0 | 0 | 75 | 6 | 6 | 6 | 6 | 0 | 23 | 100 | 0 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 15 | 0 | 0 | 80 | 0 | 7 | 7 | 7 | 0 | 26 | 100 | 7 | 3 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | | |
| TOTAL BODRUM (MILAS) | | | | | 299 | 4 | 0 | 73 | 11 | 7 | 7 | 2 | 0 | 19 | 71 | 29 | 29 | | |
| BOLOGNA | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 83 | 0 | 0 | 90 | 2 | 5 | 0 | 0 | 2 | 16 | 66 | 17 | 86 | | |

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

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|-----------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BOLOGNA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 83 | 0 | 0 | 82 | 16 | 2 | 0 | 0 | 0 | 8 | 55 | 23 | 86 | |
| | BIRMINGHAM | RYANAIR | | S A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 42 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | | S D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S D | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| TOTAL BOLOGNA | | | | | 176 | 0 | 0 | 84 | 10 | 5 | 1 | 0 | 1 | 12 | 60 | 20 | 20 | |
| BORDEAUX | | | | | | | | | | | | | | | | | | |
| | GATWICK | BLUE LINE | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | MANCHESTER | BMIBABY LTD | | S A | 11 | 0 | 1 | 73 | 9 | 9 | 9 | 0 | 0 | 21 | 85 | 20 | 20 | |
| | MANCHESTER | BMIBABY LTD | | S D | 11 | 0 | 1 | 64 | 18 | 9 | 9 | 0 | 0 | 16 | 95 | 18 | 20 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 84 | 3 | 13 | 0 | 0 | 0 | 9 | 68 | 15 | 62 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 77 | 10 | 13 | 0 | 0 | 0 | 11 | 68 | 15 | 62 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 74 | 13 | 3 | 10 | 0 | 0 | 13 | 74 | 12 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 68 | 16 | 10 | 6 | 0 | 0 | 16 | 68 | 17 | 31 | |
| TOTAL BORDEAUX | | | | | 148 | 2 | 32 | 75 | 11 | 9 | 5 | 0 | 0 | 13 | 74 | 15 | 15 | |
| BOSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | | S A | 62 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 82 | 8 | 62 | |
| | HEATHROW | AMERICAN AIRLINES | | S D | 62 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 6 | 81 | 11 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 93 | 0 | 0 | 91 | 6 | 0 | 1 | 1 | 0 | 5 | 90 | 6 | 89 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 93 | 0 | 0 | 73 | 18 | 8 | 1 | 0 | 0 | 11 | 35 | 25 | 89 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 11 | 84 | 7 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 31 | 0 | 0 | 74 | 23 | 0 | 3 | 0 | 0 | 11 | 58 | 20 | 31 | |
| TOTAL BOSTON | | | | | 372 | 3 | 1 | 85 | 10 | 3 | 1 | 0 | 0 | 7 | 70 | 16 | 16 | |
| BOURNEMOUTH | | | | | | | | | | | | | | | | | | |
| BRATISLAVA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR SLOVAKIA BWJ | | C A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 136 | 63 | 33 | 8 | |
| | BIRMINGHAM | AIR SLOVAKIA BWJ | | C D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 50 | 43 | 8 | |
| | BIRMINGHAM | RYANAIR | | S A | 12 | 0 | 1 | 92 | 0 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | | S D | 12 | 0 | 1 | 92 | 0 | 0 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 59 | 0 | 3 | 73 | 24 | 2 | 0 | 0 | 2 | 14 | 73 | 10 | 62 | |
| | STANSTED | RYANAIR | | S D | 62 | 0 | 0 | 68 | 23 | 10 | 0 | 0 | 0 | 13 | 63 | 16 | 62 | |
| | LUTON | SKY EUROPE | | S A | 60 | 0 | 0 | 85 | 5 | 5 | 3 | 2 | 0 | 11 | 57 | 38 | 7 | |

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|----------------------------------|-------------------|-----------------------------|----------------|----------|-------------------|----------|-----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| BRATISLAVA | | | | | | | | | | | | | | | | | | |
| | LUTON | SKY EUROPE | S | D | 60 | 0 | 0 | 60 | 23 | 10 | 3 | 2 | 2 | 25 | 29 | 49 | 7 | |
| | MANCHESTER | SKY EUROPE | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 0 | 3 | 0 | 12 | 95 | 6 | 20 | |
| | MANCHESTER | SKY EUROPE | S | D | 31 | 0 | 0 | 87 | 10 | 0 | 0 | 3 | 0 | 12 | 84 | 13 | 19 | |
| TOTAL BRATISLAVA | | | | | 332 | 0 | 5 | 76 | 15 | 5 | 2 | 2 | 1 | 15 | 71 | 15 | 15 | |
| BREMEN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | RYANAIR | S | A | 18 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | S | D | 18 | 0 | 0 | 56 | 39 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | A | 14 | 1 | 1 | 50 | 36 | 7 | 0 | 0 | 7 | 50 | 0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | S | D | 14 | 1 | 1 | 79 | 14 | 0 | 0 | 0 | 7 | 46 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 72 | 0 | 0 | 92 | 4 | 1 | 0 | 1 | 1 | 13 | 94 | 3 | 62 | |
| | STANSTED | RYANAIR | S | D | 72 | 0 | 0 | 69 | 21 | 8 | 1 | 0 | 0 | 14 | 56 | 16 | 62 | |
| TOTAL BREMEN | | | | | 208 | 2 | 2 | 77 | 15 | 4 | 1 | 0 | 1 | 18 | 72 | 10 | 10 | |
| BRESCIA/MONTICHIARI | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | FLYBE LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 1 | |
| | MANCHESTER | FLYBE LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 50 | 11 | 2 | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 1 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 70 | 12 | 30 | |
| | STANSTED | RYANAIR | S | D | 28 | 0 | 0 | 68 | 29 | 4 | 0 | 0 | 0 | 14 | 40 | 24 | 30 | |
| TOTAL BRESCIA/MONTICHIARI | | | | | 59 | 1 | 1 | 75 | 24 | 2 | 0 | 0 | 0 | 10 | 54 | 18 | 18 | |
| BREST | | | | | | | | | | | | | | | | | | |
| | LUTON | RYANAIR | S | A | 13 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 11 | 83 | 7 | 12 | |
| | LUTON | RYANAIR | S | D | 13 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 0 | 13 | 83 | 10 | 12 | |
| TOTAL BREST | | | | | 26 | 0 | 0 | 65 | 19 | 15 | 0 | 0 | 0 | 12 | 77 | 11 | 11 | |
| BRIDGETOWN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 89 | 7 | 9 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 67 | 13 | 9 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 87 | 6 | 0 | 6 | 0 | 0 | 10 | 77 | 11 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 32 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 12 | 71 | 13 | 31 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 30 | 0 | 0 | 60 | 20 | 7 | 10 | 0 | 3 | 36 | 84 | 21 | 31 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 30 | 0 | 0 | 40 | 17 | 17 | 20 | 3 | 3 | 58 | 29 | 33 | 31 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 61 | 5 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 50 | 21 | 4 | |
| TOTAL BRIDGETOWN | | | | | 147 | 0 | 0 | 69 | 14 | 7 | 7 | 1 | 1 | 25 | 66 | 21 | 21 | |

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|----------------------------|-------------------|-----------------------------|----------------|----------|-------------------|-----------|----------|----------------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|--|
| | | | | | Actual (7) | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | | Plan (8) | | | | | | | | | | | | |
| BRINDISI | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 62 | 13 | 13 | |
| | STANSTED | RYANAIR | | S D | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 6 | 92 | 8 | 13 | |
| TOTAL BRINDISI | | | | | 28 | 0 | 0 | 86 | 11 | 4 | 0 | 0 | 0 | 7 | 77 | 10 | 10 | |
| BRISTOL | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR SOUTHWEST | | S A | 20 | 0 | 1 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S A | 89 | 0 | 0 | 87 | 12 | 1 | 0 | 0 | 0 | 5 | 94 | 3 | 85 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S D | 89 | 0 | 0 | 76 | 17 | 7 | 0 | 0 | 0 | 8 | 87 | 6 | 85 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S A | 81 | 0 | 0 | 81 | 11 | 5 | 2 | 0 | 0 | 10 | 74 | 13 | 85 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S D | 81 | 0 | 0 | 74 | 16 | 6 | 4 | 0 | 0 | 12 | 65 | 19 | 85 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S A | 84 | 0 | 1 | 86 | 5 | 6 | 1 | 2 | 0 | 12 | 82 | 8 | 91 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S D | 84 | 0 | 1 | 81 | 11 | 5 | 1 | 2 | 0 | 15 | 78 | 15 | 92 | |
| | GLASGOW | THOMSON AIRWAYS LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL BRISTOL | | | | | 532 | 4 | 3 | 81 | 12 | 5 | 1 | 1 | 0 | 10 | 81 | 11 | 11 | |
| BRNO (TURANY) | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 31 | 0 | 0 | 77 | 16 | 6 | 0 | 0 | 0 | 8 | 87 | 7 | 31 | |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 61 | 39 | 0 | 0 | 0 | 0 | 12 | 61 | 15 | 31 | |
| TOTAL BRNO (TURANY) | | | | | 62 | 0 | 0 | 69 | 27 | 3 | 0 | 0 | 0 | 10 | 74 | 11 | 11 | |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 188 | 0 | 0 | 85 | 9 | 4 | 3 | 0 | 0 | 8 | 74 | 14 | 184 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 188 | 0 | 0 | 87 | 7 | 5 | 2 | 0 | 0 | 7 | 60 | 21 | 185 | |
| | EDINBURGH | BMI REGIONAL | | S A | 74 | 1 | 0 | 93 | 3 | 3 | 1 | 0 | 0 | 4 | 84 | 10 | 77 | |
| | EDINBURGH | BMI REGIONAL | | S D | 74 | 1 | 0 | 92 | 3 | 3 | 3 | 0 | 0 | 5 | 88 | 9 | 77 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 191 | 0 | 0 | 80 | 9 | 8 | 3 | 1 | 0 | 12 | 77 | 13 | 228 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 191 | 0 | 1 | 75 | 16 | 6 | 3 | 0 | 0 | 11 | 52 | 23 | 228 | |
| | BIRMINGHAM | BRUSSELS AIRLINES | | S A | 121 | 0 | 1 | 91 | 5 | 3 | 1 | 0 | 0 | 5 | 70 | 16 | 148 | |
| | BIRMINGHAM | BRUSSELS AIRLINES | | S D | 121 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 6 | 57 | 26 | 147 | |
| | GATWICK | BRUSSELS AIRLINES | | S A | 62 | 0 | 0 | 84 | 8 | 2 | 6 | 0 | 0 | 10 | 84 | 9 | 57 | |
| | GATWICK | BRUSSELS AIRLINES | | S D | 61 | 0 | 0 | 77 | 11 | 3 | 8 | 0 | 0 | 16 | 56 | 19 | 57 | |
| | MANCHESTER | BRUSSELS AIRLINES | | S A | 82 | 0 | 0 | 88 | 9 | 2 | 1 | 0 | 0 | 6 | 74 | 12 | 86 | |
| | MANCHESTER | BRUSSELS AIRLINES | | S D | 82 | 0 | 0 | 91 | 2 | 5 | 1 | 0 | 0 | 5 | 76 | 12 | 86 | |
| | NEWCASTLE | BRUSSELS AIRLINES | | S A | 27 | 0 | 0 | 81 | 15 | 0 | 4 | 0 | 0 | 8 | 92 | 3 | 50 | |
| | NEWCASTLE | BRUSSELS AIRLINES | | S D | 27 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 7 | 78 | 11 | 50 | |
| | MANCHESTER | FLYBE LTD | | S A | 73 | 0 | 0 | 66 | 21 | 7 | 7 | 0 | 0 | 16 | 78 | 14 | 80 | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| BRUSSELS | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | FLYBE LTD | | S D | 73 | 0 | 0 | 82 | 8 | 4 | 5 | 0 | 0 | 10 | 78 | 15 | 80 | |
| | LONDON CITY | VLM (BELGIUM) | | S A | 46 | 0 | 0 | 93 | 2 | 0 | 4 | 0 | 0 | 6 | 56 | 19 | 94 | |
| | LONDON CITY | VLM (BELGIUM) | | S D | 46 | 0 | 0 | 87 | 4 | 4 | 4 | 0 | 0 | 10 | 51 | 24 | 92 | |
| TOTAL BRUSSELS | | | | | 1727 | 4 | 2 | 84 | 9 | 4 | 3 | 0 | 0 | 9 | 69 | 16 | 16 | |
| BUCHAREST (BANEASA) | | | | | | | | | | | | | | | | | | |
| | STANSTED | BLUE AIR TRANSPORT AERIAN | | S A | 11 | 0 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 9 | 92 | 2 | 12 | |
| | STANSTED | BLUE AIR TRANSPORT AERIAN | | S D | 11 | 0 | 0 | 55 | 27 | 9 | 9 | 0 | 0 | 19 | 58 | 15 | 12 | |
| | LUTON | WIZZ AIR | | S A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 7 | 58 | 25 | 31 | |
| | LUTON | WIZZ AIR | | S D | 31 | 0 | 0 | 26 | 23 | 42 | 10 | 0 | 0 | 36 | 35 | 36 | 31 | |
| TOTAL BUCHAREST (BANEASA) | | | | | 84 | 0 | 0 | 60 | 15 | 19 | 6 | 0 | 0 | 20 | 52 | 26 | 26 | |
| BUCHAREST (OTOPENI) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 87 | 0 | 0 | 76 | 8 | 10 | 6 | 0 | 0 | 14 | 66 | 18 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 87 | 0 | 0 | 67 | 18 | 10 | 5 | 0 | 0 | 15 | 39 | 25 | 61 | |
| | HEATHROW | TAROM | | S A | 31 | 0 | 0 | 77 | 6 | 13 | 3 | 0 | 0 | 15 | 87 | 6 | 31 | |
| | HEATHROW | TAROM | | S D | 31 | 0 | 0 | 71 | 13 | 10 | 6 | 0 | 0 | 15 | 65 | 16 | 31 | |
| TOTAL BUCHAREST (OTOPENI) | | | | | 236 | 0 | 0 | 72 | 12 | 11 | 5 | 0 | 0 | 14 | 60 | 18 | 18 | |
| BUDAPEST | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 93 | 0 | 0 | 76 | 13 | 6 | 4 | 0 | 0 | 13 | 87 | 7 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 93 | 0 | 0 | 61 | 30 | 6 | 2 | 0 | 0 | 14 | 41 | 25 | 93 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 87 | 6 | 6 | 0 | 0 | 0 | 8 | 81 | 12 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 9 | 71 | 17 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 61 | 0 | 0 | 82 | 8 | 7 | 2 | 0 | 2 | 18 | 77 | 10 | 61 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 62 | 0 | 0 | 74 | 18 | 8 | 0 | 0 | 0 | 11 | 68 | 13 | 62 | |
| | MANCHESTER | JET2.COM LTD | | S A | 21 | 0 | 0 | 57 | 19 | 10 | 10 | 5 | 0 | 27 | 86 | 11 | 29 | |
| | MANCHESTER | JET2.COM LTD | | S D | 21 | 0 | 0 | 67 | 10 | 14 | 5 | 5 | 0 | 23 | 79 | 11 | 29 | |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | | S A | 62 | 0 | 0 | 74 | 16 | 8 | 2 | 0 | 0 | 10 | 71 | 15 | 62 | |
| | GATWICK | MALEV (HUNGARIAN AIRLINES) | | S D | 62 | 0 | 0 | 58 | 19 | 15 | 8 | 0 | 0 | 19 | 37 | 25 | 62 | |
| | LUTON | THOMSON AIRWAYS LTD | | C D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | | S A | 44 | 0 | 1 | 80 | 14 | 7 | 0 | 0 | 0 | 8 | 74 | 22 | 39 | |
| | LUTON | WIZZ AIR | | S D | 44 | 0 | 1 | 32 | 45 | 18 | 5 | 0 | 0 | 23 | 56 | 28 | 39 | |
| TOTAL BUDAPEST | | | | | 627 | 1 | 2 | 69 | 19 | 9 | 3 | 0 | 0 | 14 | 67 | 16 | 16 | |
| BUENOS AIRES | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: B

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | |
| BUENOS AIRES | | HEATHROW | | S A | 20 | 0 | 1 | 65 | 15 | 15 | 5 | 0 | 0 | 21 | 41 | 31 | 17 |
| | | HEATHROW | | S D | 20 | 0 | 0 | 20 | 45 | 30 | 0 | 5 | 0 | 34 | 33 | 44 | 18 |
| TOTAL BUENOS AIRES | | | | | 40 | 0 | 1 | 43 | 30 | 23 | 3 | 3 | 0 | 28 | 37 | 38 | 38 |
| BURGAS | | GLASGOW | | C A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 100 | 0 | 1 |
| | | MANCHESTER | | C A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 38 | 100 | 12 | 1 |
| | | GLASGOW | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 2 |
| | | BIRMINGHAM | | C A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 57 | 0 | 0 | 0 |
| | | GATWICK | | C A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 1 |
| | | GLASGOW | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 1 |
| | | MANCHESTER | | C A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 57 | 0 | 123 | 1 |
| | | LUTON | | S A | 12 | 0 | 0 | 42 | 50 | 8 | 0 | 0 | 0 | 17 | 100 | 0 | 12 |
| | | LUTON | | S D | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 12 |
| TOTAL BURGAS | | | | | 57 | 0 | 0 | 68 | 21 | 7 | 4 | 0 | 0 | 16 | 89 | 10 | 10 |
| BYDGOSZCZ/SZWEREDOWO | | BIRMINGHAM | | S A | 8 | 0 | 1 | 50 | 13 | 38 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| | | BIRMINGHAM | | S D | 8 | 0 | 1 | 38 | 50 | 13 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | | STANSTED | | S A | 44 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 84 | 6 | 31 |
| | | STANSTED | | S D | 44 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 8 | 48 | 19 | 31 |
| TOTAL BYDGOSZCZ/SZWEREDOWO | | | | | 104 | 0 | 2 | 83 | 11 | 7 | 0 | 0 | 0 | 8 | 66 | 12 | 12 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| CAGLIARI (ELMAS) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 10 | 0 | 0 | 80 | 0 | 0 | 10 | 10 | 0 | 44 | 55 | 16 | 11 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 10 | 0 | 0 | 70 | 20 | 0 | 10 | 0 | 0 | 16 | 55 | 13 | 11 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 18 | 89 | 8 | 9 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 8 | 0 | 0 | 63 | 25 | 0 | 13 | 0 | 0 | 19 | 78 | 15 | 9 | |
| TOTAL CAGLIARI (ELMAS) | | | | | 40 | 0 | 0 | 70 | 13 | 5 | 10 | 3 | 0 | 24 | 66 | 14 | 14 | |
| CAIRO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 31 | 0 | 0 | 55 | 39 | 3 | 3 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 10 | 97 | 7 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 61 | 23 | 16 | 0 | 0 | 0 | 15 | 35 | 27 | 31 | |
| | HEATHROW | EGYPT AIR | | S A | 32 | 0 | 0 | 69 | 22 | 9 | 0 | 0 | 0 | 10 | 65 | 16 | 31 | |
| | HEATHROW | EGYPT AIR | | S D | 32 | 0 | 0 | 53 | 22 | 16 | 9 | 0 | 0 | 22 | 32 | 34 | 31 | |
| TOTAL CAIRO | | | | | 188 | 2 | 0 | 68 | 21 | 8 | 3 | 0 | 0 | 13 | 57 | 21 | 21 | |
| CALCUTTA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | | S A | 10 | 0 | 0 | 0 | 20 | 40 | 40 | 0 | 0 | 57 | 54 | 31 | 13 | |
| | HEATHROW | AIR INDIA | | S D | 10 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 25 | 38 | 33 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 92 | 2 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 13 | 0 | 0 | 46 | 38 | 8 | 8 | 0 | 0 | 26 | 15 | 34 | 13 | |
| TOTAL CALCUTTA | | | | | 47 | 0 | 0 | 47 | 21 | 17 | 15 | 0 | 0 | 27 | 50 | 25 | 25 | |
| CALGARY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | | S A | 36 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 9 | 84 | 15 | 44 | |
| | HEATHROW | AIR CANADA | | S D | 35 | 0 | 0 | 77 | 17 | 0 | 6 | 0 | 0 | 10 | 64 | 11 | 44 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 5 | 80 | 11 | 25 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 10 | 42 | 24 | 26 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | S A | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | S D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 27 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | S A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | S D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| TOTAL CALGARY | | | | | 155 | 0 | 0 | 75 | 20 | 3 | 3 | 0 | 0 | 10 | 70 | 21 | 21 | |
| CALVI | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| CALVI | | | | | | | | | | | | | | | | | | |
| TOTAL CALVI | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 27 | 100 | 0 | 0 | |
| CAMPBELTOWN | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 42 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 86 | 8 | 44 | |
| | GLASGOW | LOGANAIR | S | D | 42 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 91 | 6 | 45 | |
| TOTAL CAMPBELTOWN | | | | | 84 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 89 | 7 | 7 | |
| CANCUN | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 115 | 0 | 0 | 0 | |
| | NEWCASTLE | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 40 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 24 | 80 | 4 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 14 | 60 | 32 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 26 | 60 | 14 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 105 | 50 | 35 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 63 | 25 | 0 | 0 | 13 | 0 | 32 | 75 | 144 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 11 | 80 | 131 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 1 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 59 | 80 | 11 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 60 | 78 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 15 | 22 | 32 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 18 | 0 | 0 | 61 | 22 | 6 | 6 | 6 | 0 | 33 | 38 | 21 | 8 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 48 | 0 | 0 | 0 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 16 | 0 | 0 | 75 | 0 | 19 | 6 | 0 | 0 | 14 | 60 | 18 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 67 | 19 | 0 | 14 | 0 | 0 | 17 | 83 | 7 | 6 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL CANCUN | | | | | 140 | 1 | 0 | 68 | 13 | 7 | 9 | 4 | 0 | 24 | 65 | 32 | 32 | |
| CAPE TOWN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 35 | 0 | 0 | 71 | 20 | 3 | 6 | 0 | 0 | 14 | 91 | 8 | 34 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 36 | 0 | 0 | 42 | 28 | 22 | 6 | 3 | 0 | 32 | 11 | 35 | 35 | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 31 | 0 | 0 | 81 | 6 | 10 | 0 | 3 | 0 | 16 | 90 | 8 | 30 | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| CAPE TOWN | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 31 | 0 | 0 | 77 | 10 | 10 | 3 | 0 | 0 | 11 | 42 | 22 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 4 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 18 | 75 | 17 | 4 | |
| TOTAL CAPE TOWN | | | | | 143 | 0 | 2 | 68 | 16 | 10 | 4 | 1 | 0 | 18 | 59 | 18 | 18 | |
| CARCASSONNE | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 49 | 0 | 0 | 92 | 6 | 0 | 2 | 0 | 0 | 5 | 84 | 12 | 57 | |
| | STANSTED | RYANAIR | S | D | 49 | 0 | 0 | 78 | 18 | 2 | 2 | 0 | 0 | 9 | 67 | 19 | 57 | |
| TOTAL CARCASSONNE | | | | | 98 | 0 | 0 | 85 | 12 | 1 | 2 | 0 | 0 | 7 | 75 | 15 | 15 | |
| CARDIFF WALES | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMIBABY LTD | S | A | 58 | 0 | 0 | 93 | 2 | 3 | 2 | 0 | 0 | 4 | 89 | 7 | 62 | |
| | EDINBURGH | BMIBABY LTD | S | D | 58 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 7 | 82 | 14 | 62 | |
| | GLASGOW | BMIBABY LTD | S | A | 28 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 6 | 87 | 16 | 30 | |
| | GLASGOW | BMIBABY LTD | S | D | 28 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 8 | 67 | 22 | 30 | |
| | NEWCASTLE | EASTERN AIRWAYS | S | A | 60 | 0 | 4 | 93 | 5 | 0 | 0 | 2 | 0 | 6 | 96 | 5 | 46 | |
| | NEWCASTLE | EASTERN AIRWAYS | S | D | 60 | 0 | 4 | 85 | 10 | 3 | 0 | 2 | 0 | 8 | 98 | 3 | 46 | |
| | EDINBURGH | FLYBE LTD | S | A | 67 | 0 | 0 | 78 | 12 | 7 | 1 | 1 | 0 | 12 | 0 | 0 | 0 | |
| | EDINBURGH | FLYBE LTD | S | D | 67 | 0 | 0 | 73 | 15 | 10 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE LTD | S | A | 25 | 0 | 1 | 80 | 4 | 16 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE LTD | S | D | 25 | 0 | 1 | 80 | 8 | 12 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL CARDIFF WALES | | | | | 476 | 2 | 11 | 86 | 7 | 5 | 1 | 1 | 0 | 8 | 87 | 10 | 10 | |
| CASABLANCA MOHAMED V | | | | | | | | | | | | | | | | | | |
| CATANIA (FONTANAROSSA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR MALTA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 6 | 4 | |
| | GATWICK | AIR MALTA | S | D | 16 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 38 | 19 | 13 | |
| | MANCHESTER | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | MANCHESTER | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 93 | 0 | 4 | 4 | 0 | 0 | 8 | 61 | 16 | 28 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 89 | 4 | 4 | 4 | 0 | 0 | 6 | 57 | 19 | 28 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 100 | 4 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 33 | 16 | 3 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 16 | 75 | 5 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 100 | 0 | 3 | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| CATANIA (FONTANAROSSA) | | | | | 98 | 0 | 0 | 84 | 9 | 4 | 3 | 0 | 0 | 8 | 59 | 16 | 16 |
| CHANIA | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 18 | 100 | 1 | 7 |
| | GATWICK | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 30 | 86 | 6 | 7 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 91 | 100 | 0 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 0 | 25 | 25 | 25 | 0 | 95 | 75 | 7 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 47 | 80 | 9 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 61 | 100 | 3 | 4 |
| TOTAL CHANIA | | | | | 27 | 0 | 0 | 52 | 7 | 11 | 19 | 11 | 0 | 50 | 82 | 16 | 16 |
| CHARLEROI | | | | | | | | | | | | | | | | | |
| | MANCHESTER | RYANAIR | S | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | D | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL CHARLEROI | | | | | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 20 | 76 | 10 | 10 |
| CHARLESTON | | | | | | | | | | | | | | | | | |
| CHARLOTTE | | | | | | | | | | | | | | | | | |
| | GATWICK | US AIRWAYS | S | A | 31 | 0 | 0 | 68 | 16 | 6 | 10 | 0 | 0 | 13 | 65 | 16 | 31 |
| | GATWICK | US AIRWAYS | S | D | 31 | 0 | 0 | 71 | 16 | 6 | 6 | 0 | 0 | 15 | 26 | 26 | 31 |
| TOTAL CHARLOTTE | | | | | 63 | 0 | 0 | 68 | 16 | 8 | 8 | 0 | 0 | 15 | 45 | 21 | 21 |
| CHENNAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 20 | 0 | 0 | 85 | 10 | 0 | 5 | 0 | 0 | 11 | 74 | 12 | 23 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 20 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 22 | 32 | 28 | 22 |
| TOTAL CHENNAI | | | | | 40 | 0 | 0 | 78 | 10 | 5 | 8 | 0 | 0 | 17 | 53 | 20 | 20 |
| CHICAGO (O'HARE) | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 11 | 0 | 0 | 82 | 0 | 0 | 0 | 18 | 0 | 37 | 79 | 26 | 14 |
| | HEATHROW | AIR INDIA | S | D | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 7 | 31 | 69 | 13 |
| | HEATHROW | AMERICAN AIRLINES | S | A | 139 | 0 | 1 | 76 | 9 | 11 | 3 | 1 | 0 | 12 | 78 | 13 | 149 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 138 | 0 | 1 | 86 | 12 | 2 | 1 | 0 | 0 | 7 | 66 | 13 | 149 |
| | MANCHESTER | AMERICAN AIRLINES | S | A | 29 | 0 | 0 | 90 | 3 | 0 | 3 | 3 | 0 | 13 | 71 | 16 | 31 |
| | MANCHESTER | AMERICAN AIRLINES | S | D | 29 | 0 | 0 | 93 | 0 | 3 | 3 | 0 | 0 | 5 | 87 | 10 | 31 |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 3 | 82 | 25 | 28 |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 90 | 3 | 0 | 6 | 0 | 0 | 9 | 66 | 54 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 70 | 0 | 0 | 70 | 17 | 9 | 4 | 0 | 0 | 13 | 67 | 14 | 93 |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | D | 71 | 0 | 0 | 54 | 32 | 8 | 4 | 1 | 0 | 21 | 32 | 24 | 92 | |
| | HEATHROW | UNITED AIRLINES | S | A | 93 | 0 | 0 | 58 | 20 | 8 | 14 | 0 | 0 | 24 | 59 | 14 | 93 | |
| | HEATHROW | UNITED AIRLINES | S | D | 92 | 0 | 1 | 84 | 10 | 5 | 0 | 1 | 0 | 10 | 75 | 10 | 92 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 83 | 11 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 0 | 72 | 21 | 7 | 0 | 0 | 0 | 11 | 61 | 32 | 31 | |
| TOTAL CHICAGO (O'HARE) | | | | | 802 | 0 | 3 | 77 | 13 | 6 | 3 | 1 | 0 | 12 | 66 | 18 | 18 | |
| CHISINAU (KISHINEV) | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR MOLDOVA INTERNATIONAL | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 22 | 32 | 9 | |
| | STANSTED | AIR MOLDOVA INTERNATIONAL | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 33 | 23 | 9 | |
| TOTAL CHISINAU (KISHINEV) | | | | | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 28 | 28 | 28 | |
| CINCINNATI | | | | | | | | | | | | | | | | | | |
| | GATWICK | DELTA AIRLINES | S | A | 30 | 0 | 1 | 93 | 0 | 3 | 3 | 0 | 0 | 6 | 84 | 23 | 31 | |
| | GATWICK | DELTA AIRLINES | S | D | 30 | 0 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 65 | 20 | 31 | |
| TOTAL CINCINNATI | | | | | 60 | 0 | 2 | 95 | 2 | 2 | 2 | 0 | 0 | 4 | 74 | 22 | 22 | |
| CITY OF DERRY (EGLINTON) | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | S | A | 19 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 3 | 87 | 10 | 31 | |
| | GLASGOW | LOGANAIR | S | D | 19 | 0 | 0 | 89 | 5 | 5 | 0 | 0 | 0 | 7 | 90 | 5 | 31 | |
| | BIRMINGHAM | RYANAIR | S | A | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 6 | 0 | 0 | 50 | 33 | 0 | 17 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 56 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 2 | 91 | 4 | 58 | |
| | STANSTED | RYANAIR | S | D | 56 | 0 | 0 | 88 | 11 | 2 | 0 | 0 | 0 | 7 | 76 | 10 | 58 | |
| TOTAL CITY OF DERRY (EGLINTON) | | | | | 166 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 5 | 85 | 7 | 7 | |
| CLUJ NAPOCA | | | | | | | | | | | | | | | | | | |
| TOTAL CLUJ NAPOCA | | | | | 4 | 0 | 0 | 25 | 0 | 25 | 50 | 0 | 0 | 45 | 0 | 0 | 0 | |
| COLOGNE BONN | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 55 | 10 | 19 | 13 | 3 | 0 | 32 | 44 | 28 | 54 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 55 | 10 | 19 | 13 | 3 | 0 | 30 | 41 | 30 | 54 | |
| | EDINBURGH | GERMANWINGS | S | A | 18 | 0 | 0 | 50 | 33 | 11 | 6 | 0 | 0 | 18 | 71 | 12 | 21 | |
| | EDINBURGH | GERMANWINGS | S | D | 18 | 0 | 0 | 39 | 33 | 22 | 0 | 6 | 0 | 33 | 57 | 16 | 21 | |
| | STANSTED | GERMANWINGS | S | A | 82 | 0 | 0 | 89 | 6 | 2 | 2 | 0 | 0 | 7 | 91 | 4 | 81 | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| COLOGNE BONN | | | | | | | | | | | | | | | | | | |
| | STANSTED | GERMANWINGS | | S D | 82 | 0 | 0 | 87 | 7 | 2 | 2 | 0 | 1 | 12 | 77 | 10 | 81 | |
| | HEATHROW | LUFTHANSA | | S A | 92 | 0 | 0 | 76 | 17 | 7 | 0 | 0 | 0 | 9 | 89 | 7 | 91 | |
| | HEATHROW | LUFTHANSA | | S D | 92 | 0 | 0 | 78 | 14 | 7 | 1 | 0 | 0 | 9 | 75 | 11 | 91 | |
| | MANCHESTER | TUIFLY (GERMANY) | | S A | 27 | 0 | 0 | 85 | 7 | 7 | 0 | 0 | 0 | 6 | 82 | 14 | 22 | |
| | MANCHESTER | TUIFLY (GERMANY) | | S D | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 82 | 13 | 22 | |
| TOTAL COLOGNE BONN | | | | | 500 | 1 | 0 | 77 | 12 | 7 | 3 | 1 | 0 | 13 | 74 | 13 | 13 | |
| COLOMBO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | SRILANKAN AIRLINES | | S A | 34 | 0 | 0 | 62 | 24 | 15 | 0 | 0 | 0 | 12 | 70 | 13 | 46 | |
| | HEATHROW | SRILANKAN AIRLINES | | S D | 34 | 0 | 0 | 53 | 29 | 12 | 6 | 0 | 0 | 22 | 17 | 40 | 46 | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 38 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL COLOMBO | | | | | 77 | 0 | 0 | 55 | 26 | 16 | 4 | 0 | 0 | 19 | 45 | 25 | 25 | |
| COPENHAGEN | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI REGIONAL | | S A | 79 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 96 | 2 | 54 | |
| | EDINBURGH | BMI REGIONAL | | S D | 79 | 0 | 0 | 96 | 3 | 1 | 0 | 0 | 0 | 3 | 91 | 5 | 54 | |
| | GLASGOW | BMI REGIONAL | | S A | 31 | 0 | 0 | 84 | 3 | 13 | 0 | 0 | 0 | 7 | 90 | 10 | 31 | |
| | GLASGOW | BMI REGIONAL | | S D | 31 | 0 | 0 | 90 | 0 | 6 | 3 | 0 | 0 | 8 | 84 | 16 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 174 | 0 | 0 | 81 | 12 | 3 | 3 | 1 | 0 | 10 | 82 | 10 | 177 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 174 | 0 | 0 | 84 | 10 | 4 | 2 | 0 | 0 | 8 | 66 | 17 | 177 | |
| | NEWCASTLE | CIMBER AIR A/S | | S A | 44 | 0 | 0 | 75 | 16 | 9 | 0 | 0 | 0 | 12 | 77 | 8 | 30 | |
| | NEWCASTLE | CIMBER AIR A/S | | S D | 44 | 0 | 0 | 80 | 18 | 2 | 0 | 0 | 0 | 6 | 86 | 8 | 29 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 89 | 0 | 0 | 74 | 13 | 9 | 3 | 0 | 0 | 12 | 67 | 12 | 89 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 89 | 0 | 0 | 82 | 9 | 4 | 4 | 0 | 0 | 10 | 61 | 17 | 89 | |
| | BIRMINGHAM | SAS | | S A | 52 | 0 | 0 | 87 | 12 | 0 | 2 | 0 | 0 | 6 | 91 | 3 | 47 | |
| | BIRMINGHAM | SAS | | S D | 52 | 0 | 0 | 77 | 19 | 2 | 2 | 0 | 0 | 11 | 87 | 5 | 47 | |
| | HEATHROW | SAS | | S A | 193 | 0 | 0 | 68 | 19 | 8 | 5 | 0 | 0 | 15 | 72 | 13 | 175 | |
| | HEATHROW | SAS | | S D | 193 | 0 | 0 | 82 | 7 | 6 | 5 | 0 | 1 | 12 | 70 | 18 | 175 | |
| | LONDON CITY | SAS | | S A | 50 | 0 | 0 | 84 | 12 | 2 | 2 | 0 | 0 | 8 | 84 | 15 | 49 | |
| | LONDON CITY | SAS | | S D | 50 | 0 | 0 | 44 | 40 | 10 | 6 | 0 | 0 | 22 | 33 | 34 | 49 | |
| | MANCHESTER | SAS | | S A | 73 | 0 | 0 | 88 | 8 | 3 | 1 | 0 | 0 | 10 | 79 | 11 | 75 | |
| | MANCHESTER | SAS | | S D | 73 | 0 | 0 | 90 | 4 | 4 | 1 | 0 | 0 | 7 | 87 | 10 | 75 | |
| | EDINBURGH | STERLING AIRLINES | | S A | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | EDINBURGH | STERLING AIRLINES | | S D | 7 | 0 | 0 | 29 | 29 | 14 | 29 | 0 | 0 | 41 | 0 | 0 | 0 | |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| COPENHAGEN | | | | | | | | | | | | | | | | | | |
| | GATWICK | STERLING AIRLINES | S | A | 79 | 0 | 3 | 77 | 11 | 9 | 3 | 0 | 0 | 11 | 78 | 19 | 88 | |
| | GATWICK | STERLING AIRLINES | S | D | 79 | 0 | 3 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 66 | 22 | 88 | |
| TOTAL COPENHAGEN | | | | | 1748 | 2 | 6 | 81 | 11 | 5 | 3 | 0 | 0 | 10 | 75 | 14 | 14 | |
| CORFU | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 28 | 0 | 0 | 82 | 14 | 0 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 29 | 0 | 0 | 66 | 14 | 10 | 7 | 3 | 0 | 23 | 0 | 0 | 0 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 6 | |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 100 | 0 | 6 | |
| | GATWICK | MONARCH AIRLINES | C | A | 15 | 0 | 0 | 53 | 13 | 13 | 13 | 0 | 7 | 51 | 93 | 15 | 14 | |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 50 | 14 | 14 | 7 | 7 | 7 | 58 | 92 | 4 | 13 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 9 | 82 | 5 | 11 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 11 | 0 | 0 | 64 | 36 | 0 | 0 | 0 | 0 | 10 | 82 | 7 | 11 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 0 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 8 | 80 | 7 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 20 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 0 | 33 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 100 | 4 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 50 | 19 | 4 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 6 | 0 | 0 | 67 | 17 | 0 | 0 | 17 | 0 | 35 | 100 | 0 | 5 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 66 | 100 | 1 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 35 | 100 | 0 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 83 | 0 | 0 | 17 | 0 | 0 | 29 | 100 | 0 | 3 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 76 | 6 | 6 | 12 | 0 | 0 | 14 | 100 | 3 | 10 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 57 | 14 | 14 | 14 | 0 | 0 | 22 | 100 | 8 | 6 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 100 | 0 | 4 | |

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

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|----------------------|-------------------|---------------------|----------------|----------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| CORFU | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 30 | 100 | 6 | 3 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 80 | 6 | 5 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 4 | 33 | 18 | 3 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 77 | 0 | 8 | 15 | 0 | 28 | 60 | 77 | 5 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 40 | 25 | 118 | 4 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 75 | 11 | 4 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 8 | 67 | 15 | 3 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 60 | 50 | 5 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 50 | 17 | 4 | | |
| TOTAL CORFU | | | | | 284 | 0 | 0 | 74 | 10 | 7 | 6 | 1 | 1 | 20 | 79 | 15 | 15 | |
| CORK | EDINBURGH | AER ARANN | S | A | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 5 | 85 | 10 | 46 | | |
| | EDINBURGH | AER ARANN | S | D | 27 | 0 | 0 | 81 | 7 | 11 | 0 | 0 | 8 | 82 | 10 | 44 | | |
| | BIRMINGHAM | AER LINGUS | S | A | 29 | 0 | 0 | 72 | 17 | 10 | 0 | 0 | 11 | 100 | 2 | 18 | | |
| | BIRMINGHAM | AER LINGUS | S | D | 29 | 0 | 0 | 76 | 14 | 10 | 0 | 0 | 11 | 94 | 4 | 18 | | |
| | HEATHROW | AER LINGUS | S | A | 147 | 0 | 0 | 65 | 14 | 16 | 5 | 1 | 17 | 80 | 11 | 147 | | |
| | HEATHROW | AER LINGUS | S | D | 147 | 0 | 1 | 69 | 19 | 10 | 2 | 0 | 13 | 74 | 12 | 148 | | |
| | MANCHESTER | AER LINGUS | S | A | 19 | 0 | 0 | 63 | 26 | 11 | 0 | 0 | 14 | 100 | 5 | 3 | | |
| | MANCHESTER | AER LINGUS | S | D | 19 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 7 | 100 | 0 | 3 | | |
| | BIRMINGHAM | BMIBABY LTD | S | A | 22 | 0 | 7 | 86 | 0 | 14 | 0 | 0 | 8 | 68 | 25 | 34 | | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 22 | 0 | 7 | 82 | 0 | 9 | 9 | 0 | 14 | 72 | 26 | 36 | | |
| | MANCHESTER | BMIBABY LTD | S | A | 28 | 0 | 3 | 64 | 7 | 14 | 7 | 7 | 33 | 76 | 12 | 29 | | |
| | MANCHESTER | BMIBABY LTD | S | D | 30 | 0 | 1 | 57 | 10 | 10 | 17 | 7 | 41 | 86 | 8 | 29 | | |
| | NEWCASTLE | JET2.COM LTD | S | A | 20 | 0 | 0 | 90 | 5 | 0 | 0 | 0 | 5 | 34 | 68 | 22 | | |
| | NEWCASTLE | JET2.COM LTD | S | D | 20 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 73 | 21 | 22 | | |
| | GATWICK | RYANAIR | S | A | 31 | 0 | 0 | 90 | 0 | 6 | 3 | 0 | 6 | 94 | 9 | 31 | | |
| | GATWICK | RYANAIR | S | D | 31 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 9 | 74 | 16 | 31 | | |
| | STANSTED | RYANAIR | S | A | 87 | 0 | 0 | 91 | 8 | 1 | 0 | 0 | 4 | 91 | 6 | 90 | | |
| | STANSTED | RYANAIR | S | D | 87 | 0 | 0 | 83 | 15 | 1 | 1 | 0 | 8 | 82 | 9 | 92 | | |
| TOTAL CORK | | | | | 824 | 0 | 19 | 76 | 12 | 8 | 3 | 1 | 0 | 13 | 80 | 12 | 12 | |
| COZUMEL | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | | |

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

Origin / Destinations: C

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| COZUMEL | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 0 |
| TOTAL COZUMEL | | | | | 10 | 0 | 0 | 60 | 30 | 0 | 10 | 0 | 0 | 18 | 67 | 19 | 19 |
| CUNAGUA (CAYO COCO) | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 23 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 22 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 30 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL CUNAGUA (CAYO COCO) | | | | | 27 | 0 | 0 | 78 | 7 | 0 | 15 | 0 | 0 | 23 | 63 | 60 | 60 |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) |
| DAKAR | | | | | | | | | | | | | | | | | | |
| DALAMAN | | | | | | | | | | | | | | | | | | |
| | GLASGOW | BESTAIR | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | GLASGOW | BESTAIR | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| | GATWICK | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | 0 |
| | GATWICK | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 61 | 0 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 67 | 0 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 18 | 17 | 39 | 6 | 6 |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 17 | 29 | 6 | 6 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 50 | 19 | 4 | 4 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 67 | 14 | 3 | 3 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 25 | 0 | 0 | 84 | 4 | 4 | 8 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 0 | 1 | 73 | 15 | 4 | 8 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| | EDINBURGH | FREEBIRD AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 3 |
| | EDINBURGH | FREEBIRD AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 0 | 2 |
| | NEWCASTLE | FREEBIRD AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | FREEBIRD AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | KIBRIS TURKISH AIRLINES - KTHY | S | A | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 18 | 75 | 18 | 4 | 4 |
| | BIRMINGHAM | KIBRIS TURKISH AIRLINES - KTHY | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 8 | 4 | 4 |
| | GATWICK | KIBRIS TURKISH AIRLINES - KTHY | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 25 | 19 | 4 | 4 |
| | GATWICK | KIBRIS TURKISH AIRLINES - KTHY | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 15 | 4 | 4 |
| | MANCHESTER | KIBRIS TURKISH AIRLINES - KTHY | S | A | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 22 | 63 | 19 | 8 | 8 |
| | MANCHESTER | KIBRIS TURKISH AIRLINES - KTHY | S | D | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 88 | 7 | 8 | 8 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 100 | 3 | 3 | 3 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 11 | 67 | 12 | 3 | 3 |
| | EDINBURGH | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 0 | 3 |
| | EDINBURGH | MONARCH AIRLINES | C | D | 6 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 2 | 2 |
| | GATWICK | MONARCH AIRLINES | C | A | 11 | 0 | 0 | 73 | 18 | 9 | 0 | 0 | 0 | 9 | 100 | 3 | 6 | 6 |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| DALAMAN | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 8 | 50 | 17 | 6 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 5 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 9 | 80 | 10 | 5 | |
| | BIRMINGHAM | ONUR AIR | C | A | 4 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 7 | 100 | 0 | 8 | |
| | BIRMINGHAM | ONUR AIR | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 19 | 100 | 2 | 7 | |
| | EDINBURGH | ONUR AIR | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 17 | 0 | 0 | 0 | |
| | EDINBURGH | ONUR AIR | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | ONUR AIR | C | A | 23 | 0 | 0 | 83 | 13 | 4 | 0 | 0 | 5 | 68 | 22 | 19 | |
| | GATWICK | ONUR AIR | C | D | 20 | 0 | 0 | 65 | 25 | 10 | 0 | 0 | 13 | 31 | 43 | 16 | |
| | GLASGOW | ONUR AIR | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 3 | 50 | 34 | 8 | |
| | GLASGOW | ONUR AIR | C | D | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 14 | 33 | 56 | 6 | |
| | MANCHESTER | ONUR AIR | C | A | 24 | 0 | 0 | 63 | 13 | 13 | 8 | 4 | 31 | 53 | 37 | 15 | |
| | MANCHESTER | ONUR AIR | C | D | 21 | 0 | 0 | 38 | 5 | 33 | 19 | 5 | 48 | 33 | 65 | 12 | |
| | NEWCASTLE | ONUR AIR | C | A | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 14 | 78 | 12 | 9 | |
| | NEWCASTLE | ONUR AIR | C | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 15 | 25 | 46 | 8 | |
| | GLASGOW | PEGASUS AIRLINES | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 16 | 100 | 10 | 1 | |
| | GLASGOW | PEGASUS AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 9 | 100 | 0 | 1 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 12 | 0 | 0 | 75 | 0 | 17 | 0 | 8 | 24 | 92 | 7 | 13 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 13 | 0 | 0 | 69 | 8 | 8 | 8 | 8 | 28 | 90 | 15 | 10 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 38 | 0 | 0 | 82 | 8 | 3 | 5 | 3 | 16 | 89 | 15 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 40 | 0 | 0 | 78 | 15 | 0 | 5 | 3 | 17 | 86 | 6 | 7 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 22 | 0 | 0 | 91 | 5 | 5 | 0 | 0 | 4 | 100 | 1 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 22 | 0 | 0 | 68 | 23 | 0 | 9 | 0 | 17 | 75 | 13 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 37 | 0 | 0 | 73 | 5 | 8 | 14 | 0 | 21 | 94 | 5 | 18 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 38 | 0 | 0 | 61 | 11 | 16 | 11 | 3 | 28 | 94 | 4 | 16 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 12 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 11 | 0 | 0 | 0 | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | THOMAS COOK AIRLINES LTD (MYT) | C | A | 11 | 0 | 0 | 64 | 0 | 18 | 18 | 0 | 0 | 27 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | D | 13 | 0 | 0 | 62 | 8 | 8 | 23 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 18 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 64 | 27 | 0 | 9 | 0 | 0 | 21 | 100 | 7 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 41 | 0 | 0 | 73 | 15 | 2 | 5 | 5 | 0 | 20 | 89 | 11 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 36 | 0 | 0 | 58 | 19 | 11 | 6 | 6 | 0 | 31 | 71 | 27 | 7 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 100 | 0 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 11 | 100 | 3 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 30 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 50 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 24 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 10 | 90 | 3 | 10 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 76 | 14 | 0 | 10 | 0 | 0 | 18 | 100 | 0 | 7 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 60 | 25 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 30 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL DALAMAN | | | | | 804 | 1 | 1 | 73 | 12 | 7 | 6 | 1 | 0 | 17 | 70 | 24 | 24 |
| DALLAS/FORT WORTH | HEATHROW | AMERICAN AIRLINES | S | A | 62 | 0 | 0 | 74 | 11 | 13 | 2 | 0 | 0 | 11 | 0 | 0 | 0 |
| | HEATHROW | AMERICAN AIRLINES | S | D | 62 | 0 | 0 | 68 | 15 | 8 | 8 | 2 | 0 | 24 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 52 | 32 | 16 | 0 | 0 | 0 | 17 | 0 | 0 | 0 |
| TOTAL DALLAS/FORT WORTH | | | | | 186 | 0 | 0 | 70 | 15 | 10 | 4 | 1 | 0 | 16 | 65 | 19 | 19 |
| DAMASCUS | HEATHROW | BMI BRITISH MIDLAND | S | A | 15 | 0 | 0 | 73 | 7 | 13 | 7 | 0 | 0 | 15 | 50 | 10 | 2 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 14 | 0 | 0 | 50 | 21 | 21 | 7 | 0 | 0 | 21 | 33 | 34 | 3 |
| | HEATHROW | SYRIANAIR | S | A | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 6 | 77 | 35 | 13 |
| | HEATHROW | SYRIANAIR | S | D | 13 | 0 | 0 | 54 | 31 | 15 | 0 | 0 | 0 | 16 | 25 | 28 | 12 |
| TOTAL DAMASCUS | | | | | 55 | 0 | 0 | 65 | 18 | 13 | 4 | 0 | 0 | 14 | 54 | 25 | 25 |
| DAMMAM | HEATHROW | BMI BRITISH MIDLAND | S | A | 13 | 0 | 0 | 38 | 23 | 31 | 8 | 0 | 0 | 25 | 0 | 0 | 0 |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| DAMMAM | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 5 | 0 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 38 | 100 | 2 | 4 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 25 | 100 | 10 | 4 | |
| TOTAL DAMMAM | | | | | 35 | 0 | 0 | 54 | 20 | 17 | 9 | 0 | 0 | 21 | 100 | 6 | 6 | |
| DAR-ES-SALAAM | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 12 | 1 | 1 | 83 | 0 | 17 | 0 | 0 | 0 | 7 | 92 | 3 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 31 | 46 | 15 | 8 | 0 | 0 | 26 | 62 | 16 | 13 | |
| TOTAL DAR-ES-SALAAM | | | | | 25 | 1 | 1 | 56 | 24 | 16 | 4 | 0 | 0 | 17 | 77 | 10 | 10 | |
| DELHI | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR INDIA | S | A | 11 | 0 | 0 | 64 | 9 | 18 | 9 | 0 | 0 | 21 | 5 | 98 | 22 | |
| | BIRMINGHAM | AIR INDIA | S | D | 11 | 0 | 0 | 82 | 9 | 0 | 9 | 0 | 0 | 13 | 29 | 192 | 21 | |
| | HEATHROW | AIR INDIA | S | A | 29 | 0 | 1 | 45 | 38 | 14 | 0 | 3 | 0 | 28 | 0 | 110 | 12 | |
| | HEATHROW | AIR INDIA | S | D | 31 | 0 | 0 | 74 | 6 | 13 | 0 | 6 | 0 | 28 | 15 | 80 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 77 | 13 | 3 | 3 | 2 | 2 | 20 | 87 | 5 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 44 | 31 | 13 | 8 | 3 | 2 | 40 | 24 | 34 | 62 | |
| | HEATHROW | JET AIRWAYS | S | A | 31 | 0 | 0 | 26 | 42 | 29 | 3 | 0 | 0 | 25 | 32 | 24 | 31 | |
| | HEATHROW | JET AIRWAYS | S | D | 31 | 0 | 0 | 65 | 19 | 13 | 3 | 0 | 0 | 17 | 61 | 16 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 48 | 35 | 10 | 6 | 0 | 0 | 21 | 55 | 15 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 68 | 23 | 6 | 3 | 0 | 0 | 12 | 58 | 17 | 31 | |
| TOTAL DELHI | | | | | 330 | 0 | 1 | 58 | 24 | 12 | 4 | 2 | 1 | 25 | 45 | 42 | 42 | |
| DENVER INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 30 | 0 | 0 | 63 | 17 | 20 | 0 | 0 | 0 | 15 | 55 | 14 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 30 | 0 | 0 | 67 | 20 | 7 | 7 | 0 | 0 | 17 | 52 | 18 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | A | 25 | 0 | 0 | 84 | 8 | 0 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | UNITED AIRLINES | S | D | 25 | 0 | 0 | 80 | 8 | 12 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL DENVER INTERNATIONAL | | | | | 110 | 0 | 0 | 73 | 14 | 10 | 4 | 0 | 0 | 13 | 53 | 16 | 16 | |
| DETROIT | | | | | | | | | | | | | | | | | | |
| | GATWICK | NORTHWEST AIRLINES | S | A | 26 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 7 | 31 | |
| | GATWICK | NORTHWEST AIRLINES | S | D | 26 | 0 | 3 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 94 | 3 | 31 | |
| | HEATHROW | NORTHWEST AIRLINES | S | A | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | HEATHROW | NORTHWEST AIRLINES | S | D | 31 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | |
| TOTAL DETROIT | | | | | 114 | 0 | 6 | 96 | 2 | 1 | 1 | 0 | 0 | 2 | 92 | 5 | 5 | |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | | |
| DHAKHA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | A | 13 | 0 | 1 | 31 | 23 | 8 | 31 | 8 | 0 | 51 | 18 | 91 | 17 | |
| | HEATHROW | BIMAN BANGLADESH AIRLINES | S | D | 13 | 0 | 1 | 31 | 31 | 31 | 8 | 0 | 0 | 27 | 12 | 54 | 17 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 38 | 38 | 15 | 8 | 0 | 0 | 27 | 69 | 13 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 64 | 14 | 21 | 0 | 0 | 0 | 17 | 38 | 28 | 13 | |
| TOTAL DHAKHA | | | | | 53 | 1 | 2 | 42 | 26 | 19 | 11 | 2 | 0 | 30 | 32 | 50 | 50 | |
| DINARD | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 10 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 10 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 93 | 3 | 30 | |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 5 | 93 | 5 | 30 | |
| TOTAL DINARD | | | | | 80 | 0 | 2 | 94 | 5 | 1 | 0 | 0 | 0 | 4 | 94 | 4 | 4 | |
| DJIBOUTI | | | | | | | | | | | | | | | | | | |
| | GATWICK | DAALLO AIRLINES | S | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 80 | 50 | 21 | 4 | |
| | GATWICK | DAALLO AIRLINES | S | D | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 60 | 10 | 5 | |
| TOTAL DJIBOUTI | | | | | 10 | 0 | 0 | 30 | 10 | 30 | 30 | 0 | 0 | 50 | 56 | 15 | 15 | |
| DNEPROPETROVSK | | | | | | | | | | | | | | | | | | |
| DOHA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 84 | 6 | 3 | 6 | 0 | 0 | 10 | 97 | 1 | 30 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 26 | 45 | 23 | 3 | 3 | 0 | 33 | 26 | 35 | 31 | |
| | GATWICK | QATAR AIRWAYS | S | A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 94 | 3 | 31 | |
| | GATWICK | QATAR AIRWAYS | S | D | 31 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 0 | 8 | 39 | 19 | 31 | |
| | HEATHROW | QATAR AIRWAYS | S | A | 123 | 0 | 0 | 80 | 10 | 7 | 2 | 1 | 0 | 9 | 93 | 5 | 92 | |
| | HEATHROW | QATAR AIRWAYS | S | D | 122 | 0 | 1 | 79 | 16 | 5 | 1 | 0 | 0 | 9 | 65 | 15 | 92 | |
| | MANCHESTER | QATAR AIRWAYS | S | A | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 71 | 16 | 31 | |
| | MANCHESTER | QATAR AIRWAYS | S | D | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 6 | 77 | 40 | 31 | |
| TOTAL DOHA | | | | | 431 | 3 | 1 | 78 | 14 | 6 | 2 | 0 | 0 | 10 | 73 | 15 | 15 | |
| DONCASTER SHEFFIELD | | | | | | | | | | | | | | | | | | |
| DORTMUND | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 15 | 0 | 0 | 60 | 20 | 13 | 7 | 0 | 0 | 17 | 89 | 5 | 18 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 15 | 0 | 0 | 53 | 20 | 20 | 7 | 0 | 0 | 23 | 94 | 5 | 18 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 57 | 0 | 0 | 58 | 28 | 2 | 2 | 5 | 5 | 45 | 92 | 11 | 83 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 58 | 0 | 0 | 53 | 31 | 12 | 2 | 2 | 0 | 24 | 81 | 10 | 83 | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| DORTMUND | | | | | | | | | | | | | | | | | |
| TOTAL DORTMUND | | | | | 145 | 0 | 0 | 56 | 28 | 9 | 3 | 3 | 2 | 31 | 87 | 9 | 9 |
| DRESDEN | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 24 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 6 | 84 | 9 | 31 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 24 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 6 | 48 | 19 | 31 |
| TOTAL DRESDEN | | | | | 48 | 1 | 0 | 94 | 2 | 0 | 4 | 0 | 0 | 6 | 66 | 14 | 14 |
| DUBAI | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 66 | 0 | 0 | 70 | 15 | 15 | 0 | 0 | 0 | 13 | 79 | 9 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 68 | 0 | 0 | 75 | 15 | 9 | 1 | 0 | 0 | 11 | 39 | 22 | 62 |
| | BIRMINGHAM | EMIRATES | S | A | 62 | 0 | 0 | 60 | 23 | 16 | 2 | 0 | 0 | 16 | 71 | 12 | 62 |
| | BIRMINGHAM | EMIRATES | S | D | 62 | 0 | 0 | 50 | 24 | 21 | 5 | 0 | 0 | 22 | 69 | 13 | 62 |
| | GATWICK | EMIRATES | S | A | 93 | 0 | 0 | 81 | 13 | 4 | 1 | 1 | 0 | 11 | 80 | 9 | 93 |
| | GATWICK | EMIRATES | S | D | 93 | 0 | 0 | 75 | 20 | 2 | 1 | 1 | 0 | 13 | 62 | 13 | 93 |
| | GLASGOW | EMIRATES | S | A | 31 | 0 | 0 | 58 | 29 | 13 | 0 | 0 | 0 | 15 | 39 | 22 | 31 |
| | GLASGOW | EMIRATES | S | D | 31 | 0 | 0 | 42 | 29 | 26 | 3 | 0 | 0 | 23 | 32 | 29 | 31 |
| | HEATHROW | EMIRATES | S | A | 155 | 0 | 0 | 63 | 24 | 11 | 2 | 0 | 0 | 14 | 75 | 11 | 155 |
| | HEATHROW | EMIRATES | S | D | 155 | 0 | 0 | 61 | 21 | 16 | 1 | 0 | 0 | 15 | 48 | 20 | 155 |
| | MANCHESTER | EMIRATES | S | A | 62 | 0 | 0 | 56 | 27 | 15 | 2 | 0 | 0 | 14 | 52 | 17 | 62 |
| | MANCHESTER | EMIRATES | S | D | 62 | 0 | 2 | 60 | 21 | 16 | 3 | 0 | 0 | 18 | 31 | 26 | 62 |
| | NEWCASTLE | EMIRATES | S | A | 31 | 0 | 0 | 77 | 13 | 3 | 3 | 3 | 0 | 17 | 94 | 7 | 31 |
| | NEWCASTLE | EMIRATES | S | D | 31 | 0 | 0 | 65 | 19 | 6 | 6 | 3 | 0 | 21 | 81 | 13 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 52 | 26 | 23 | 0 | 0 | 0 | 19 | 32 | 24 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 8 | 65 | 14 | 31 |
| TOTAL DUBAI | | | | | 1064 | 0 | 2 | 65 | 21 | 12 | 2 | 0 | 0 | 15 | 61 | 16 | 16 |
| DUBLIN | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AER ARANN | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 4 |
| | MANCHESTER | AER ARANN | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 4 |
| | NEWCASTLE | AER ARANN | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | AER ARANN | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | AER LINGUS | S | A | 95 | 0 | 0 | 79 | 13 | 4 | 4 | 0 | 0 | 11 | 82 | 8 | 96 |
| | BIRMINGHAM | AER LINGUS | S | D | 95 | 0 | 0 | 66 | 16 | 11 | 7 | 0 | 0 | 17 | 79 | 9 | 96 |
| | EDINBURGH | AER LINGUS | S | A | 36 | 0 | 0 | 81 | 11 | 3 | 6 | 0 | 0 | 10 | 74 | 14 | 34 |
| | EDINBURGH | AER LINGUS | S | D | 36 | 0 | 0 | 75 | 11 | 6 | 8 | 0 | 0 | 14 | 65 | 17 | 34 |
| | GATWICK | AER LINGUS | S | A | 114 | 0 | 0 | 80 | 9 | 9 | 3 | 0 | 0 | 10 | 56 | 17 | 16 |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | AER LINGUS | | S D | 114 | 0 | 0 | 75 | 12 | 10 | 3 | 0 | 0 | 11 | 50 | 21 | 16 | |
| | GLASGOW | AER LINGUS | | S A | 59 | 0 | 0 | 63 | 19 | 12 | 7 | 0 | 0 | 19 | 54 | 18 | 65 | |
| | GLASGOW | AER LINGUS | | S D | 59 | 0 | 0 | 58 | 22 | 12 | 8 | 0 | 0 | 20 | 50 | 21 | 64 | |
| | HEATHROW | AER LINGUS | | S A | 374 | 0 | 0 | 61 | 22 | 11 | 5 | 0 | 0 | 18 | 73 | 13 | 397 | |
| | HEATHROW | AER LINGUS | | S D | 371 | 0 | 2 | 73 | 15 | 7 | 5 | 0 | 0 | 13 | 74 | 13 | 396 | |
| | MANCHESTER | AER LINGUS | | S A | 96 | 0 | 0 | 71 | 14 | 11 | 4 | 0 | 0 | 13 | 69 | 17 | 121 | |
| | MANCHESTER | AER LINGUS | | S D | 97 | 0 | 0 | 78 | 10 | 8 | 3 | 0 | 0 | 10 | 67 | 15 | 121 | |
| | NEWCASTLE | AER LINGUS | | S A | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 19 | 85 | 8 | 26 | |
| | NEWCASTLE | AER LINGUS | | S D | 6 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 21 | 85 | 7 | 26 | |
| | LONDON CITY | BA CITYFLYER LTD | | S A | 67 | 0 | 0 | 90 | 3 | 4 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | LONDON CITY | BA CITYFLYER LTD | | S D | 66 | 1 | 0 | 77 | 9 | 9 | 5 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 216 | 0 | 0 | 62 | 22 | 12 | 4 | 0 | 0 | 18 | 72 | 14 | 211 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 215 | 0 | 0 | 76 | 15 | 6 | 2 | 0 | 0 | 10 | 72 | 13 | 211 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 92 | 0 | 0 | 84 | 12 | 4 | 0 | 0 | 0 | 6 | 66 | 18 | 116 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 92 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 4 | 77 | 14 | 116 | |
| | LONDON CITY | CITY JET | | S A | 127 | 0 | 1 | 78 | 15 | 4 | 3 | 0 | 0 | 10 | 48 | 23 | 132 | |
| | LONDON CITY | CITY JET | | S D | 123 | 0 | 0 | 50 | 28 | 18 | 3 | 0 | 0 | 21 | 20 | 40 | 125 | |
| | BIRMINGHAM | RYANAIR | | S A | 109 | 0 | 2 | 80 | 16 | 5 | 0 | 0 | 0 | 8 | 95 | 4 | 77 | |
| | BIRMINGHAM | RYANAIR | | S D | 109 | 0 | 0 | 66 | 20 | 13 | 1 | 0 | 0 | 13 | 86 | 7 | 77 | |
| | EDINBURGH | RYANAIR | | S A | 102 | 0 | 0 | 79 | 13 | 8 | 0 | 0 | 0 | 8 | 83 | 7 | 94 | |
| | EDINBURGH | RYANAIR | | S D | 102 | 0 | 0 | 69 | 20 | 11 | 1 | 0 | 0 | 13 | 80 | 9 | 94 | |
| | GATWICK | RYANAIR | | S A | 186 | 0 | 0 | 62 | 19 | 12 | 6 | 0 | 0 | 18 | 62 | 16 | 186 | |
| | GATWICK | RYANAIR | | S D | 186 | 0 | 0 | 63 | 18 | 10 | 8 | 1 | 0 | 19 | 56 | 21 | 186 | |
| | LUTON | RYANAIR | | S A | 103 | 0 | 0 | 61 | 30 | 8 | 1 | 0 | 0 | 14 | 69 | 13 | 106 | |
| | LUTON | RYANAIR | | S D | 103 | 0 | 0 | 84 | 10 | 2 | 1 | 2 | 1 | 18 | 73 | 16 | 105 | |
| | MANCHESTER | RYANAIR | | S A | 131 | 0 | 0 | 70 | 18 | 10 | 2 | 1 | 0 | 14 | 81 | 9 | 121 | |
| | MANCHESTER | RYANAIR | | S D | 130 | 0 | 0 | 72 | 19 | 5 | 2 | 1 | 0 | 12 | 82 | 8 | 121 | |
| | NEWCASTLE | RYANAIR | | S A | 65 | 0 | 0 | 68 | 20 | 9 | 3 | 0 | 0 | 13 | 85 | 7 | 62 | |
| | NEWCASTLE | RYANAIR | | S D | 65 | 0 | 0 | 68 | 22 | 8 | 3 | 0 | 0 | 15 | 85 | 7 | 62 | |
| | STANSTED | RYANAIR | | S A | 291 | 0 | 0 | 69 | 18 | 10 | 1 | 0 | 0 | 14 | 76 | 10 | 292 | |
| | STANSTED | RYANAIR | | S D | 291 | 0 | 0 | 67 | 21 | 9 | 2 | 0 | 0 | 14 | 66 | 15 | 292 | |
| TOTAL DUBLIN | | | | | 4545 | 4 | 5 | 70 | 17 | 9 | 3 | 0 | 0 | 14 | 71 | 14 | 14 | |
| DUBROVNIK | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| DUBROVNIK | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 29 | 0 | 0 | 79 | 10 | 10 | 0 | 0 | 0 | 9 | 62 | 14 | 29 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 29 | 0 | 0 | 83 | 7 | 10 | 0 | 0 | 0 | 9 | 38 | 25 | 29 | |
| | GATWICK | CROATIA AIRLINES | S | A | 14 | 0 | 0 | 50 | 29 | 7 | 14 | 0 | 0 | 25 | 24 | 36 | 17 | |
| | GATWICK | CROATIA AIRLINES | S | D | 12 | 0 | 0 | 50 | 25 | 8 | 17 | 0 | 0 | 29 | 6 | 64 | 17 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 33 | 61 | 9 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 22 | 60 | 9 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 75 | 11 | 4 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 11 | 67 | 11 | 3 | |
| | LUTON | THOMSON AIRWAYS LTD | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 0 | 8 | 0 | 22 | 58 | 13 | 12 | |
| | LUTON | THOMSON AIRWAYS LTD | S | D | 12 | 0 | 0 | 83 | 8 | 0 | 0 | 8 | 0 | 32 | 82 | 8 | 11 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 21 | 63 | 58 | 8 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 16 | 100 | 3 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 11 | 0 | 0 | 82 | 0 | 9 | 9 | 0 | 0 | 12 | 75 | 11 | 8 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 27 | 57 | 24 | 7 | |
| TOTAL DUBROVNIK | | | | | 168 | 0 | 0 | 74 | 11 | 8 | 6 | 1 | 0 | 17 | 50 | 28 | 28 | |
| DUNDEE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 101 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 5 | 31 | 28 | 98 | |
| | LONDON CITY | CITY JET | S | D | 101 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 8 | 27 | 29 | 99 | |
| | BIRMINGHAM | LOGANAIR | S | A | 69 | 0 | 2 | 99 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BIRMINGHAM | LOGANAIR | S | D | 67 | 2 | 2 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| TOTAL DUNDEE | | | | | 338 | 2 | 4 | 90 | 8 | 2 | 0 | 0 | 0 | 5 | 43 | 23 | 23 | |
| DURHAM TEES VALLEY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 88 | 0 | 1 | 75 | 15 | 10 | 0 | 0 | 0 | 10 | 77 | 11 | 107 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 89 | 0 | 0 | 75 | 19 | 4 | 1 | 0 | 0 | 9 | 77 | 13 | 107 | |
| TOTAL DURHAM TEES VALLEY | | | | | 178 | 1 | 1 | 75 | 17 | 7 | 1 | 0 | 0 | 9 | 76 | 12 | 12 | |
| DUSHANBE | | | | | | | | | | | | | | | | | | |
| DUSSELDORF | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR BERLIN | S | A | 81 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 86 | 9 | 104 | |
| | STANSTED | AIR BERLIN | S | D | 81 | 0 | 0 | 90 | 9 | 1 | 0 | 0 | 0 | 5 | 79 | 9 | 103 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 176 | 0 | 0 | 81 | 10 | 7 | 2 | 0 | 0 | 9 | 69 | 14 | 197 | |

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

Origin / Destinations: D

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| DUSSELDORF | HEATHROW | BRITISH AIRWAYS PLC | S | D | 176 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 9 | 48 | 21 | 198 | |
| | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | A | 98 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 83 | 8 | 98 | |
| | BIRMINGHAM | EUROWINGS LUFTVERKEHRS | S | D | 98 | 0 | 0 | 96 | 2 | 2 | 0 | 0 | 0 | 4 | 79 | 10 | 98 | |
| | LONDON CITY | EUROWINGS LUFTVERKEHRS | S | A | 76 | 0 | 0 | 96 | 3 | 0 | 1 | 0 | 0 | 3 | 87 | 5 | 69 | |
| | LONDON CITY | EUROWINGS LUFTVERKEHRS | S | D | 76 | 0 | 0 | 66 | 25 | 5 | 3 | 1 | 0 | 16 | 49 | 21 | 69 | |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | A | 53 | 0 | 0 | 87 | 6 | 6 | 2 | 0 | 0 | 8 | 78 | 9 | 27 | |
| | NEWCASTLE | EUROWINGS LUFTVERKEHRS | S | D | 53 | 0 | 0 | 77 | 11 | 8 | 4 | 0 | 0 | 11 | 70 | 12 | 27 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 103 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 9 | 88 | 9 | 102 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 102 | 0 | 0 | 73 | 14 | 9 | 5 | 0 | 0 | 15 | 82 | 8 | 102 | |
| | MANCHESTER | FLYBE LTD | S | A | 80 | 0 | 0 | 71 | 19 | 8 | 1 | 1 | 0 | 14 | 89 | 7 | 81 | |
| | MANCHESTER | FLYBE LTD | S | D | 80 | 0 | 0 | 93 | 4 | 1 | 3 | 0 | 0 | 4 | 88 | 6 | 81 | |
| | HEATHROW | LUFTHANSA | S | A | 128 | 0 | 0 | 73 | 16 | 9 | 2 | 0 | 0 | 13 | 86 | 6 | 121 | |
| | HEATHROW | LUFTHANSA | S | D | 127 | 0 | 0 | 81 | 10 | 6 | 2 | 0 | 0 | 9 | 79 | 10 | 121 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 102 | 0 | 0 | 88 | 10 | 1 | 1 | 0 | 0 | 8 | 61 | 15 | 105 | |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 102 | 0 | 0 | 95 | 3 | 1 | 1 | 0 | 0 | 3 | 75 | 11 | 105 | |
| TOTAL DUSSELDORF | | | | | 1792 | 0 | 0 | 84 | 10 | 5 | 2 | 0 | 0 | 8 | 75 | 11 | 11 | |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| EAST MIDLANDS INTERNATI | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMIBABY LTD | | S A | 70 | 0 | 0 | 93 | 1 | 4 | 1 | 0 | 0 | 5 | 96 | 2 | 80 | |
| | EDINBURGH | BMIBABY LTD | | S D | 70 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 10 | 86 | 5 | 80 | |
| | GLASGOW | BMIBABY LTD | | S A | 67 | 0 | 0 | 93 | 4 | 1 | 1 | 0 | 0 | 5 | 89 | 9 | 79 | |
| | GLASGOW | BMIBABY LTD | | S D | 67 | 0 | 0 | 82 | 13 | 1 | 3 | 0 | 0 | 10 | 79 | 16 | 81 | |
| TOTAL EAST MIDLANDS INTERNATIONAL | | | | | 274 | 0 | 0 | 87 | 7 | 3 | 3 | 0 | 0 | 8 | 88 | 8 | 8 | |
| EDINBURGH | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | | S A | 232 | 0 | 0 | 89 | 5 | 4 | 2 | 0 | 0 | 5 | 81 | 15 | 199 | |
| | LONDON CITY | BA CITYFLYER LTD | | S D | 229 | 1 | 0 | 61 | 22 | 10 | 6 | 0 | 0 | 19 | 41 | 26 | 195 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 239 | 0 | 1 | 75 | 13 | 10 | 1 | 0 | 0 | 10 | 78 | 13 | 240 | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 239 | 0 | 1 | 79 | 13 | 7 | 0 | 0 | 0 | 8 | 69 | 15 | 240 | |
| | MANCHESTER | BMI REGIONAL | | S A | 178 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | 4 | 93 | 4 | 184 | |
| | MANCHESTER | BMI REGIONAL | | S D | 177 | 0 | 0 | 98 | 1 | 1 | 1 | 0 | 0 | 1 | 93 | 4 | 181 | |
| | BIRMINGHAM | BMIBABY LTD | | S A | 66 | 1 | 0 | 89 | 2 | 6 | 3 | 0 | 0 | 6 | 85 | 7 | 86 | |
| | BIRMINGHAM | BMIBABY LTD | | S D | 66 | 1 | 0 | 74 | 18 | 5 | 3 | 0 | 0 | 12 | 67 | 14 | 86 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 166 | 0 | 0 | 89 | 8 | 4 | 0 | 0 | 0 | 5 | 59 | 20 | 174 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 166 | 0 | 0 | 91 | 5 | 4 | 0 | 0 | 0 | 4 | 52 | 20 | 174 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 303 | 0 | 0 | 74 | 15 | 8 | 2 | 0 | 0 | 12 | 63 | 21 | 306 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 303 | 0 | 0 | 77 | 17 | 6 | 0 | 0 | 0 | 10 | 50 | 24 | 307 | |
| | LONDON CITY | CITY JET | | S A | 161 | 1 | 0 | 91 | 3 | 4 | 2 | 0 | 0 | 5 | 60 | 16 | 152 | |
| | LONDON CITY | CITY JET | | S D | 164 | 1 | 0 | 70 | 20 | 7 | 4 | 0 | 0 | 14 | 50 | 20 | 155 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 120 | 0 | 0 | 88 | 6 | 4 | 3 | 0 | 0 | 8 | 74 | 15 | 120 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 120 | 0 | 0 | 89 | 4 | 5 | 2 | 0 | 0 | 8 | 68 | 16 | 120 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 143 | 0 | 0 | 86 | 9 | 3 | 1 | 1 | 0 | 8 | 88 | 7 | 140 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 142 | 0 | 0 | 79 | 13 | 6 | 1 | 1 | 0 | 13 | 75 | 12 | 140 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 145 | 1 | 1 | 92 | 3 | 3 | 1 | 1 | 0 | 6 | 78 | 11 | 147 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 147 | 0 | 0 | 86 | 9 | 5 | 0 | 1 | 0 | 7 | 57 | 19 | 147 | |
| | BIRMINGHAM | FLYBE LTD | | S A | 194 | 1 | 0 | 93 | 4 | 3 | 1 | 0 | 0 | 4 | 80 | 11 | 213 | |
| | BIRMINGHAM | FLYBE LTD | | S D | 193 | 1 | 1 | 75 | 12 | 10 | 3 | 0 | 0 | 12 | 73 | 14 | 218 | |
| | MANCHESTER | FLYBE LTD | | S A | 131 | 0 | 2 | 89 | 5 | 3 | 2 | 1 | 0 | 7 | 84 | 9 | 187 | |
| | MANCHESTER | FLYBE LTD | | S D | 130 | 0 | 2 | 90 | 2 | 5 | 4 | 0 | 0 | 8 | 83 | 9 | 189 | |
| TOTAL EDINBURGH | | | | | 4161 | 12 | 8 | 83 | 10 | 5 | 2 | 0 | 0 | 9 | 70 | 15 | 15 | |
| EDMONTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | | S A | 26 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 4 | 87 | 10 | 31 | |

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

Origin / Destinations: E

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| EDMONTON | HEATHROW | AIR CANADA | | S D | 25 | 0 | 0 | 84 | 12 | 4 | 0 | 0 | 0 | 8 | 68 | 14 | 31 |
| TOTAL EDMONTON | | | | | 51 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 77 | 12 | 12 |
| EINDHOVEN | LONDON CITY | CITY JET | | S A | 48 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LONDON CITY | CITY JET | | S D | 49 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S A | 53 | 0 | 1 | 79 | 19 | 0 | 0 | 2 | 0 | 13 | 85 | 8 | 54 |
| | STANSTED | RYANAIR | | S D | 54 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 8 | 67 | 13 | 55 |
| TOTAL EINDHOVEN | | | | | 205 | 1 | 1 | 87 | 12 | 0 | 0 | 0 | 0 | 8 | 76 | 14 | 14 |
| EKATERINBURG | HEATHROW | BMI BRITISH MIDLAND | | S A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| TOTAL EKATERINBURG | | | | | 10 | 1 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| ENTEBBE | HEATHROW | BRITISH AIRWAYS PLC | | S A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 10 | 43 | 27 | 14 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 12 | 0 | 0 | 75 | 0 | 17 | 8 | 0 | 0 | 18 | 54 | 19 | 13 |
| TOTAL ENTEBBE | | | | | 25 | 0 | 0 | 84 | 0 | 8 | 8 | 0 | 0 | 13 | 48 | 23 | 23 |
| ESBJERG | | | | | | | | | | | | | | | | | |
| EXETER | EDINBURGH | FLYBE LTD | | S A | 60 | 0 | 0 | 75 | 12 | 5 | 7 | 2 | 0 | 19 | 85 | 11 | 62 |
| | EDINBURGH | FLYBE LTD | | S D | 59 | 0 | 0 | 58 | 22 | 12 | 8 | 0 | 0 | 21 | 56 | 21 | 62 |
| | GLASGOW | FLYBE LTD | | S A | 49 | 0 | 0 | 82 | 10 | 4 | 4 | 0 | 0 | 11 | 80 | 9 | 54 |
| | GLASGOW | FLYBE LTD | | S D | 49 | 0 | 0 | 76 | 14 | 2 | 6 | 2 | 0 | 20 | 67 | 18 | 54 |
| | MANCHESTER | FLYBE LTD | | S A | 50 | 0 | 0 | 80 | 10 | 2 | 6 | 2 | 0 | 16 | 79 | 12 | 53 |
| | MANCHESTER | FLYBE LTD | | S D | 50 | 0 | 0 | 78 | 6 | 6 | 10 | 0 | 0 | 15 | 77 | 17 | 53 |
| | NEWCASTLE | FLYBE LTD | | S A | 37 | 0 | 4 | 73 | 14 | 11 | 3 | 0 | 0 | 13 | 75 | 17 | 52 |
| | NEWCASTLE | FLYBE LTD | | S D | 37 | 0 | 4 | 70 | 19 | 5 | 5 | 0 | 0 | 14 | 75 | 19 | 52 |
| TOTAL EXETER | | | | | 391 | 0 | 8 | 74 | 13 | 6 | 6 | 1 | 0 | 17 | 74 | 16 | 16 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| FARNBOROUGH | | | | | | | | | | | | | | | | | | |
| FARO | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | | S A | 16 | 0 | 0 | 69 | 6 | 6 | 19 | 0 | 0 | 27 | 88 | 7 | 16 | |
| | BIRMINGHAM | BMIBABY LTD | | S D | 16 | 0 | 0 | 69 | 6 | 6 | 19 | 0 | 0 | 32 | 88 | 13 | 17 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 49 | 0 | 0 | 73 | 16 | 4 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 49 | 0 | 0 | 82 | 6 | 6 | 6 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 150 | 1 | 1 | 80 | 7 | 7 | 4 | 1 | 0 | 14 | 64 | 16 | 61 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 151 | 0 | 1 | 79 | 9 | 7 | 4 | 1 | 0 | 14 | 70 | 13 | 61 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S A | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S D | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 39 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 79 | 9 | 39 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 39 | 0 | 0 | 72 | 26 | 3 | 0 | 0 | 0 | 10 | 79 | 11 | 39 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 74 | 6 | 10 | 10 | 0 | 0 | 17 | 55 | 19 | 31 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 84 | 3 | 6 | 6 | 0 | 0 | 14 | 67 | 12 | 30 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 66 | 0 | 0 | 97 | 2 | 2 | 0 | 0 | 0 | 2 | 75 | 12 | 63 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 66 | 0 | 0 | 82 | 17 | 0 | 2 | 0 | 0 | 9 | 57 | 18 | 63 | |
| | EDINBURGH | FLYGLOBESPAN | | S A | 31 | 0 | 0 | 90 | 6 | 0 | 0 | 0 | 3 | 18 | 74 | 24 | 31 | |
| | EDINBURGH | FLYGLOBESPAN | | S D | 31 | 0 | 0 | 74 | 6 | 16 | 0 | 0 | 3 | 26 | 77 | 16 | 30 | |
| | GLASGOW | FLYGLOBESPAN | | S A | 26 | 0 | 0 | 88 | 4 | 0 | 0 | 4 | 4 | 36 | 81 | 14 | 31 | |
| | GLASGOW | FLYGLOBESPAN | | S D | 26 | 0 | 0 | 69 | 15 | 8 | 4 | 0 | 4 | 43 | 61 | 27 | 31 | |
| | MANCHESTER | JET2.COM LTD | | S A | 25 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 83 | 9 | 29 | |
| | MANCHESTER | JET2.COM LTD | | S D | 25 | 0 | 0 | 92 | 4 | 0 | 4 | 0 | 0 | 9 | 96 | 5 | 28 | |
| | BIRMINGHAM | MONARCH AIRLINES | | S A | 31 | 0 | 0 | 84 | 10 | 3 | 0 | 3 | 0 | 14 | 90 | 7 | 29 | |
| | BIRMINGHAM | MONARCH AIRLINES | | S D | 31 | 0 | 0 | 90 | 0 | 6 | 0 | 3 | 0 | 16 | 97 | 3 | 29 | |
| | GATWICK | MONARCH AIRLINES | | S A | 45 | 0 | 0 | 82 | 2 | 9 | 7 | 0 | 0 | 11 | 83 | 14 | 48 | |
| | GATWICK | MONARCH AIRLINES | | S D | 45 | 0 | 0 | 76 | 11 | 9 | 4 | 0 | 0 | 14 | 73 | 22 | 49 | |
| | LUTON | MONARCH AIRLINES | | S A | 27 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 90 | 8 | 29 | |
| | LUTON | MONARCH AIRLINES | | S D | 27 | 0 | 0 | 78 | 15 | 7 | 0 | 0 | 0 | 10 | 86 | 7 | 29 | |
| | MANCHESTER | MONARCH AIRLINES | | S A | 56 | 0 | 1 | 89 | 5 | 4 | 2 | 0 | 0 | 6 | 71 | 16 | 56 | |
| | MANCHESTER | MONARCH AIRLINES | | S D | 57 | 0 | 0 | 84 | 7 | 7 | 0 | 2 | 0 | 11 | 80 | 12 | 56 | |
| | STANSTED | RYANAIR | | S A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 25 | 50 | 0 | 25 | 0 | 0 | 46 | 50 | 41 | 4 | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 57 | 75 | 39 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 50 | 23 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 50 | 17 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 75 | 8 | 8 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 25 | 38 | 25 | 13 | 0 | 0 | 30 | 67 | 18 | 6 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 14 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 14 | 63 | 13 | 8 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 5 | 8 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 25 | 27 | 4 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 60 | 10 | 10 | 20 | 0 | 0 | 23 | 100 | 3 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 20 | 67 | 6 | 3 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 22 | 0 | 0 | 77 | 14 | 9 | 0 | 0 | 0 | 10 | 67 | 31 | 12 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 22 | 0 | 0 | 91 | 5 | 5 | 0 | 0 | 0 | 6 | 44 | 20 | 9 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 0 | 11 | 50 | 0 | 0 | 0 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 23 | 80 | 14 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 63 | 25 | 0 | 0 | 13 | 0 | 39 | 67 | 10 | 3 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 13 | 0 | 0 | 54 | 15 | 8 | 23 | 0 | 0 | 31 | 100 | 2 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 67 | 6 | 17 | 6 | 6 | 0 | 24 | 62 | 17 | 13 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 12 | 0 | 0 | 58 | 8 | 8 | 25 | 0 | 0 | 31 | 80 | 3 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 88 | 0 | 6 | 0 | 6 | 0 | 15 | 62 | 23 | 13 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 100 | 2 | 4 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 3 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| TOTAL FARO | | | | | 1495 | 2 | 3 | 81 | 9 | 5 | 4 | 1 | 0 | 14 | 74 | 16 | 16 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | |
| FEZ | | | | | | | | | | | | | | | | | |
| TOTAL FEZ | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 4 |
| FIGARI | | | | | | | | | | | | | | | | | |
| TOTAL FIGARI | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 75 | 22 | 22 |
| FLORENCE | | | | | | | | | | | | | | | | | |
| | GATWICK | MERIDIANA AIR | | S A | 69 | 0 | 1 | 93 | 6 | 0 | 1 | 0 | 0 | 4 | 77 | 14 | 74 |
| | GATWICK | MERIDIANA AIR | | S D | 69 | 0 | 1 | 90 | 9 | 0 | 1 | 0 | 0 | 6 | 62 | 19 | 74 |
| TOTAL FLORENCE | | | | | 138 | 1 | 2 | 91 | 7 | 0 | 1 | 0 | 0 | 5 | 70 | 16 | 16 |
| FORLI | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | | S A | 6 | 0 | 1 | 17 | 50 | 33 | 0 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | | S D | 6 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S A | 39 | 0 | 1 | 85 | 13 | 0 | 3 | 0 | 0 | 7 | 69 | 23 | 58 |
| | STANSTED | RYANAIR | | S D | 40 | 0 | 0 | 60 | 25 | 13 | 3 | 0 | 0 | 15 | 55 | 17 | 58 |
| TOTAL FORLI | | | | | 91 | 0 | 3 | 70 | 20 | 8 | 2 | 0 | 0 | 11 | 62 | 20 | 20 |
| FORT LAUDERDALE | | | | | | | | | | | | | | | | | |
| FRANKFURT MAIN | | | | | | | | | | | | | | | | | |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | | S A | 119 | 0 | 0 | 78 | 12 | 2 | 8 | 0 | 0 | 13 | 69 | 15 | 83 |
| | LONDON CITY | AUGSBURG AIRWAYS GMBH | | S D | 118 | 0 | 0 | 37 | 34 | 14 | 14 | 2 | 0 | 32 | 33 | 30 | 83 |
| | LONDON CITY | BA CITYFLYER LTD | | S A | 76 | 0 | 0 | 72 | 16 | 8 | 4 | 0 | 0 | 13 | 68 | 20 | 71 |
| | LONDON CITY | BA CITYFLYER LTD | | S D | 76 | 0 | 0 | 32 | 32 | 24 | 13 | 0 | 0 | 29 | 24 | 44 | 75 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 208 | 0 | 0 | 67 | 16 | 9 | 6 | 1 | 0 | 19 | 72 | 15 | 231 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 207 | 0 | 1 | 67 | 15 | 14 | 4 | 0 | 0 | 17 | 51 | 22 | 231 |
| | BIRMINGHAM | FLYBE LTD | | S A | 76 | 0 | 0 | 83 | 8 | 4 | 5 | 0 | 0 | 10 | 90 | 6 | 80 |
| | BIRMINGHAM | FLYBE LTD | | S D | 76 | 0 | 0 | 68 | 16 | 9 | 7 | 0 | 0 | 18 | 78 | 13 | 80 |
| | MANCHESTER | FLYBE LTD | | S A | 78 | 0 | 1 | 76 | 10 | 9 | 4 | 1 | 0 | 14 | 84 | 9 | 80 |
| | MANCHESTER | FLYBE LTD | | S D | 79 | 0 | 0 | 76 | 9 | 10 | 4 | 1 | 0 | 14 | 83 | 9 | 80 |
| | BIRMINGHAM | LUFTHANSA | | S A | 120 | 0 | 0 | 89 | 6 | 3 | 3 | 0 | 0 | 6 | 95 | 4 | 123 |
| | BIRMINGHAM | LUFTHANSA | | S D | 120 | 0 | 0 | 69 | 16 | 11 | 4 | 0 | 0 | 14 | 90 | 6 | 123 |
| | EDINBURGH | LUFTHANSA | | S A | 84 | 0 | 0 | 86 | 7 | 5 | 2 | 0 | 0 | 8 | 90 | 5 | 93 |
| | EDINBURGH | LUFTHANSA | | S D | 84 | 0 | 0 | 62 | 19 | 11 | 8 | 0 | 0 | 19 | 80 | 9 | 93 |
| | HEATHROW | LUFTHANSA | | S A | 307 | 0 | 0 | 66 | 20 | 10 | 4 | 0 | 0 | 15 | 71 | 13 | 307 |
| | HEATHROW | LUFTHANSA | | S D | 307 | 0 | 0 | 70 | 13 | 11 | 5 | 0 | 0 | 15 | 67 | 14 | 307 |
| | MANCHESTER | LUFTHANSA | | S A | 123 | 0 | 0 | 81 | 11 | 5 | 2 | 0 | 0 | 10 | 87 | 9 | 124 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | 124 | 0 | 0 | 72 | 16 | 7 | 5 | 0 | 0 | 13 | 84 | 8 | 124 |
| TOTAL FRANKFURT MAIN | | | | | 2384 | 2 | 2 | 69 | 16 | 9 | 5 | 0 | 0 | 15 | 72 | 14 | 14 |
| FREDERICTON | GATWICK | AIR TRANSAT | | S A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | GATWICK | AIR TRANSAT | | S D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| TOTAL FREDERICTON | | | | | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| FREETOWN | HEATHROW | BMI BRITISH MIDLAND | | S A | 17 | 0 | 0 | 71 | 18 | 12 | 0 | 0 | 0 | 10 | 0 | 22 | 1 |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 18 | 0 | 0 | 44 | 17 | 11 | 22 | 6 | 0 | 43 | 50 | 40 | 2 |
| TOTAL FREETOWN | | | | | 35 | 0 | 0 | 57 | 17 | 11 | 11 | 3 | 0 | 27 | 30 | 47 | 47 |
| FRIEDRICHSHAFEN | STANSTED | RYANAIR | | S A | 29 | 0 | 0 | 90 | 7 | 0 | 3 | 0 | 0 | 5 | 81 | 11 | 31 |
| | STANSTED | RYANAIR | | S D | 29 | 0 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 9 | 68 | 18 | 31 |
| TOTAL FRIEDRICHSHAFEN | | | | | 58 | 0 | 0 | 86 | 9 | 2 | 3 | 0 | 0 | 7 | 74 | 15 | 15 |
| FUERTEVENTURA | EDINBURGH | MONARCH AIRLINES | | C A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 100 | 5 | 5 |
| | EDINBURGH | MONARCH AIRLINES | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 7 | 5 |
| | BIRMINGHAM | RYANAIR | | S A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | | S D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 35 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C A | 8 | 0 | 0 | 75 | 0 | 13 | 13 | 0 | 0 | 14 | 100 | 3 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 10 | 100 | 0 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 14 | 0 | 0 | 64 | 14 | 7 | 7 | 7 | 0 | 39 | 75 | 9 | 12 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 14 | 0 | 0 | 86 | 0 | 7 | 0 | 7 | 0 | 31 | 55 | 16 | 11 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C A | 21 | 0 | 0 | 86 | 10 | 0 | 5 | 0 | 0 | 9 | 86 | 3 | 7 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C D | 18 | 0 | 0 | 83 | 6 | 6 | 6 | 0 | 0 | 11 | 71 | 14 | 7 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 17 | 1 | 0 | 82 | 12 | 6 | 0 | 0 | 0 | 7 | 75 | 18 | 8 |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| FUERTEVENTURA | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 20 | 0 | 0 | 85 | 10 | 5 | 0 | 0 | 0 | 6 | 78 | 17 | 9 | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 45 | 100 | 0 | 5 | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 53 | 100 | 4 | 5 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 37 | 80 | 11 | 5 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 8 | 80 | 18 | 5 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 15 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 6 | 80 | 9 | 5 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 16 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 12 | 100 | 8 | 5 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 33 | 0 | 0 | 0 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 33 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 54 | 31 | 8 | 8 | 0 | 0 | 19 | 60 | 11 | 5 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 11 | 100 | 4 | 5 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 75 | 12 | 4 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 60 | 16 | 5 | | |
| TOTAL FUERTEVENTURA | | | | | 236 | 1 | 0 | 78 | 8 | 8 | 6 | 1 | 0 | 17 | 74 | 30 | 30 | | |
| FUNCHAL | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PORTUGAL | S | A | 22 | 0 | 0 | 64 | 5 | 27 | 5 | 0 | 0 | 17 | 36 | 31 | 22 | | |
| | GATWICK | AIR PORTUGAL | S | D | 22 | 0 | 0 | 68 | 5 | 23 | 5 | 0 | 0 | 15 | 41 | 29 | 22 | | |
| | HEATHROW | AIR PORTUGAL | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 16 | 38 | 32 | 8 | | |
| | HEATHROW | AIR PORTUGAL | S | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 21 | 25 | 37 | 8 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 77 | 5 | 5 | 9 | 5 | 0 | 23 | 0 | 0 | 0 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 73 | 9 | 5 | 9 | 5 | 0 | 30 | 0 | 0 | 0 | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 2 | 100 | 0 | 3 | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 3 | | |
| | EDINBURGH | FLYGLOBESPAN | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | EDINBURGH | FLYGLOBESPAN | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | NEWCASTLE | SATA | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | | |
| | NEWCASTLE | SATA | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | |

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

Origin / Destinations: F

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 37 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 4 | 60 | 12 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 6 | 80 | 8 | 5 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 6 | 80 | 4 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 89 | 4 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 4 | 78 | 18 | 9 | |
| TOTAL FUNCHAL | | | | | 266 | 0 | 0 | 80 | 8 | 8 | 3 | 1 | 0 | 12 | 65 | 21 | 21 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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 ARANN | S | A | 22 | 1 | 0 | 91 | 0 | 9 | 0 | 0 | 0 | 9 | 83 | 11 | 24 | |
| | EDINBURGH | AER ARANN | S | D | 22 | 1 | 0 | 82 | 9 | 9 | 0 | 0 | 0 | 8 | 81 | 11 | 26 | |
| | LUTON | AER ARANN | S | A | 79 | 0 | 1 | 96 | 0 | 1 | 3 | 0 | 0 | 4 | 97 | 2 | 77 | |
| | LUTON | AER ARANN | S | D | 79 | 0 | 1 | 89 | 4 | 5 | 3 | 0 | 0 | 9 | 94 | 5 | 77 | |
| | MANCHESTER | AER ARANN | S | A | 49 | 0 | 0 | 84 | 10 | 4 | 2 | 0 | 0 | 8 | 92 | 6 | 48 | |
| | MANCHESTER | AER ARANN | S | D | 49 | 0 | 0 | 86 | 6 | 2 | 6 | 0 | 0 | 10 | 90 | 5 | 48 | |
| TOTAL GALWAY | | | | | 302 | 4 | 23 | 89 | 5 | 4 | 3 | 0 | 0 | 8 | 90 | 6 | 6 | |
| GATWICK | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 166 | 0 | 0 | 93 | 5 | 2 | 0 | 0 | 0 | 4 | 59 | 18 | 174 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 166 | 0 | 0 | 87 | 10 | 4 | 0 | 0 | 0 | 5 | 60 | 19 | 174 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 135 | 0 | 0 | 90 | 6 | 3 | 1 | 0 | 0 | 6 | 69 | 16 | 144 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 135 | 0 | 0 | 85 | 8 | 6 | 1 | 0 | 0 | 7 | 65 | 18 | 144 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 193 | 0 | 0 | 82 | 9 | 7 | 3 | 0 | 0 | 10 | 69 | 14 | 192 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 194 | 0 | 0 | 88 | 5 | 4 | 3 | 1 | 0 | 7 | 68 | 16 | 192 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 120 | 0 | 0 | 89 | 5 | 3 | 3 | 0 | 0 | 7 | 82 | 10 | 120 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 120 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 10 | 68 | 18 | 120 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 89 | 0 | 0 | 89 | 8 | 1 | 1 | 1 | 0 | 7 | 75 | 10 | 89 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 89 | 0 | 0 | 84 | 11 | 2 | 1 | 1 | 0 | 10 | 62 | 17 | 89 | |
| | NEWCASTLE | FLYBE LTD | S | A | 85 | 0 | 2 | 81 | 7 | 6 | 5 | 1 | 0 | 14 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE LTD | S | D | 86 | 0 | 1 | 84 | 3 | 7 | 5 | 1 | 0 | 14 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| TOTAL GATWICK | | | | | 1585 | 6 | 3 | 86 | 8 | 4 | 2 | 0 | 0 | 8 | 68 | 16 | 16 | |
| GAZIANTEP | | | | | | | | | | | | | | | | | | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 53 | 4 | |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 52 | 4 | |
| TOTAL GAZIANTEP | | | | | 8 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 24 | 0 | 53 | 53 | |
| GDANSK | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 11 | 0 | 2 | 91 | 0 | 0 | 9 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 12 | 0 | 1 | 83 | 8 | 0 | 8 | 0 | 0 | 13 | 0 | 0 | 0 | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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 | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 34 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 97 | 6 | 32 | |
| | STANSTED | RYANAIR | | S D | 35 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 97 | 6 | 32 | |
| | LUTON | WIZZ AIR | | S A | 57 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 91 | 4 | 58 | |
| | LUTON | WIZZ AIR | | S D | 57 | 0 | 0 | 46 | 40 | 12 | 2 | 0 | 0 | 17 | 69 | 13 | 58 | |
| TOTAL GDANSK | | | | | 206 | 0 | 4 | 81 | 15 | 3 | 1 | 0 | 0 | 7 | 82 | 13 | 13 | |
| GENEVA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 70 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 5 | 76 | 15 | 80 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 71 | 0 | 0 | 79 | 13 | 6 | 3 | 0 | 0 | 11 | 54 | 21 | 80 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 235 | 0 | 1 | 83 | 9 | 6 | 2 | 0 | 0 | 9 | 83 | 10 | 243 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 235 | 0 | 1 | 76 | 14 | 9 | 0 | 0 | 0 | 10 | 67 | 18 | 244 | |
| | LONDON CITY | CITY JET | | S A | 130 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 5 | 77 | 11 | 75 | |
| | LONDON CITY | CITY JET | | S D | 127 | 2 | 0 | 67 | 24 | 5 | 5 | 0 | 0 | 17 | 30 | 33 | 74 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 6 | 68 | 13 | 31 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 10 | 58 | 15 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 92 | 0 | 0 | 83 | 7 | 9 | 2 | 0 | 0 | 8 | 80 | 12 | 93 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 92 | 0 | 0 | 74 | 14 | 10 | 2 | 0 | 0 | 14 | 49 | 21 | 93 | |
| | BIRMINGHAM | EASYJET SWITZERLAND | | S A | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BIRMINGHAM | EASYJET SWITZERLAND | | S D | 14 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | GATWICK | EASYJET SWITZERLAND | | S A | 124 | 0 | 0 | 77 | 13 | 6 | 3 | 1 | 0 | 13 | 64 | 34 | 118 | |
| | GATWICK | EASYJET SWITZERLAND | | S D | 124 | 0 | 0 | 75 | 12 | 10 | 2 | 1 | 0 | 15 | 42 | 28 | 118 | |
| | LONDON CITY | SWISS AIRLINES | | S A | 187 | 0 | 1 | 93 | 5 | 2 | 1 | 0 | 0 | 4 | 82 | 9 | 142 | |
| | LONDON CITY | SWISS AIRLINES | | S D | 187 | 0 | 0 | 78 | 14 | 6 | 2 | 0 | 0 | 10 | 52 | 20 | 141 | |
| TOTAL GENEVA | | | | | 1764 | 9 | 3 | 80 | 12 | 6 | 2 | 0 | 0 | 10 | 65 | 18 | 18 | |
| GENOA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 29 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 29 | 0 | 0 | 83 | 3 | 14 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 7 | 72 | 10 | 29 | |
| | STANSTED | RYANAIR | | S D | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 10 | 48 | 19 | 29 | |
| TOTAL GENOA | | | | | 112 | 1 | 0 | 85 | 8 | 7 | 0 | 0 | 0 | 8 | 60 | 14 | 14 | |
| GERONA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | | S A | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | | S D | 13 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | | S A | 30 | 0 | 1 | 83 | 7 | 7 | 3 | 0 | 0 | 9 | 77 | 11 | 31 | |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| GERONA | LUTON | RYANAIR | S | D | 31 | 0 | 0 | 71 | 16 | 10 | 3 | 0 | 0 | 14 | 71 | 17 | 31 |
| | MANCHESTER | RYANAIR | S | A | 17 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 7 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | D | 17 | 0 | 0 | 76 | 18 | 0 | 6 | 0 | 0 | 9 | 0 | 0 | 0 |
| | NEWCASTLE | RYANAIR | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 18 |
| | NEWCASTLE | RYANAIR | S | D | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 89 | 7 | 18 |
| | STANSTED | RYANAIR | S | A | 118 | 1 | 0 | 86 | 8 | 3 | 3 | 0 | 1 | 12 | 77 | 13 | 118 |
| | STANSTED | RYANAIR | S | D | 118 | 0 | 0 | 82 | 11 | 5 | 2 | 0 | 0 | 12 | 62 | 17 | 118 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 3 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 3 |
| TOTAL GERONA | | | | | 400 | 2 | 1 | 83 | 9 | 4 | 3 | 0 | 0 | 11 | 75 | 13 | 13 |
| GIBRALTAR | GATWICK | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 32 | 35 | 6 | 10 | 13 | 3 | 68 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 16 | 13 | 6 | 0 | 0 | 19 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 82 | 5 | 3 | 2 | 8 | 0 | 29 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 73 | 16 | 5 | 3 | 3 | 0 | 21 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | S | A | 28 | 1 | 1 | 82 | 7 | 4 | 4 | 4 | 0 | 16 | 84 | 6 | 31 |
| | LUTON | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 74 | 13 | 6 | 6 | 0 | 0 | 15 | 71 | 11 | 31 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 64 | 14 | 7 | 0 | 14 | 0 | 49 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL GIBRALTAR | | | | | 273 | 2 | 1 | 71 | 14 | 5 | 4 | 5 | 0 | 27 | 72 | 11 | 11 |
| GLASGOW | LONDON CITY | BA CITYFLYER LTD | S | A | 100 | 2 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 4 | 83 | 8 | 101 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 102 | 0 | 0 | 64 | 20 | 13 | 4 | 0 | 0 | 17 | 41 | 29 | 99 |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 230 | 0 | 0 | 77 | 13 | 8 | 3 | 0 | 0 | 11 | 77 | 12 | 228 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 230 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 10 | 71 | 13 | 230 |
| | MANCHESTER | BMI REGIONAL | S | A | 112 | 0 | 0 | 95 | 1 | 4 | 1 | 0 | 0 | 3 | 84 | 9 | 116 |
| | MANCHESTER | BMI REGIONAL | S | D | 113 | 0 | 0 | 94 | 2 | 1 | 4 | 0 | 0 | 3 | 88 | 7 | 116 |
| | BIRMINGHAM | BMIBABY LTD | S | A | 63 | 0 | 0 | 92 | 3 | 3 | 2 | 0 | 0 | 4 | 94 | 3 | 80 |
| | BIRMINGHAM | BMIBABY LTD | S | D | 63 | 0 | 0 | 83 | 8 | 8 | 2 | 0 | 0 | 10 | 84 | 10 | 81 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 135 | 0 | 0 | 82 | 10 | 7 | 1 | 0 | 0 | 8 | 62 | 19 | 144 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 135 | 0 | 0 | 90 | 4 | 5 | 1 | 0 | 0 | 6 | 63 | 18 | 144 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 274 | 0 | 0 | 80 | 11 | 6 | 3 | 1 | 0 | 11 | 73 | 15 | 279 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| GLASGOW | HEATHROW | BRITISH AIRWAYS PLC | S | D | 273 | 0 | 0 | 74 | 17 | 6 | 3 | 0 | 0 | 12 | 53 | 21 | 280 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 89 | 0 | 0 | 87 | 8 | 3 | 1 | 1 | 0 | 8 | 70 | 14 | 89 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 89 | 0 | 0 | 90 | 7 | 1 | 1 | 1 | 0 | 9 | 70 | 13 | 89 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 140 | 0 | 0 | 88 | 4 | 6 | 3 | 0 | 0 | 7 | 94 | 3 | 162 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 140 | 0 | 0 | 81 | 9 | 6 | 3 | 0 | 0 | 10 | 86 | 8 | 162 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 136 | 2 | 0 | 94 | 1 | 1 | 1 | 1 | 0 | 6 | 89 | 5 | 143 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 136 | 0 | 0 | 89 | 7 | 3 | 1 | 0 | 0 | 6 | 71 | 13 | 143 |
| | BIRMINGHAM | FLYBE LTD | S | A | 177 | 1 | 1 | 86 | 5 | 3 | 6 | 0 | 0 | 10 | 81 | 13 | 216 |
| | BIRMINGHAM | FLYBE LTD | S | D | 178 | 0 | 0 | 72 | 11 | 10 | 6 | 1 | 0 | 17 | 69 | 18 | 216 |
| | MANCHESTER | FLYBE LTD | S | A | 94 | 0 | 2 | 85 | 6 | 2 | 6 | 0 | 0 | 11 | 87 | 12 | 161 |
| | MANCHESTER | FLYBE LTD | S | D | 95 | 0 | 1 | 86 | 4 | 3 | 6 | 0 | 0 | 10 | 83 | 11 | 160 |
| TOTAL GLASGOW | | | | | 3106 | 13 | 4 | 83 | 9 | 5 | 3 | 0 | 0 | 9 | 75 | 13 | 13 |
| GOA | | | | | | | | | | | | | | | | | |
| GOOSE BAY | | | | | | | | | | | | | | | | | |
| GOTEBORG | BIRMINGHAM | CITY AIRLINE | S | A | 50 | 0 | 0 | 88 | 10 | 2 | 0 | 0 | 0 | 6 | 90 | 6 | 50 |
| | BIRMINGHAM | CITY AIRLINE | S | D | 50 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 4 | 96 | 4 | 50 |
| | MANCHESTER | CITY AIRLINE | S | A | 50 | 0 | 0 | 68 | 20 | 10 | 2 | 0 | 0 | 15 | 82 | 12 | 50 |
| | MANCHESTER | CITY AIRLINE | S | D | 50 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 0 | 5 | 82 | 11 | 50 |
| | HEATHROW | SAS | S | A | 56 | 0 | 1 | 84 | 5 | 9 | 2 | 0 | 0 | 10 | 83 | 10 | 58 |
| | HEATHROW | SAS | S | D | 57 | 0 | 0 | 89 | 0 | 7 | 4 | 0 | 0 | 8 | 91 | 12 | 58 |
| TOTAL GOTEBORG | | | | | 313 | 0 | 1 | 85 | 8 | 6 | 1 | 0 | 0 | 8 | 87 | 9 | 9 |
| GOTEBORG (SAVE) | STANSTED | RYANAIR | S | A | 86 | 0 | 0 | 77 | 12 | 10 | 1 | 0 | 0 | 8 | 83 | 8 | 86 |
| | STANSTED | RYANAIR | S | D | 86 | 0 | 0 | 63 | 23 | 13 | 1 | 0 | 0 | 15 | 56 | 17 | 86 |
| TOTAL GOTEBORG (SAVE) | | | | | 172 | 0 | 0 | 70 | 17 | 12 | 1 | 0 | 0 | 12 | 69 | 13 | 13 |
| GRANADA | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 86 | 9 | 42 |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 11 | 52 | 17 | 42 |
| TOTAL GRANADA | | | | | 44 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 6 | 76 | 11 | 11 |
| GRAND CAYMAN | HEATHROW | BRITISH AIRWAYS PLC | S | A | 17 | 1 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 76 | 7 | 17 |

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

Origin / Destinations: G

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | |
| GRAND CAYMAN | HEATHROW | BRITISH AIRWAYS PLC | | S D | 18 | 0 | 0 | 50 | 28 | 11 | 11 | 0 | 0 | 25 | 41 | 34 | 17 |
| TOTAL GRAND CAYMAN | | | | | 35 | 1 | 1 | 71 | 17 | 6 | 6 | 0 | 0 | 14 | 59 | 20 | 20 |
| GRAZ | STANSTED | RYANAIR | | S A | 18 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 83 | 9 | 18 |
| | STANSTED | RYANAIR | | S D | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 78 | 13 | 18 |
| TOTAL GRAZ | | | | | 36 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 81 | 11 | 11 |
| GRENADA | GATWICK | BRITISH AIRWAYS PLC | | S A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 20 | 26 | 5 |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 40 | 23 | 5 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 75 | 10 | 4 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 5 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 0 | 23 | 50 | 38 | 4 |
| TOTAL GRENADA | | | | | 20 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 11 | 44 | 25 | 25 |
| GRENOBLE | STANSTED | RYANAIR | | S A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 17 |
| | STANSTED | RYANAIR | | S D | 18 | 0 | 0 | 78 | 17 | 6 | 0 | 0 | 0 | 10 | 94 | 6 | 17 |
| TOTAL GRENOBLE | | | | | 36 | 0 | 0 | 89 | 8 | 3 | 0 | 0 | 0 | 5 | 97 | 3 | 3 |
| GRONINGEN | | | | | | | | | | | | | | | | | |
| GUERNSEY | GATWICK | AURIGNY AIR SERVICES | | S A | 124 | 0 | 0 | 91 | 1 | 5 | 3 | 0 | 0 | 6 | 81 | 14 | 124 |
| | GATWICK | AURIGNY AIR SERVICES | | S D | 124 | 0 | 0 | 85 | 7 | 4 | 3 | 0 | 0 | 8 | 70 | 19 | 123 |
| | MANCHESTER | AURIGNY AIR SERVICES | | S A | 62 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 6 | 88 | 8 | 60 |
| | MANCHESTER | AURIGNY AIR SERVICES | | S D | 62 | 0 | 0 | 92 | 3 | 3 | 2 | 0 | 0 | 5 | 90 | 7 | 60 |
| | STANSTED | AURIGNY AIR SERVICES | | S A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 100 | 2 | 31 |
| | STANSTED | AURIGNY AIR SERVICES | | S D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 97 | 5 | 31 |
| | BIRMINGHAM | FLYBE LTD | | S A | 26 | 0 | 0 | 73 | 0 | 19 | 8 | 0 | 0 | 16 | 67 | 12 | 27 |
| | BIRMINGHAM | FLYBE LTD | | S D | 30 | 0 | 0 | 63 | 23 | 7 | 7 | 0 | 0 | 18 | 78 | 11 | 27 |
| | GATWICK | FLYBE LTD | | S A | 129 | 0 | 1 | 92 | 5 | 2 | 2 | 0 | 0 | 5 | 87 | 7 | 124 |
| | GATWICK | FLYBE LTD | | S D | 130 | 0 | 0 | 86 | 8 | 5 | 2 | 0 | 0 | 7 | 80 | 11 | 122 |
| TOTAL GUERNSEY | | | | | 749 | 0 | 1 | 88 | 5 | 4 | 2 | 0 | 0 | 7 | 83 | 11 | 11 |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| HAHN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 69 | 15 | 15 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 46 | 38 | 15 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 109 | 0 | 0 | 91 | 6 | 2 | 1 | 0 | 0 | 4 | 92 | 7 | 109 | 109 |
| | STANSTED | RYANAIR | S | D | 109 | 0 | 0 | 75 | 17 | 6 | 2 | 0 | 0 | 12 | 67 | 13 | 109 | 109 |
| TOTAL HAHN | | | | | 256 | 0 | 0 | 80 | 13 | 5 | 1 | 0 | 0 | 9 | 79 | 10 | 10 | 10 |
| HALIFAX INT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 29 | 0 | 0 | 93 | 0 | 3 | 3 | 0 | 0 | 6 | 90 | 5 | 31 | 31 |
| | HEATHROW | AIR CANADA | S | D | 29 | 0 | 0 | 76 | 10 | 10 | 0 | 3 | 0 | 15 | 61 | 14 | 31 | 31 |
| TOTAL HALIFAX INT | | | | | 60 | 0 | 0 | 85 | 5 | 7 | 2 | 2 | 0 | 10 | 77 | 14 | 14 | 14 |
| HAMBURG | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR BERLIN | S | A | 27 | 0 | 0 | 85 | 7 | 4 | 4 | 0 | 0 | 10 | 81 | 6 | 27 | 27 |
| | MANCHESTER | AIR BERLIN | S | D | 27 | 0 | 0 | 93 | 4 | 0 | 4 | 0 | 0 | 7 | 85 | 6 | 27 | 27 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 123 | 0 | 0 | 79 | 13 | 5 | 3 | 0 | 0 | 10 | 79 | 11 | 122 | 122 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 123 | 0 | 0 | 78 | 17 | 3 | 2 | 0 | 0 | 9 | 45 | 21 | 122 | 122 |
| | LONDON CITY | CIRRUS LUFTFAHRT | S | A | 41 | 0 | 0 | 80 | 7 | 7 | 5 | 0 | 0 | 12 | 90 | 6 | 50 | 50 |
| | LONDON CITY | CIRRUS LUFTFAHRT | S | D | 41 | 0 | 0 | 44 | 37 | 15 | 5 | 0 | 0 | 24 | 56 | 17 | 50 | 50 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 27 | 0 | 0 | 81 | 15 | 4 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | FLYBE LTD | S | A | 22 | 0 | 0 | 82 | 0 | 14 | 5 | 0 | 0 | 10 | 62 | 24 | 29 | 29 |
| | BIRMINGHAM | FLYBE LTD | S | D | 22 | 0 | 0 | 82 | 9 | 0 | 9 | 0 | 0 | 14 | 59 | 17 | 29 | 29 |
| | HEATHROW | LUFTHANSA | S | A | 91 | 0 | 0 | 81 | 13 | 4 | 1 | 0 | 0 | 8 | 85 | 8 | 92 | 92 |
| | HEATHROW | LUFTHANSA | S | D | 91 | 0 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 8 | 80 | 11 | 92 | 92 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | A | 51 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 6 | 87 | 7 | 54 | 54 |
| | MANCHESTER | LUFTHANSA CITY LINE | S | D | 51 | 0 | 0 | 94 | 2 | 4 | 0 | 0 | 0 | 3 | 89 | 6 | 54 | 54 |
| TOTAL HAMBURG | | | | | 763 | 1 | 0 | 81 | 12 | 5 | 2 | 0 | 0 | 9 | 73 | 13 | 13 | 13 |
| HAMILTON (CANADA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | FLYGLOBESPAN | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 93 | 7 | 14 | 14 |
| TOTAL HAMILTON (CANADA) | | | | | 5 | 1 | 1 | 40 | 0 | 20 | 40 | 0 | 0 | 51 | 74 | 19 | 19 | 19 |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR BERLIN | S | A | 54 | 0 | 0 | 91 | 4 | 4 | 2 | 0 | 0 | 5 | 89 | 9 | 54 | |
| | STANSTED | AIR BERLIN | S | D | 54 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 8 | 67 | 17 | 54 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 84 | 0 | 0 | 69 | 19 | 7 | 5 | 0 | 0 | 15 | 79 | 13 | 82 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 85 | 0 | 0 | 78 | 9 | 9 | 4 | 0 | 0 | 13 | 71 | 13 | 84 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 27 | 0 | 0 | 74 | 4 | 7 | 11 | 4 | 0 | 22 | 83 | 6 | 30 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 27 | 0 | 0 | 48 | 26 | 4 | 19 | 4 | 0 | 31 | 55 | 19 | 31 | |
| | MANCHESTER | FLYBE LTD | S | A | 21 | 0 | 1 | 95 | 0 | 5 | 0 | 0 | 0 | 3 | 55 | 33 | 31 | |
| | MANCHESTER | FLYBE LTD | S | D | 22 | 0 | 0 | 86 | 9 | 0 | 5 | 0 | 0 | 8 | 81 | 22 | 31 | |
| | MANCHESTER | TUIFLY (GERMANY) | S | A | 27 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 15 | 73 | 11 | 22 | |
| | MANCHESTER | TUIFLY (GERMANY) | S | D | 27 | 0 | 0 | 81 | 7 | 4 | 7 | 0 | 0 | 12 | 82 | 10 | 22 | |
| | NEWCASTLE | TUIFLY (GERMANY) | S | A | 14 | 0 | 0 | 86 | 0 | 0 | 7 | 7 | 0 | 28 | 50 | 25 | 12 | |
| | NEWCASTLE | TUIFLY (GERMANY) | S | D | 14 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 25 | 42 | 29 | 12 | |
| TOTAL HANOVER | | | | | 458 | 0 | 1 | 79 | 10 | 5 | 6 | 1 | 0 | 14 | 73 | 15 | 15 | |
| HARARE | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR ZIMBABWE | S | A | 9 | 0 | 0 | 22 | 0 | 11 | 33 | 11 | 22 | 166 | 0 | 137 | 9 | |
| | GATWICK | AIR ZIMBABWE | S | D | 9 | 0 | 0 | 11 | 11 | 22 | 11 | 22 | 22 | 162 | 22 | 89 | 9 | |
| TOTAL HARARE | | | | | 18 | 0 | 0 | 17 | 6 | 17 | 22 | 17 | 22 | 164 | 33 | 61 | 61 | |
| HASSI MESSAOUD | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 79 | 7 | 7 | 7 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL HASSI MESSAOUD | | | | | 28 | 0 | 0 | 79 | 11 | 7 | 4 | 0 | 0 | 11 | 52 | 20 | 20 | |
| HAUGESUND | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 93 | 8 | 14 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 71 | 15 | 14 | |
| TOTAL HAUGESUND | | | | | 26 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 82 | 11 | 11 | |
| HAVANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | CUBANA | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 67 | 16 | 9 | |
| | GATWICK | CUBANA | S | D | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 44 | 35 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 44 | 11 | 11 | 22 | 11 | 0 | 58 | 78 | 12 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 26 | 38 | 29 | 8 | |
| TOTAL HAVANA | | | | | 26 | 0 | 0 | 50 | 19 | 19 | 8 | 4 | 0 | 33 | 57 | 23 | 23 | |
| HEATHROW | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 |
| HEATHROW | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | A | 239 | 1 | 4 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 71 | 15 | 240 | |
| | EDINBURGH | BMI BRITISH MIDLAND | S | D | 239 | 0 | 1 | 77 | 14 | 8 | 1 | 0 | 0 | 9 | 73 | 15 | 240 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | A | 230 | 0 | 0 | 74 | 16 | 7 | 3 | 0 | 0 | 11 | 74 | 12 | 231 | |
| | GLASGOW | BMI BRITISH MIDLAND | S | D | 230 | 0 | 0 | 79 | 12 | 7 | 2 | 0 | 0 | 11 | 77 | 13 | 228 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | A | 228 | 0 | 3 | 79 | 13 | 4 | 4 | 0 | 0 | 10 | 69 | 13 | 202 | |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 225 | 0 | 3 | 88 | 7 | 3 | 3 | 0 | 0 | 6 | 84 | 9 | 203 | |
| | STANSTED | BMI BRITISH MIDLAND | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | A | 303 | 1 | 0 | 79 | 14 | 6 | 0 | 0 | 0 | 9 | 43 | 26 | 307 | |
| | EDINBURGH | BRITISH AIRWAYS PLC | S | D | 303 | 0 | 0 | 79 | 12 | 7 | 2 | 0 | 0 | 10 | 65 | 20 | 305 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | A | 273 | 1 | 0 | 74 | 18 | 5 | 3 | 0 | 0 | 12 | 49 | 23 | 280 | |
| | GLASGOW | BRITISH AIRWAYS PLC | S | D | 274 | 0 | 0 | 81 | 11 | 4 | 3 | 0 | 0 | 10 | 71 | 16 | 279 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 242 | 0 | 0 | 62 | 27 | 10 | 2 | 0 | 0 | 14 | 40 | 27 | 243 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 242 | 0 | 0 | 88 | 7 | 3 | 2 | 0 | 0 | 6 | 68 | 18 | 242 | |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | A | 172 | 0 | 0 | 79 | 12 | 7 | 2 | 0 | 0 | 9 | 48 | 34 | 172 | |
| | NEWCASTLE | BRITISH AIRWAYS PLC | S | D | 172 | 0 | 0 | 83 | 13 | 2 | 2 | 0 | 0 | 8 | 72 | 17 | 172 | |
| | STANSTED | BRITISH AIRWAYS PLC | S | D | 7 | 1 | 1 | 0 | 0 | 29 | 71 | 0 | 0 | 86 | 0 | 0 | 0 | |
| TOTAL HEATHROW | | | | | 3384 | 13 | 12 | 79 | 13 | 6 | 2 | 0 | 0 | 10 | 64 | 19 | 19 | |
| HELSINKI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BLUE 1 | S | A | 31 | 0 | 0 | 65 | 19 | 10 | 6 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | HEATHROW | BLUE 1 | S | D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 64 | 20 | 11 | 3 | 2 | 0 | 18 | 82 | 11 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 87 | 7 | 5 | 2 | 0 | 0 | 7 | 47 | 26 | 62 | |
| | HEATHROW | FINNAIR | S | A | 124 | 0 | 0 | 65 | 22 | 11 | 1 | 1 | 0 | 15 | 86 | 7 | 124 | |
| | HEATHROW | FINNAIR | S | D | 124 | 0 | 0 | 73 | 19 | 6 | 2 | 1 | 0 | 13 | 53 | 21 | 124 | |
| | MANCHESTER | FINNAIR | S | A | 79 | 0 | 0 | 70 | 27 | 4 | 0 | 0 | 0 | 11 | 67 | 15 | 58 | |
| | MANCHESTER | FINNAIR | S | D | 80 | 0 | 0 | 95 | 1 | 1 | 3 | 0 | 0 | 5 | 93 | 4 | 58 | |
| TOTAL HELSINKI | | | | | 593 | 1 | 0 | 75 | 16 | 6 | 2 | 1 | 0 | 12 | 72 | 14 | 14 | |
| HERAKLION | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 35 | 0 | 0 | 86 | 6 | 3 | 3 | 3 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 36 | 0 | 0 | 64 | 19 | 11 | 6 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 7 | 1 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 25 | 0 | 0 | 0 | |
| | NEWCASTLE | EUROCYPRIA AIRLINES LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| HERAKLION | NEWCASTLE | EUROCYPRIA AIRLINES LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | STANSTED | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 25 | 90 | 3 | 10 | 10 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 78 | 0 | 11 | 0 | 11 | 0 | 33 | 80 | 7 | 10 | 10 |
| | GATWICK | MONARCH AIRLINES | C | A | 14 | 0 | 0 | 71 | 14 | 0 | 7 | 7 | 0 | 28 | 83 | 5 | 12 | 12 |
| | GATWICK | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 64 | 7 | 21 | 0 | 7 | 0 | 25 | 73 | 11 | 11 | 11 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 44 | 11 | 33 | 11 | 0 | 0 | 27 | 67 | 10 | 6 | 6 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 19 | 50 | 20 | 6 | 6 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 10 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 5 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 9 | 4 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 22 | 0 | 0 | 82 | 0 | 0 | 18 | 0 | 0 | 15 | 100 | 0 | 1 | 1 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 20 | 0 | 0 | 80 | 5 | 0 | 15 | 0 | 0 | 20 | 100 | 0 | 1 | 1 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 11 | 0 | 0 | 82 | 9 | 0 | 0 | 9 | 0 | 22 | 100 | 0 | 3 | 3 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 56 | 22 | 0 | 11 | 11 | 0 | 46 | 100 | 0 | 3 | 3 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 20 | 0 | 0 | 65 | 5 | 15 | 5 | 10 | 0 | 39 | 86 | 9 | 7 | 7 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 18 | 0 | 0 | 61 | 17 | 6 | 0 | 17 | 0 | 44 | 100 | 2 | 5 | 5 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 52 | 100 | 0 | 5 | 5 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 63 | 100 | 0 | 4 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 69 | 15 | 0 | 8 | 8 | 0 | 32 | 75 | 8 | 4 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 12 | 0 | 0 | 58 | 17 | 8 | 8 | 8 | 0 | 44 | 67 | 16 | 3 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 12 | 0 | 0 | 83 | 8 | 0 | 0 | 8 | 0 | 24 | 63 | 16 | 8 | 8 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 64 | 18 | 9 | 0 | 9 | 0 | 34 | 50 | 29 | 6 | 6 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 3 | 3 | 3 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 67 | 11 | 3 | 3 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 100 | 8 | 3 | 3 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 18 | 100 | 3 | 3 | 3 |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | | |
| HERAKLION | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 65 | 18 | 18 | 0 | 0 | 0 | 13 | 78 | 26 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 16 | 0 | 0 | 75 | 6 | 13 | 6 | 0 | 0 | 14 | 50 | 44 | 6 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 20 | 75 | 9 | 4 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 67 | 14 | 3 | |
| TOTAL HERAKLION | | | | | 398 | 1 | 0 | 73 | 10 | 7 | 5 | 5 | 0 | 23 | 71 | 24 | 24 | |
| HOLGUIN (FRANK PAIS) | | | | | | | | | | | | | | | | | | |
| TOTAL HOLGUIN (FRANK PAIS) | | | | | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 48 | 67 | 67 | |
| HONG KONG (CHEP LAP KOK) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 0 | 76 | 13 | 8 | 1 | 0 | 1 | 14 | 76 | 30 | 91 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 90 | 0 | 0 | 53 | 32 | 12 | 2 | 0 | 0 | 19 | 30 | 29 | 91 | |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | A | 124 | 0 | 0 | 44 | 35 | 14 | 7 | 0 | 1 | 25 | 78 | 9 | 124 | |
| | HEATHROW | CATHAY PACIFIC AIRWAYS | S | D | 124 | 0 | 0 | 77 | 16 | 3 | 2 | 1 | 0 | 11 | 51 | 19 | 124 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 2 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| TOTAL HONG KONG (CHEP LAP KOK) | | | | | 431 | 0 | 1 | 62 | 24 | 9 | 3 | 0 | 0 | 17 | 61 | 24 | 24 | |
| HOUSTON | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 60 | 0 | 0 | 75 | 5 | 10 | 5 | 5 | 0 | 22 | 81 | 8 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 61 | 0 | 0 | 59 | 18 | 16 | 5 | 2 | 0 | 22 | 84 | 10 | 31 | |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 25 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 8 | 79 | 15 | 62 | |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 25 | 0 | 0 | 84 | 4 | 0 | 12 | 0 | 0 | 14 | 64 | 19 | 61 | |
| | HEATHROW | CONTINENTAL AIRLINES | S | A | 61 | 0 | 1 | 82 | 8 | 3 | 5 | 2 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | CONTINENTAL AIRLINES | S | D | 61 | 0 | 1 | 74 | 8 | 8 | 8 | 2 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL HOUSTON | | | | | 293 | 1 | 2 | 75 | 9 | 8 | 6 | 2 | 0 | 17 | 76 | 14 | 14 | |
| HUMBERSIDE | | | | | | | | | | | | | | | | | | |
| HURGHADA | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 13 | 50 | 25 | 13 | 0 | 0 | 34 | 0 | 47 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 13 | 50 | 25 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 10 | 0 | 0 | 60 | 10 | 10 | 10 | 10 | 0 | 36 | 25 | 14 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 19 | 75 | 6 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 49 | 0 | 0 | 0 | |

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

Origin / Destinations: H

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 40 | 0 | 40 | 0 | 0 | 56 | 0 | 0 | 0 |
| | | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| | | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | | GATWICK | VIKING AIRLINES | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 54 | 0 | 0 | 0 |
| | | GATWICK | VIKING AIRLINES | C | D | 5 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TOTAL HURGHADA | | | | | | 66 | 0 | 0 | 47 | 20 | 20 | 12 | 2 | 0 | 29 | 46 | 49 | 49 |
| HYDERABAD (RAJIV GHANDI) | | HEATHROW | AIR INDIA | S | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 75 | 68 | 4 |
| TOTAL HYDERABAD (RAJIV GHANDI) | | | | | | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 14 | 75 | 68 | 68 |

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|----------------------|-------------------|-----------------------------------|-------------------|-------------|-------------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|---------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| IBIZA | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR EUROPA | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 |
| | STANSTED | AIR EUROPA | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | EDINBURGH | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 6 | 4 | 4 |
| | EDINBURGH | BMI BRITISH MIDLAND | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 12 | 3 | 3 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 26 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 62 | 0 | 8 | 23 | 8 | 0 | 45 | 50 | 8 | 2 | 2 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 62 | 8 | 15 | 15 | 0 | 0 | 27 | 100 | 9 | 1 | 1 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 10 | 10 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 56 | 44 | 0 | 0 | 0 | 0 | 11 | 89 | 5 | 9 | 9 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 29 | 0 | 0 | 86 | 10 | 3 | 0 | 0 | 0 | 6 | 82 | 10 | 28 | 28 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 29 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 7 | 71 | 12 | 28 | 28 |
| | GLASGOW | FLYGLOBESPAN | S | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 46 | 50 | 56 | 4 | 4 |
| | GLASGOW | FLYGLOBESPAN | S | D | 3 | 0 | 1 | 33 | 33 | 0 | 33 | 0 | 0 | 42 | 67 | 18 | 3 | 3 |
| | MANCHESTER | JET2.COM LTD | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 7 | 75 | 21 | 8 | 8 |
| | MANCHESTER | JET2.COM LTD | S | D | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 9 | 88 | 19 | 8 | 8 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 1 | 1 |
| | EDINBURGH | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 |
| | EDINBURGH | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | S | D | 2 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 7 | 0 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 16 | 100 | 0 | 2 | 2 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 5 | 0 | 2 | 80 | 0 | 0 | 20 | 0 | 0 | 16 | 100 | 0 | 1 | 1 |
| | STANSTED | RYANAIR | S | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 13 | 100 | 0 | 8 | 8 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 6 | 6 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 0 | 20 | 0 | 68 | 100 | 3 | 5 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 5 | 4 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 6 | 6 | 6 |

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|----------------------------------|-------------------|--------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| IBIZA | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 100 | 1 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 17 | 0 | 0 | 94 | 0 | 0 | 0 | 6 | 0 | 18 | 71 | 8 | 14 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 14 | 0 | 0 | 79 | 14 | 0 | 0 | 7 | 0 | 25 | 82 | 7 | 11 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 3 | 0 | 0 | 33 | 0 | 0 | 67 | 0 | 0 | 89 | 100 | 0 | 4 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 133 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 15 | 0 | 0 | 80 | 7 | 0 | 7 | 7 | 0 | 22 | 100 | 1 | 8 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 13 | 57 | 10 | 7 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 72 | 11 | 11 | 6 | 0 | 0 | 16 | 64 | 18 | 14 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 15 | 0 | 0 | 80 | 13 | 0 | 7 | 0 | 0 | 19 | 77 | 9 | 13 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 88 | 9 | 8 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 43 | 18 | 7 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 4 | 80 | 10 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 16 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 27 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 0 | 4 | 94 | 11 | 18 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 22 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 6 | 94 | 13 | 16 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 78 | 9 | 9 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 88 | 5 | 8 |
| TOTAL IBIZA | | | | | 453 | 0 | 8 | 82 | 8 | 4 | 5 | 1 | 0 | 13 | 82 | 12 | 12 |
| ILHA DO SAL C.VERDE | GATWICK | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 0 | 22 | 22 | 56 | 0 | 0 | 0 | 29 | 0 | 44 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 0 | 44 | 33 | 22 | 0 | 0 | 0 | 19 | 60 | 14 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 0 | 25 | 0 | 71 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 61 | 0 | 0 | 0 |
| TOTAL ILHA DO SAL C.VERDE | | | | | 26 | 0 | 0 | 42 | 23 | 27 | 0 | 8 | 0 | 37 | 60 | 17 | 17 |
| IMAM KHOMIENI | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 1 | 1 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 61 | 26 | 6 | 3 | 3 | 0 | 20 | 0 | 0 | 0 |
| | HEATHROW | IRAN AIR | S | A | 17 | 0 | 0 | 76 | 18 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | HEATHROW | IRAN AIR | S | D | 17 | 0 | 0 | 53 | 41 | 6 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL IMAM KHOMIENI | | | | | 95 | 1 | 1 | 74 | 20 | 4 | 1 | 1 | 0 | 11 | 0 | 0 | 0 |

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|---|-------------------|-----------------------------|-------------------|-------------|-------------------|----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|-----------|-----------|
| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| INGOLSTADT | | | | | | | | | | | | | | | | | | |
| INNSBRUCK | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 23 | 0 | 0 | 0 | 0 |
| TOTAL INNSBRUCK | | | | | 18 | 1 | 0 | 78 | 6 | 6 | 6 | 6 | 0 | 23 | 88 | 11 | 11 | |
| INVERNESS | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 61 | 32 | 6 | 0 | 0 | 0 | 13 | 77 | 11 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 7 | 65 | 16 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 38 | 0 | 0 | 87 | 11 | 0 | 3 | 0 | 0 | 7 | 66 | 12 | 38 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 39 | 0 | 0 | 85 | 13 | 0 | 3 | 0 | 0 | 9 | 42 | 21 | 38 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 29 | 0 | 1 | 86 | 7 | 7 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 30 | 0 | 0 | 80 | 17 | 0 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | FLYBE LTD | S | A | 87 | 0 | 1 | 93 | 1 | 5 | 1 | 0 | 0 | 4 | 78 | 13 | 88 | |
| | GATWICK | FLYBE LTD | S | D | 88 | 0 | 0 | 84 | 7 | 3 | 6 | 0 | 0 | 11 | 76 | 12 | 88 | |
| | MANCHESTER | FLYBE LTD | S | A | 54 | 0 | 0 | 78 | 6 | 2 | 7 | 7 | 0 | 29 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | D | 53 | 0 | 1 | 83 | 6 | 4 | 8 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | EDINBURGH | LOGANAIR | S | A | 23 | 0 | 0 | 87 | 4 | 4 | 4 | 0 | 0 | 12 | 82 | 19 | 22 | |
| | EDINBURGH | LOGANAIR | S | D | 27 | 0 | 0 | 67 | 4 | 19 | 11 | 0 | 0 | 21 | 59 | 22 | 27 | |
| TOTAL INVERNESS | | | | | 534 | 0 | 23 | 83 | 9 | 4 | 4 | 1 | 0 | 12 | 77 | 13 | 13 | |
| IRELAND WEST AIRPORT KN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | S | A | 18 | 3 | 12 | 94 | 0 | 0 | 6 | 0 | 0 | 4 | 90 | 3 | 30 | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 22 | 0 | 8 | 91 | 5 | 0 | 5 | 0 | 0 | 8 | 83 | 10 | 30 | |
| | GLASGOW | BMIBABY LTD | S | A | 9 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GLASGOW | BMIBABY LTD | S | D | 9 | 0 | 3 | 89 | 11 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | MANCHESTER | BMIBABY LTD | S | A | 30 | 0 | 0 | 83 | 13 | 0 | 3 | 0 | 0 | 10 | 91 | 4 | 32 | |
| | MANCHESTER | BMIBABY LTD | S | D | 30 | 1 | 1 | 87 | 10 | 0 | 3 | 0 | 0 | 9 | 91 | 4 | 33 | |
| | LUTON | RYANAIR | S | A | 31 | 0 | 0 | 65 | 19 | 16 | 0 | 0 | 0 | 13 | 73 | 19 | 30 | |
| | LUTON | RYANAIR | S | D | 31 | 0 | 0 | 58 | 23 | 19 | 0 | 0 | 0 | 15 | 70 | 12 | 33 | |
| | STANSTED | RYANAIR | S | A | 55 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 84 | 10 | 31 | |
| | STANSTED | RYANAIR | S | D | 55 | 0 | 0 | 87 | 9 | 4 | 0 | 0 | 0 | 7 | 77 | 10 | 31 | |
| TOTAL IRELAND WEST AIRPORT KNOCK | | | | | 290 | 4 | 27 | 83 | 11 | 4 | 1 | 0 | 0 | 8 | 82 | 9 | 9 | |
| ISLAMABAD | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR BLUE | S | A | 31 | 0 | 0 | 55 | 6 | 23 | 6 | 0 | 10 | 63 | 95 | 2 | 21 | |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| ISLAMABAD | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR BLUE | | S D | 31 | 0 | 0 | 45 | 10 | 23 | 6 | 0 | 16 | 113 | 71 | 21 | 21 | | |
| | BIRMINGHAM | PAKISTAN INTL AIRLINES | | S A | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 8 | 93 | 6 | 15 | | |
| | BIRMINGHAM | PAKISTAN INTL AIRLINES | | S D | 16 | 0 | 0 | 50 | 31 | 13 | 6 | 0 | 0 | 20 | 60 | 15 | 15 | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | | S A | 16 | 1 | 1 | 69 | 25 | 6 | 0 | 0 | 0 | 13 | 60 | 20 | 20 | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | | S D | 17 | 0 | 0 | 71 | 18 | 6 | 6 | 0 | 0 | 13 | 44 | 28 | 18 | | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S A | 25 | 0 | 0 | 64 | 12 | 20 | 4 | 0 | 0 | 16 | 86 | 8 | 28 | | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S D | 21 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 6 | 85 | 5 | 20 | | |
| TOTAL ISLAMABAD | | | | | 173 | 1 | 1 | 61 | 16 | 14 | 4 | 0 | 5 | 40 | 69 | 15 | 15 | | |
| ISLAY | | | | | | | | | | | | | | | | | | | |
| | GLASGOW | LOGANAIR | | S A | 54 | 0 | 0 | 94 | 2 | 2 | 2 | 0 | 0 | 3 | 90 | 7 | 51 | | |
| | GLASGOW | LOGANAIR | | S D | 54 | 0 | 0 | 91 | 6 | 2 | 2 | 0 | 0 | 7 | 84 | 9 | 51 | | |
| TOTAL ISLAY | | | | | 108 | 0 | 0 | 93 | 4 | 2 | 2 | 0 | 0 | 5 | 87 | 8 | 8 | | |
| ISLE OF MAN | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | EASTERN AIRWAYS | | S A | 58 | 1 | 6 | 91 | 3 | 3 | 2 | 0 | 0 | 4 | 99 | 0 | 73 | | |
| | BIRMINGHAM | EASTERN AIRWAYS | | S D | 58 | 1 | 6 | 88 | 7 | 3 | 2 | 0 | 0 | 5 | 100 | 0 | 73 | | |
| | NEWCASTLE | EASTERN AIRWAYS | | S A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 27 | | |
| | NEWCASTLE | EASTERN AIRWAYS | | S D | 27 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 7 | 96 | 1 | 27 | | |
| | BIRMINGHAM | FLYBE LTD | | S A | 44 | 0 | 1 | 75 | 7 | 9 | 9 | 0 | 0 | 19 | 100 | 2 | 31 | | |
| | BIRMINGHAM | FLYBE LTD | | S D | 44 | 0 | 1 | 66 | 14 | 9 | 9 | 2 | 0 | 24 | 90 | 4 | 31 | | |
| | GATWICK | FLYBE LTD | | S A | 116 | 0 | 0 | 98 | 0 | 1 | 1 | 0 | 0 | 2 | 62 | 17 | 115 | | |
| | GATWICK | FLYBE LTD | | S D | 116 | 0 | 0 | 94 | 3 | 2 | 1 | 0 | 0 | 4 | 48 | 22 | 115 | | |
| | LUTON | FLYBE LTD | | S A | 37 | 0 | 0 | 86 | 5 | 5 | 3 | 0 | 0 | 9 | 100 | 0 | 2 | | |
| | LUTON | FLYBE LTD | | S D | 37 | 0 | 0 | 78 | 14 | 5 | 3 | 0 | 0 | 12 | 50 | 11 | 2 | | |
| | MANCHESTER | FLYBE LTD | | S A | 139 | 1 | 3 | 84 | 5 | 7 | 3 | 1 | 0 | 11 | 82 | 9 | 134 | | |
| | MANCHESTER | FLYBE LTD | | S D | 139 | 0 | 1 | 86 | 8 | 3 | 3 | 0 | 0 | 6 | 84 | 6 | 134 | | |
| | EDINBURGH | LOGANAIR | | S A | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 7 | 85 | 8 | 27 | | |
| | EDINBURGH | LOGANAIR | | S D | 31 | 1 | 0 | 81 | 0 | 13 | 6 | 0 | 0 | 14 | 85 | 9 | 27 | | |
| | GLASGOW | LOGANAIR | | S A | 32 | 0 | 0 | 78 | 9 | 9 | 3 | 0 | 0 | 10 | 95 | 5 | 39 | | |
| | GLASGOW | LOGANAIR | | S D | 32 | 0 | 0 | 72 | 13 | 16 | 0 | 0 | 0 | 11 | 97 | 6 | 39 | | |
| | LONDON CITY | VLM (BELGIUM) | | S A | 23 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 8 | 37 | 23 | 27 | | |
| | LONDON CITY | VLM (BELGIUM) | | S D | 23 | 0 | 0 | 65 | 26 | 9 | 0 | 0 | 0 | 14 | 44 | 30 | 27 | | |
| TOTAL ISLE OF MAN | | | | | 1014 | 4 | 18 | 86 | 6 | 5 | 3 | 0 | 0 | 8 | 80 | 9 | 9 | | |
| ISTANBUL | | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| ISTANBUL | HEATHROW | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 0 | 77 | 10 | 7 | 6 | 0 | 0 | 13 | 79 | 10 | 89 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 0 | 69 | 18 | 7 | 6 | 0 | 0 | 17 | 48 | 23 | 89 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | A | 93 | 0 | 0 | 61 | 20 | 15 | 2 | 1 | 0 | 18 | 73 | 13 | 93 |
| | HEATHROW | THY TURK HAVA YOLLARI TURKISH | S | D | 93 | 0 | 0 | 59 | 22 | 16 | 2 | 1 | 0 | 20 | 53 | 21 | 93 |
| | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | A | 43 | 0 | 0 | 56 | 21 | 21 | 2 | 0 | 0 | 18 | 58 | 20 | 31 |
| | MANCHESTER | THY TURK HAVA YOLLARI TURKISH | S | D | 43 | 0 | 0 | 51 | 14 | 21 | 14 | 0 | 0 | 26 | 55 | 23 | 31 |
| | STANSTED | THY TURK HAVA YOLLARI TURKISH | S | A | 31 | 1 | 0 | 77 | 6 | 16 | 0 | 0 | 0 | 9 | 71 | 11 | 31 |
| | STANSTED | THY TURK HAVA YOLLARI TURKISH | S | D | 31 | 0 | 0 | 61 | 13 | 23 | 3 | 0 | 0 | 19 | 19 | 31 | 31 |
| TOTAL ISTANBUL | | | | | 509 | 1 | 0 | 64 | 17 | 14 | 4 | 0 | 0 | 17 | 60 | 18 | 18 |
| ISTANBUL (SABIHA GOKCEN) | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 71 | 23 | 3 | 3 | 0 | 0 | 11 | 84 | 9 | 31 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 12 | 90 | 10 | 31 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 0 | 38 | 1 |
| | GATWICK | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 30 | 1 |
| | STANSTED | PEGASUS AIRLINES | S | A | 23 | 0 | 0 | 70 | 17 | 9 | 4 | 0 | 0 | 16 | 85 | 13 | 13 |
| | STANSTED | PEGASUS AIRLINES | S | D | 23 | 0 | 0 | 65 | 9 | 17 | 9 | 0 | 0 | 22 | 54 | 30 | 13 |
| TOTAL ISTANBUL (SABIHA GOKCEN) | | | | | 124 | 0 | 0 | 68 | 16 | 11 | 5 | 0 | 0 | 16 | 80 | 14 | 14 |
| IZMIR (ADNAM MENDERES) | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 5 | 19 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 69 | 23 | 0 | 8 | 0 | 0 | 14 | 61 | 16 | 18 |
| | HEATHROW | KIBRIS TURKISH AIRLINES - KTHY | S | A | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 78 | 11 | 9 |
| | HEATHROW | KIBRIS TURKISH AIRLINES - KTHY | S | D | 8 | 0 | 0 | 63 | 13 | 13 | 13 | 0 | 0 | 20 | 44 | 16 | 9 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 100 | 4 | 4 |
| | STANSTED | KIBRIS TURKISH AIRLINES - KTHY | S | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 50 | 19 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

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

Origin / Destinations: I

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 |
| IZMIR (ADNAM MENDERES) | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 11 | 22 | 44 | 0 | 11 | 11 | 99 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 33 | 22 | 11 | 11 | 22 | 0 | 84 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 20 | 40 | 20 | 0 | 20 | 0 | 65 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 25 | 0 | 25 | 0 | 72 | 0 | 0 | 0 |
| TOTAL IZMIR (ADNAM MENDERES) | | | | | 97 | 0 | 0 | 62 | 21 | 8 | 3 | 5 | 1 | 29 | 70 | 21 | 21 |

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | 14 | 0 | 0 | 64 | 21 | 0 | 14 | 0 | 0 | 19 | 64 | 14 | 14 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 62 | 11 | 13 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 31 | 0 | 0 | 45 | 23 | 23 | 10 | 0 | 0 | 25 | 58 | 17 | 31 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 58 | 15 | 31 | |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 20 | 4 | |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 4 | |
| TOTAL JEDDAH | | | | | 97 | 0 | 0 | 75 | 12 | 7 | 5 | 0 | 0 | 12 | 61 | 15 | 15 | |
| JERBA | | | | | | | | | | | | | | | | | | |
| JEREZ | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 62 | 23 | 42 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 6 | 81 | 10 | 42 | |
| TOTAL JEREZ | | | | | 63 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 5 | 78 | 13 | 13 | |
| JERSEY | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 61 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 77 | 11 | 62 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 62 | 0 | 0 | 92 | 5 | 2 | 2 | 0 | 0 | 6 | 77 | 10 | 62 | |
| | MANCHESTER | BMIBABY LTD | S | A | 18 | 0 | 3 | 78 | 6 | 0 | 6 | 11 | 0 | 30 | 77 | 12 | 31 | |
| | MANCHESTER | BMIBABY LTD | S | D | 19 | 0 | 2 | 89 | 0 | 0 | 11 | 0 | 0 | 16 | 81 | 13 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 148 | 0 | 0 | 82 | 7 | 7 | 4 | 0 | 0 | 8 | 74 | 13 | 188 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 148 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 8 | 74 | 14 | 188 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 32 | 0 | 0 | 72 | 6 | 3 | 6 | 13 | 0 | 38 | 0 | 0 | 0 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 33 | 0 | 0 | 64 | 12 | 9 | 6 | 9 | 0 | 35 | 0 | 0 | 0 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 36 | 0 | 0 | 69 | 11 | 11 | 8 | 0 | 0 | 17 | 74 | 13 | 35 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 32 | 0 | 0 | 69 | 19 | 6 | 6 | 0 | 0 | 15 | 71 | 14 | 35 | |
| | EDINBURGH | FLYBE LTD | S | A | 22 | 0 | 0 | 73 | 5 | 14 | 9 | 0 | 0 | 18 | 69 | 13 | 29 | |
| | EDINBURGH | FLYBE LTD | S | D | 22 | 0 | 0 | 73 | 9 | 9 | 9 | 0 | 0 | 21 | 79 | 12 | 29 | |
| | GATWICK | FLYBE LTD | S | A | 168 | 0 | 5 | 90 | 4 | 4 | 2 | 0 | 0 | 6 | 82 | 11 | 129 | |
| | GATWICK | FLYBE LTD | S | D | 167 | 0 | 6 | 85 | 6 | 6 | 2 | 1 | 0 | 11 | 78 | 12 | 128 | |
| | GLASGOW | FLYBE LTD | S | A | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 42 | 25 | 31 | 4 | |
| | GLASGOW | FLYBE LTD | S | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 38 | 0 | 29 | 4 | |
| | MANCHESTER | FLYBE LTD | S | A | 44 | 0 | 0 | 73 | 11 | 7 | 9 | 0 | 0 | 17 | 79 | 18 | 77 | |
| | MANCHESTER | FLYBE LTD | S | D | 44 | 0 | 1 | 73 | 11 | 5 | 11 | 0 | 0 | 17 | 73 | 16 | 77 | |
| | NEWCASTLE | FLYBE LTD | S | A | 14 | 0 | 0 | 79 | 0 | 7 | 7 | 7 | 0 | 28 | 0 | 0 | 0 | |
| | NEWCASTLE | FLYBE LTD | S | D | 14 | 0 | 0 | 71 | 7 | 0 | 14 | 7 | 0 | 35 | 0 | 0 | 0 | |

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

Origin / Destinations: J

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| JERSEY | | | | | | | | | | | | | | | | | | |
| | LUTON | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 112 | 0 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | LONDON CITY | VLM (BELGIUM) | S | A | 23 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 52 | 18 | 23 | 23 |
| | LONDON CITY | VLM (BELGIUM) | S | D | 23 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 22 | 68 | 23 | 23 |
| TOTAL JERSEY | | | | | 1142 | 0 | 39 | 82 | 7 | 5 | 4 | 1 | 0 | 13 | 75 | 14 | 14 | 14 |
| JOHANNESBURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 5 | 82 | 8 | 62 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 50 | 35 | 11 | 3 | 0 | 0 | 18 | 18 | 37 | 62 | 62 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | A | 62 | 0 | 0 | 58 | 16 | 16 | 6 | 0 | 3 | 42 | 60 | 38 | 62 | 62 |
| | HEATHROW | SOUTH AFRICAN AIRWAYS | S | D | 62 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 8 | 40 | 31 | 62 | 62 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 65 | 13 | 13 | 10 | 0 | 0 | 19 | 16 | 29 | 31 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 65 | 19 | 10 | 6 | 0 | 0 | 18 | 32 | 24 | 31 | 31 |
| TOTAL JOHANNESBURG | | | | | 310 | 0 | 0 | 69 | 17 | 8 | 4 | 0 | 1 | 18 | 45 | 28 | 28 | 28 |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | | |
| KALAMATA | | | | | | | | | | | | | | | | | | |
| | GATWICK | VIKING AIRLINES | C | A | 8 | 0 | 0 | 75 | 0 | 13 | 0 | 13 | 0 | 32 | 0 | 0 | 0 | |
| | GATWICK | VIKING AIRLINES | C | D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL KALAMATA | | | | | 22 | 0 | 0 | 77 | 9 | 9 | 0 | 5 | 0 | 17 | 56 | 33 | 33 | |
| KALININGRAD | | | | | | | | | | | | | | | | | | |
| | GATWICK | KD AVIA | S | A | 27 | 0 | 0 | 48 | 22 | 22 | 7 | 0 | 0 | 23 | 69 | 16 | 13 | |
| | GATWICK | KD AVIA | S | D | 27 | 0 | 0 | 93 | 4 | 4 | 0 | 0 | 0 | 6 | 62 | 14 | 13 | |
| TOTAL KALININGRAD | | | | | 54 | 0 | 0 | 70 | 13 | 13 | 4 | 0 | 0 | 14 | 65 | 15 | 15 | |
| KARACHI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | A | 13 | 0 | 0 | 0 | 23 | 46 | 31 | 0 | 0 | 51 | 33 | 42 | 6 | |
| | HEATHROW | PAKISTAN INTL AIRLINES | S | D | 13 | 0 | 0 | 54 | 31 | 0 | 15 | 0 | 0 | 27 | 27 | 27 | 11 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 9 | 0 | 0 | 44 | 11 | 33 | 0 | 11 | 0 | 37 | 63 | 10 | 8 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 12 | 0 | 0 | 67 | 8 | 17 | 8 | 0 | 0 | 18 | 19 | 85 | 16 | |
| TOTAL KARACHI | | | | | 47 | 0 | 0 | 40 | 19 | 23 | 15 | 2 | 0 | 33 | 32 | 48 | 48 | |
| KARLSRUHE/BADEN BADEN | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 49 | 0 | 2 | 78 | 14 | 8 | 0 | 0 | 0 | 9 | 75 | 14 | 53 | |
| | STANSTED | RYANAIR | S | D | 51 | 0 | 0 | 59 | 29 | 12 | 0 | 0 | 0 | 15 | 58 | 19 | 53 | |
| TOTAL KARLSRUHE/BADEN BADEN | | | | | 100 | 0 | 2 | 68 | 22 | 10 | 0 | 0 | 0 | 12 | 67 | 16 | 16 | |
| KATOWICE | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 57 | 0 | 1 | 82 | 9 | 2 | 4 | 2 | 2 | 27 | 81 | 20 | 57 | |
| | LUTON | WIZZ AIR | S | D | 56 | 1 | 2 | 55 | 23 | 13 | 5 | 2 | 2 | 32 | 67 | 29 | 57 | |
| | STANSTED | WIZZ AIR | S | A | 19 | 0 | 2 | 79 | 0 | 0 | 16 | 5 | 0 | 26 | 58 | 32 | 31 | |
| | STANSTED | WIZZ AIR | S | D | 19 | 0 | 2 | 68 | 11 | 0 | 16 | 5 | 0 | 31 | 52 | 41 | 31 | |
| TOTAL KATOWICE | | | | | 163 | 1 | 7 | 70 | 15 | 5 | 7 | 2 | 1 | 28 | 68 | 27 | 27 | |
| KAUNAS | | | | | | | | | | | | | | | | | | |
| | LUTON | RYANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 62 | 1 | 0 | 92 | 5 | 2 | 0 | 2 | 0 | 7 | 93 | 4 | 44 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 89 | 10 | 2 | 0 | 0 | 0 | 6 | 66 | 14 | 44 | |
| TOTAL KAUNAS | | | | | 127 | 1 | 1 | 91 | 7 | 2 | 0 | 1 | 0 | 7 | 80 | 9 | 9 | |
| KAVALLA | | | | | | | | | | | | | | | | | | |
| KEFALLINIA | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| KEFALLINIA | HEATHROW | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 100 | 0 | 2 |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 1 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 0 | 20 | 0 | 60 | 100 | 8 | 2 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 84 | 100 | 5 | 1 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 1 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 6 | 75 | 22 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 33 | 36 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 11 | 0 | 0 | 82 | 0 | 9 | 0 | 9 | 0 | 27 | 100 | 5 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 31 | 2 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 6 | 1 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 5 | 100 | 0 | 3 |
| TOTAL KEFALLINIA | | | | | 103 | 0 | 0 | 87 | 3 | 7 | 0 | 3 | 0 | 13 | 81 | 18 | 18 |
| KEFLAVIK | STANSTED | ASTRAEUS LTD | S | A | 35 | 0 | 0 | 74 | 14 | 9 | 0 | 3 | 0 | 17 | 0 | 0 | 0 |
| | STANSTED | ASTRAEUS LTD | S | D | 35 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | GLASGOW | ICELANDAIR | S | A | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 81 | 15 | 16 |
| | GLASGOW | ICELANDAIR | S | D | 12 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 44 | 26 | 16 |
| | HEATHROW | ICELANDAIR | S | A | 62 | 0 | 0 | 69 | 13 | 15 | 2 | 2 | 0 | 15 | 76 | 12 | 62 |
| | HEATHROW | ICELANDAIR | S | D | 62 | 0 | 0 | 68 | 11 | 18 | 2 | 2 | 0 | 17 | 46 | 26 | 61 |
| | MANCHESTER | ICELANDAIR | S | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 22 | 78 | 38 | 9 |
| | MANCHESTER | ICELANDAIR | S | D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 21 | 56 | 53 | 9 |
| TOTAL KEFLAVIK | | | | | 236 | 0 | 0 | 73 | 14 | 10 | 2 | 1 | 0 | 14 | 71 | 17 | 17 |
| KERRY COUNTY | MANCHESTER | AER ARANN | S | A | 18 | 0 | 0 | 67 | 17 | 0 | 17 | 0 | 0 | 25 | 78 | 11 | 18 |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| KERRY COUNTY | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AER ARANN | S | D | 18 | 0 | 1 | 78 | 6 | 11 | 6 | 0 | 0 | 14 | 94 | 6 | 18 | | |
| | LUTON | RYANAIR | S | A | 15 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | LUTON | RYANAIR | S | D | 15 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| | STANSTED | RYANAIR | S | A | 56 | 0 | 0 | 96 | 2 | 0 | 2 | 0 | 0 | 3 | 93 | 3 | 59 | | |
| | STANSTED | RYANAIR | S | D | 56 | 0 | 0 | 82 | 14 | 2 | 2 | 0 | 0 | 10 | 78 | 10 | 59 | | |
| TOTAL KERRY COUNTY | | | | | 178 | 0 | 1 | 87 | 8 | 2 | 3 | 0 | 0 | 8 | 86 | 7 | 7 | | |
| KHARTOUM | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 18 | 0 | 0 | 83 | 6 | 0 | 11 | 0 | 0 | 19 | 67 | 16 | 3 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 18 | 0 | 0 | 39 | 44 | 17 | 0 | 0 | 0 | 19 | 0 | 29 | 3 | | |
| TOTAL KHARTOUM | | | | | 36 | 0 | 0 | 61 | 25 | 8 | 6 | 0 | 0 | 19 | 40 | 35 | 35 | | |
| KIEV | | | | | | | | | | | | | | | | | | | |
| KIEV (BORISPOL) | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 39 | 23 | 32 | 6 | 0 | 0 | 26 | 45 | 29 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 55 | 23 | 23 | 0 | 0 | 0 | 16 | 42 | 27 | 31 | | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | A | 46 | 0 | 0 | 67 | 20 | 9 | 2 | 2 | 0 | 18 | 81 | 26 | 31 | | |
| | GATWICK | UKRAINE INTERNATIONAL AIRLINES | S | D | 46 | 0 | 0 | 83 | 9 | 2 | 7 | 0 | 0 | 15 | 55 | 38 | 31 | | |
| TOTAL KIEV (BORISPOL) | | | | | 155 | 1 | 0 | 64 | 17 | 14 | 4 | 1 | 0 | 18 | 56 | 29 | 29 | | |
| KINGSTON | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 77 | 15 | 0 | 8 | 0 | 0 | 15 | 77 | 26 | 13 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 86 | 7 | 0 | 7 | 0 | 0 | 12 | 43 | 34 | 14 | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 44 | 11 | 22 | 22 | 0 | 0 | 39 | 0 | 40 | 1 | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 23 | 100 | 13 | 1 | | |
| TOTAL KINGSTON | | | | | 45 | 0 | 0 | 69 | 11 | 9 | 11 | 0 | 0 | 21 | 45 | 29 | 29 | | |
| KIRKWALL | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | LOGANAIR | S | A | 71 | 0 | 0 | 82 | 8 | 4 | 6 | 0 | 0 | 9 | 91 | 9 | 58 | | |
| | EDINBURGH | LOGANAIR | S | D | 71 | 0 | 0 | 82 | 11 | 4 | 3 | 0 | 0 | 9 | 83 | 14 | 58 | | |
| | GLASGOW | LOGANAIR | S | A | 30 | 1 | 0 | 83 | 10 | 3 | 3 | 0 | 0 | 6 | 90 | 13 | 31 | | |
| | GLASGOW | LOGANAIR | S | D | 31 | 0 | 0 | 68 | 16 | 3 | 13 | 0 | 0 | 21 | 94 | 6 | 31 | | |
| TOTAL KIRKWALL | | | | | 203 | 1 | 0 | 80 | 11 | 4 | 5 | 0 | 0 | 10 | 89 | 11 | 11 | | |
| KLAGENFURT | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 7 | 69 | 12 | 13 | | |

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

Origin / Destinations: K

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| KLagenfurt | STANSTED | RYANAIR | | S D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 85 | 8 | 13 |
| TOTAL KLAGENFURT | | | | | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 77 | 10 | 10 |
| KOS | GATWICK | AIR MALTA | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | AIR MALTA | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | | C A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 3 | 6 |
| | GATWICK | MONARCH AIRLINES | | C D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 5 | 6 |
| | MANCHESTER | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 | 1 |
| | MANCHESTER | MONARCH AIRLINES | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 32 | 1 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 30 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 31 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 11 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 8 | 75 | 16 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 33 | 43 | 3 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 30 | 100 | 0 | 3 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 35 | 0 | 26 | 2 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 11 | 1 | 0 | 82 | 9 | 0 | 9 | 0 | 0 | 10 | 100 | 0 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 11 | 0 | 0 | 64 | 18 | 9 | 9 | 0 | 0 | 22 | 100 | 0 | 3 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 80 | 7 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 10 | 50 | 15 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 50 | 18 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 12 | 75 | 10 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 67 | 13 | 3 |
| | GATWICK | VIKING AIRLINES | | C A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | VIKING AIRLINES | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| TOTAL KOS | | | | | 139 | 1 | 0 | 86 | 6 | 3 | 6 | 0 | 0 | 9 | 72 | 16 | 16 |
| KOSICE | LUTON | SKY EUROPE | | S A | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 2 |

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| KOSICE | | | | | | | | | | | | | | | | | | |
| | LUTON | SKY EUROPE | S | D | 17 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 10 | 100 | 13 | 2 | |
| | MANCHESTER | SKY EUROPE | S | A | 14 | 0 | 0 | 64 | 29 | 0 | 7 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | SKY EUROPE | S | D | 14 | 0 | 0 | 57 | 29 | 7 | 7 | 0 | 0 | 19 | 0 | 0 | 0 | |
| TOTAL KOSICE | | | | | 62 | 0 | 0 | 73 | 23 | 2 | 3 | 0 | 0 | 11 | 100 | 7 | 7 | |
| KRAKOW | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | S | A | 2 | 0 | 9 | 50 | 50 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 2 | 0 | 9 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 27 | 0 | 0 | 85 | 7 | 4 | 0 | 4 | 0 | 13 | 67 | 20 | 27 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 12 | 52 | 22 | 27 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 2 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 2 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 90 | 6 | 0 | 3 | 0 | 0 | 7 | 56 | 15 | 27 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 8 | 59 | 16 | 27 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 7 | 97 | 3 | 30 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 61 | 23 | 16 | 0 | 0 | 0 | 16 | 81 | 10 | 31 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 3 | 72 | 11 | 11 | 6 | 0 | 0 | 16 | 53 | 26 | 17 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 3 | 50 | 28 | 11 | 11 | 0 | 0 | 24 | 56 | 28 | 18 | |
| | BIRMINGHAM | RYANAIR | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 59 | 0 | 3 | 92 | 5 | 2 | 2 | 0 | 0 | 5 | 82 | 10 | 61 | |
| | STANSTED | RYANAIR | S | D | 62 | 0 | 0 | 81 | 13 | 5 | 2 | 0 | 0 | 11 | 76 | 12 | 62 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 46 | 1 | |
| TOTAL KRAKOW | | | | | 385 | 1 | 27 | 83 | 10 | 4 | 2 | 0 | 0 | 9 | 70 | 19 | 19 | |
| KRISTIANSAND (KJEVIK) | | | | | | | | | | | | | | | | | | |
| KUALA LUMPUR (SEPANG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | S | A | 57 | 0 | 0 | 68 | 14 | 16 | 2 | 0 | 0 | 13 | 81 | 11 | 62 | |
| | HEATHROW | MALAYSIAN AIRLINES SYSTEM- MAS | S | D | 57 | 0 | 0 | 61 | 23 | 11 | 5 | 0 | 0 | 16 | 44 | 29 | 62 | |
| TOTAL KUALA LUMPUR (SEPANG) | | | | | 114 | 0 | 0 | 65 | 18 | 13 | 4 | 0 | 0 | 15 | 62 | 20 | 20 | |
| KUWAIT | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 90 | 6 | 0 | 0 | 3 | 0 | 11 | 93 | 3 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 12 | 38 | 23 | 29 | |

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

Origin / Destinations: K

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|----------------------|-------------------|----------------|----------------|----------|-------------------|----------|----------------------------|-----------|------------------|---------------|---------------|------------------|------------------|-------------------|----------------------|---------------|----------------------|--------------------|
| | | | | | MATCHED | | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| KUWAIT | HEATHROW | KUWAIT AIRWAYS | S | A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 12 | 61 | 24 | 31 | |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 31 | 0 | 0 | 68 | 26 | 3 | 3 | 0 | 0 | 13 | 45 | 24 | 31 | |
| TOTAL KUWAIT | | | | | 124 | 0 | 0 | 80 | 14 | 4 | 2 | 1 | 0 | 12 | 59 | 19 | 19 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | 31 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 5 | 81 | 12 | 31 |
| | HEATHROW | CLICKAIR | | S D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 74 | 16 | 31 |
| TOTAL LA CORUNA | | | | | 62 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 77 | 14 | 14 |
| LA ROCHELLE | GLASGOW | FLYBE LTD | | S A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GLASGOW | FLYBE LTD | | S D | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 50 | 0 | 0 | 0 |
| | MANCHESTER | FLYBE LTD | | S A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 88 | 6 | 8 |
| | MANCHESTER | FLYBE LTD | | S D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 88 | 6 | 8 |
| | STANSTED | RYANAIR | | S A | 28 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 84 | 10 | 38 |
| | STANSTED | RYANAIR | | S D | 28 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 85 | 7 | 39 |
| TOTAL LA ROCHELLE | | | | | 78 | 0 | 0 | 86 | 10 | 1 | 3 | 0 | 0 | 7 | 87 | 7 | 7 |
| LAGOS | HEATHROW | BELLVIEW AIRLINES (SIERRA LEONE) | | S A | 25 | 0 | 0 | 52 | 32 | 4 | 12 | 0 | 0 | 20 | 53 | 17 | 17 |
| | HEATHROW | BELLVIEW AIRLINES (SIERRA LEONE) | | S D | 25 | 0 | 0 | 80 | 4 | 8 | 8 | 0 | 0 | 14 | 65 | 16 | 17 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 87 | 5 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 19 | 42 | 26 | 13 | 0 | 0 | 35 | 6 | 34 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 31 | 0 | 0 | 58 | 32 | 10 | 0 | 0 | 0 | 13 | 58 | 18 | 31 |
| | GATWICK | VIRGIN NIGERIA AIRWAYS | | S A | 23 | 0 | 1 | 78 | 9 | 9 | 4 | 0 | 0 | 9 | 60 | 42 | 25 |
| | GATWICK | VIRGIN NIGERIA AIRWAYS | | S D | 23 | 0 | 1 | 57 | 17 | 9 | 9 | 4 | 4 | 74 | 4 | 79 | 25 |
| | HEATHROW | VIRGIN NIGERIA AIRWAYS | | S A | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 28 | 0 | 0 | 0 |
| | HEATHROW | VIRGIN NIGERIA AIRWAYS | | S D | 2 | 0 | 1 | 0 | 50 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 |
| TOTAL LAGOS | | | | | 225 | 0 | 3 | 65 | 20 | 9 | 5 | 0 | 0 | 20 | 55 | 26 | 26 |
| LAHORE | GLASGOW | PAKISTAN INTL AIRLINES | | S A | 9 | 0 | 0 | 33 | 33 | 11 | 11 | 11 | 0 | 60 | 0 | 0 | 0 |
| | GLASGOW | PAKISTAN INTL AIRLINES | | S D | 9 | 0 | 0 | 33 | 22 | 0 | 22 | 22 | 0 | 70 | 0 | 0 | 0 |
| | HEATHROW | PAKISTAN INTL AIRLINES | | S A | 13 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 13 | 62 | 16 | 13 |
| | HEATHROW | PAKISTAN INTL AIRLINES | | S D | 13 | 0 | 0 | 31 | 54 | 15 | 0 | 0 | 0 | 19 | 15 | 41 | 13 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S A | 9 | 0 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 17 | 56 | 20 | 9 |
| | MANCHESTER | PAKISTAN INTL AIRLINES | | S D | 9 | 0 | 0 | 56 | 11 | 22 | 0 | 11 | 0 | 36 | 67 | 17 | 9 |
| TOTAL LAHORE | | | | | 62 | 1 | 0 | 47 | 29 | 13 | 5 | 6 | 0 | 33 | 48 | 25 | 25 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| LAHR | | | | | | | | | | | | | | | | | | |
| LAMETIA-TERME | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 15 | 0 | 0 | 73 | 20 | 7 | 0 | 0 | 0 | 9 | 88 | 7 | 16 | |
| | STANSTED | RYANAIR | | S D | 15 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 6 | 100 | 4 | 16 | |
| TOTAL LAMETIA-TERME | | | | | 30 | 0 | 0 | 80 | 17 | 3 | 0 | 0 | 0 | 8 | 89 | 7 | 7 | |
| LARNACA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 84 | 3 | 10 | 3 | 0 | 0 | 11 | 55 | 30 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 74 | 10 | 16 | 0 | 0 | 0 | 13 | 19 | 37 | 31 | |
| | BIRMINGHAM | CYPRUS AIRWAYS | | S A | 11 | 0 | 0 | 45 | 0 | 27 | 27 | 0 | 0 | 44 | 50 | 51 | 8 | |
| | BIRMINGHAM | CYPRUS AIRWAYS | | S D | 11 | 0 | 0 | 18 | 18 | 27 | 36 | 0 | 0 | 55 | 13 | 62 | 8 | |
| | HEATHROW | CYPRUS AIRWAYS | | S A | 77 | 0 | 0 | 52 | 25 | 18 | 5 | 0 | 0 | 21 | 53 | 29 | 77 | |
| | HEATHROW | CYPRUS AIRWAYS | | S D | 75 | 0 | 2 | 57 | 21 | 16 | 5 | 0 | 0 | 18 | 29 | 35 | 76 | |
| | MANCHESTER | CYPRUS AIRWAYS | | S A | 21 | 0 | 0 | 48 | 24 | 14 | 5 | 10 | 0 | 46 | 52 | 57 | 23 | |
| | MANCHESTER | CYPRUS AIRWAYS | | S D | 21 | 0 | 0 | 19 | 33 | 24 | 10 | 10 | 5 | 102 | 43 | 98 | 23 | |
| | STANSTED | CYPRUS AIRWAYS | | S A | 15 | 0 | 0 | 67 | 27 | 7 | 0 | 0 | 0 | 12 | 67 | 33 | 18 | |
| | STANSTED | CYPRUS AIRWAYS | | S D | 15 | 0 | 0 | 33 | 47 | 20 | 0 | 0 | 0 | 21 | 17 | 50 | 18 | |
| | BIRMINGHAM | EUROCYPRIA AIRLINES LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 68 | 4 | |
| | BIRMINGHAM | EUROCYPRIA AIRLINES LTD | | C D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 33 | 25 | 86 | 4 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | | C A | 8 | 0 | 0 | 0 | 25 | 63 | 13 | 0 | 0 | 46 | 54 | 93 | 13 | |
| | GATWICK | EUROCYPRIA AIRLINES LTD | | C D | 8 | 0 | 0 | 13 | 25 | 50 | 13 | 0 | 0 | 41 | 38 | 38 | 13 | |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | | C A | 18 | 0 | 0 | 44 | 28 | 11 | 17 | 0 | 0 | 25 | 59 | 44 | 22 | |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | | C D | 17 | 0 | 0 | 53 | 18 | 24 | 6 | 0 | 0 | 22 | 41 | 50 | 22 | |
| | NEWCASTLE | EUROCYPRIA AIRLINES LTD | | C A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | NEWCASTLE | EUROCYPRIA AIRLINES LTD | | C D | 8 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | STANSTED | EUROCYPRIA AIRLINES LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | STANSTED | EUROCYPRIA AIRLINES LTD | | C D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | EDINBURGH | MONARCH AIRLINES | | C A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | EDINBURGH | MONARCH AIRLINES | | C D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 13 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 34 | 11 | 62 | 9 | |
| | GATWICK | MONARCH AIRLINES | | S A | 18 | 0 | 0 | 28 | 44 | 22 | 6 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | | S D | 18 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 21 | 9 | |
| | LUTON | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 17 | 0 | 51 | 1 | |
| | LUTON | MONARCH AIRLINES | | S A | 22 | 0 | 0 | 36 | 50 | 14 | 0 | 0 | 0 | 19 | 50 | 22 | 18 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| LARNACA | LUTON | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | LUTON | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 77 | 9 | 9 | 5 | 0 | 0 | 14 | 74 | 22 | 19 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 22 | 0 | 0 | 59 | 27 | 9 | 5 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 86 | 9 | 0 | 5 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 14 | 0 | 0 | 50 | 29 | 7 | 7 | 7 | 0 | 30 | 60 | 15 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 9 | 80 | 19 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 13 | 0 | 0 | 69 | 0 | 15 | 15 | 0 | 0 | 27 | 50 | 10 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 13 | 25 | 21 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 11 | 0 | 0 | 45 | 27 | 9 | 18 | 0 | 0 | 32 | 100 | 0 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 10 | 0 | 0 | 90 | 0 | 10 | 0 | 0 | 0 | 9 | 100 | 0 | 4 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 17 | 0 | 0 | 65 | 12 | 6 | 18 | 0 | 0 | 26 | 55 | 86 | 11 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 17 | 0 | 0 | 65 | 18 | 6 | 6 | 6 | 0 | 23 | 70 | 15 | 10 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 37 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 35 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 33 | 11 | 44 | 11 | 0 | 0 | 30 | 50 | 27 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 17 | 100 | 2 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 23 | 0 | 0 | 39 | 30 | 22 | 4 | 0 | 4 | 58 | 44 | 23 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 23 | 0 | 0 | 65 | 26 | 9 | 0 | 0 | 0 | 11 | 57 | 15 | 7 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 25 | 0 | 25 | 25 | 0 | 87 | 75 | 15 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 33 | 0 | 72 | 100 | 2 | 3 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 75 | 14 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 15 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 17 | 28 | 33 | 22 | 0 | 0 | 40 | 25 | 65 | 8 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 16 | 0 | 0 | 56 | 19 | 19 | 6 | 0 | 0 | 19 | 57 | 49 | 7 |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | | | |
| LARNACA | | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 60 | 50 | 11 | 4 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 43 | 100 | 6 | 3 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| TOTAL LARNACA | | | | | 804 | 0 | 2 | 56 | 21 | 15 | 7 | 1 | 0 | 24 | 48 | 40 | 40 | | |
| LAS PALMAS | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BMI BRITISH MIDLAND | C | A | 3 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 46 | 25 | 61 | 4 | | |
| | GATWICK | BMI BRITISH MIDLAND | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 95 | 33 | 119 | 3 | | |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 3 | 0 | 0 | 0 | 33 | 0 | 33 | 33 | 0 | 104 | 0 | 88 | 2 | | |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 3 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 31 | 0 | 162 | 1 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 39 | 17 | 22 | 17 | 6 | 0 | 40 | 0 | 0 | 0 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 67 | 11 | 11 | 11 | 0 | 0 | 24 | 0 | 0 | 0 | | |
| | EDINBURGH | FLYGLOBESPAN | S | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 35 | 0 | 0 | 0 | | |
| | EDINBURGH | FLYGLOBESPAN | S | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 49 | 0 | 0 | 0 | | |
| | GLASGOW | FLYGLOBESPAN | S | A | 8 | 0 | 0 | 38 | 13 | 0 | 38 | 13 | 0 | 76 | 67 | 49 | 9 | | |
| | GLASGOW | FLYGLOBESPAN | S | D | 8 | 0 | 0 | 63 | 0 | 0 | 25 | 13 | 0 | 76 | 33 | 65 | 9 | | |
| | STANSTED | IBERWORLD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | | |
| | STANSTED | IBERWORLD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 41 | 0 | 0 | 0 | | |
| | EDINBURGH | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 60 | 10 | 5 | | |
| | EDINBURGH | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 5 | | |
| | GATWICK | MONARCH AIRLINES | C | A | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 17 | 20 | 34 | 5 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 7 | 0 | 0 | 71 | 0 | 14 | 0 | 14 | 0 | 38 | 60 | 23 | 5 | | |
| | LUTON | MONARCH AIRLINES | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 9 | 5 | | |
| | LUTON | MONARCH AIRLINES | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 60 | 10 | 5 | | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 4 | 9 | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 78 | 7 | 9 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 18 | 0 | 0 | 72 | 17 | 6 | 6 | 0 | 0 | 11 | 100 | 1 | 4 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 18 | 0 | 0 | 67 | 0 | 11 | 11 | 6 | 6 | 56 | 100 | 1 | 4 | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| LAS PALMAS | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 17 | 0 | 0 | 65 | 18 | 12 | 0 | 6 | 0 | 28 | 88 | 45 | 8 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 17 | 0 | 0 | 59 | 24 | 12 | 6 | 0 | 0 | 18 | 86 | 43 | 7 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 0 | 4 | 89 | 2 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 20 | 0 | 0 | 75 | 20 | 5 | 0 | 0 | 0 | 8 | 89 | 5 | 9 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 4 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 100 | 6 | 5 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 26 | 100 | 4 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 53 | 12 | 6 | 24 | 6 | 0 | 47 | 64 | 26 | 14 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 59 | 18 | 0 | 18 | 6 | 0 | 41 | 86 | 21 | 14 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 4 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 38 | 40 | 54 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 42 | 67 | 54 | 6 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 21 | 0 | 0 | 71 | 14 | 5 | 10 | 0 | 0 | 17 | 85 | 5 | 13 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 21 | 0 | 0 | 76 | 5 | 10 | 10 | 0 | 0 | 17 | 85 | 8 | 13 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 5 |
| TOTAL LAS PALMAS | | | | | 365 | 0 | 0 | 66 | 12 | 9 | 10 | 2 | 1 | 28 | 67 | 26 | 26 |
| LAS VEGAS | MANCHESTER | BMI BRITISH MIDLAND | S | A | 14 | 0 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 7 | 71 | 18 | 14 |
| | MANCHESTER | BMI BRITISH MIDLAND | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 12 | 69 | 16 | 13 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 16 | 89 | 4 | 9 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 67 | 11 | 0 | 22 | 0 | 0 | 21 | 100 | 3 | 9 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 45 | 3 | 19 | 23 | 10 | 0 | 62 | 19 | 58 | 31 |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 26 | 23 | 19 | 26 | 6 | 0 | 61 | 42 | 37 | 31 |
| TOTAL LAS VEGAS | | | | | 107 | 0 | 0 | 55 | 9 | 12 | 19 | 5 | 0 | 41 | 51 | 32 | 32 |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| LEEDS BRADFORD | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 109 | 0 | 1 | 75 | 16 | 5 | 5 | 0 | 0 | 11 | 86 | 8 | 127 | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 112 | 0 | 0 | 85 | 11 | 2 | 3 | 0 | 0 | 7 | 80 | 10 | 128 | | |
| | EDINBURGH | BMI REGIONAL | | S A | 58 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 0 | 3 | 90 | 4 | 94 | | |
| | EDINBURGH | BMI REGIONAL | | S D | 61 | 0 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 5 | 84 | 6 | 94 | | |
| | GLASGOW | BMI REGIONAL | | S A | 63 | 2 | 0 | 89 | 8 | 2 | 2 | 0 | 0 | 4 | 96 | 2 | 70 | | |
| | GLASGOW | BMI REGIONAL | | S D | 61 | 1 | 0 | 90 | 7 | 2 | 2 | 0 | 0 | 5 | 94 | 4 | 70 | | |
| TOTAL LEEDS BRADFORD | | | | | 464 | 4 | 2 | 85 | 10 | 3 | 2 | 0 | 0 | 7 | 87 | 6 | 6 | | |
| LEIPZIG | | | | | | | | | | | | | | | | | | | |
| LEMNOS | | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 44 | 0 | 0 | 0 | | |
| TOTAL LEMNOS | | | | | 3 | 0 | 0 | 0 | 0 | 67 | 33 | 0 | 0 | 49 | 100 | 0 | 0 | | |
| LIBERIA | | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| TOTAL LIBERIA | | | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 44 | 34 | 34 | | |
| LIEGE | | | | | | | | | | | | | | | | | | | |
| LIMOGES | | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | FLYBE LTD | | S A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 1 | 4 | | |
| | NEWCASTLE | FLYBE LTD | | S D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 75 | 4 | 4 | | |
| | STANSTED | RYANAIR | | S A | 28 | 0 | 1 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 84 | 16 | 31 | | |
| | STANSTED | RYANAIR | | S D | 29 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 6 | 80 | 7 | 30 | | |
| TOTAL LIMOGES | | | | | 63 | 0 | 1 | 94 | 6 | 0 | 0 | 0 | 0 | 4 | 82 | 10 | 10 | | |
| LINZ | | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 18 | 0 | 0 | 94 | 0 | 6 | 0 | 0 | 0 | 4 | 94 | 4 | 18 | | |
| | STANSTED | RYANAIR | | S D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 10 | 18 | | |
| TOTAL LINZ | | | | | 36 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 89 | 7 | 7 | | |
| LISBON | | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PORTUGAL | | S A | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 6 | 7 | 39 | 30 | | |
| | GATWICK | AIR PORTUGAL | | S D | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 7 | 43 | 30 | | |
| | HEATHROW | AIR PORTUGAL | | S A | 155 | 0 | 0 | 67 | 20 | 11 | 2 | 0 | 0 | 13 | 32 | 33 | 148 | | |
| | HEATHROW | AIR PORTUGAL | | S D | 155 | 0 | 0 | 73 | 14 | 10 | 3 | 0 | 0 | 13 | 55 | 26 | 148 | | |
| | BIRMINGHAM | BMIBABY LTD | | S A | 15 | 0 | 3 | 80 | 0 | 7 | 7 | 7 | 0 | 32 | 41 | 39 | 17 | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| LISBON | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 15 | 0 | 3 | 73 | 7 | 7 | 7 | 7 | 0 | 33 | 33 | 42 | 18 | |
| | MANCHESTER | BMIBABY LTD | S | A | 7 | 0 | 1 | 86 | 14 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | MANCHESTER | BMIBABY LTD | S | D | 7 | 0 | 1 | 86 | 0 | 0 | 14 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 93 | 0 | 0 | 69 | 16 | 12 | 3 | 0 | 0 | 14 | 62 | 21 | 92 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 93 | 0 | 0 | 81 | 11 | 4 | 4 | 0 | 0 | 9 | 39 | 24 | 92 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 77 | 13 | 3 | 6 | 0 | 0 | 13 | 48 | 23 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 13 | 0 | 6 | 0 | 0 | 13 | 68 | 17 | 31 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 0 | 56 | 21 | 10 | 8 | 5 | 0 | 31 | 53 | 23 | 62 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 63 | 0 | 0 | 63 | 21 | 8 | 6 | 2 | 0 | 21 | 61 | 17 | 62 | |
| TOTAL LISBON | | | | | 792 | 1 | 8 | 72 | 15 | 8 | 4 | 1 | 0 | 15 | 47 | 27 | 27 | |
| LIVERPOOL | | | | | | | | | | | | | | | | | | |
| LJUBLJANA | | | | | | | | | | | | | | | | | | |
| | GATWICK | ADRIA AIRWAYS | S | A | 30 | 0 | 0 | 80 | 7 | 10 | 3 | 0 | 0 | 10 | 71 | 12 | 31 | |
| | GATWICK | ADRIA AIRWAYS | S | D | 30 | 0 | 0 | 77 | 17 | 7 | 0 | 0 | 0 | 11 | 52 | 16 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 55 | 20 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 42 | 21 | 31 | |
| TOTAL LJUBLJANA | | | | | 122 | 0 | 0 | 86 | 9 | 4 | 1 | 0 | 0 | 7 | 55 | 17 | 17 | |
| LODZ LUBLINEK | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 38 | 0 | 1 | 79 | 8 | 11 | 3 | 0 | 0 | 10 | 87 | 5 | 31 | |
| | STANSTED | RYANAIR | S | D | 38 | 0 | 0 | 63 | 16 | 13 | 8 | 0 | 0 | 17 | 32 | 23 | 31 | |
| TOTAL LODZ LUBLINEK | | | | | 76 | 0 | 1 | 71 | 12 | 12 | 5 | 0 | 0 | 13 | 60 | 14 | 14 | |
| LONDON CITY | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | BA CITYFLYER LTD | S | A | 230 | 0 | 0 | 83 | 6 | 5 | 5 | 0 | 0 | 10 | 79 | 12 | 195 | |
| | EDINBURGH | BA CITYFLYER LTD | S | D | 233 | 0 | 0 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 64 | 23 | 200 | |
| | GLASGOW | BA CITYFLYER LTD | S | A | 102 | 0 | 0 | 85 | 10 | 2 | 3 | 0 | 0 | 7 | 73 | 14 | 100 | |
| | GLASGOW | BA CITYFLYER LTD | S | D | 102 | 1 | 0 | 80 | 14 | 5 | 1 | 0 | 0 | 10 | 66 | 15 | 102 | |
| | EDINBURGH | CITY JET | S | A | 163 | 1 | 0 | 85 | 10 | 2 | 3 | 0 | 0 | 8 | 51 | 19 | 156 | |
| | EDINBURGH | CITY JET | S | D | 162 | 1 | 0 | 83 | 7 | 7 | 2 | 0 | 0 | 9 | 69 | 14 | 153 | |
| | MANCHESTER | VLM (BELGIUM) | S | A | 94 | 0 | 0 | 94 | 4 | 1 | 1 | 0 | 0 | 4 | 61 | 17 | 113 | |
| | MANCHESTER | VLM (BELGIUM) | S | D | 95 | 0 | 0 | 92 | 4 | 3 | 1 | 0 | 0 | 5 | 67 | 25 | 114 | |
| TOTAL LONDON CITY | | | | | 1181 | 4 | 0 | 85 | 8 | 4 | 3 | 0 | 0 | 8 | 66 | 17 | 17 | |
| LOS ANGELES INTERNATION | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| LOS ANGELES INTERNATIONAL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | A | 29 | 0 | 0 | 52 | 14 | 24 | 10 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | HEATHROW | AIR FRANCE | S | D | 29 | 0 | 0 | 48 | 21 | 24 | 7 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 55 | 0 | 0 | 75 | 15 | 5 | 5 | 0 | 0 | 11 | 67 | 17 | 58 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 55 | 0 | 0 | 73 | 20 | 4 | 4 | 0 | 0 | 12 | 52 | 19 | 58 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 1 | 73 | 8 | 14 | 6 | 0 | 0 | 15 | 37 | 43 | 93 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 0 | 38 | 44 | 16 | 1 | 1 | 0 | 23 | 17 | 47 | 93 | |
| | HEATHROW | UNITED AIRLINES | S | A | 31 | 0 | 0 | 90 | 0 | 3 | 6 | 0 | 0 | 10 | 97 | 2 | 31 | |
| | HEATHROW | UNITED AIRLINES | S | D | 31 | 0 | 0 | 74 | 13 | 10 | 3 | 0 | 0 | 12 | 68 | 24 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 62 | 0 | 0 | 68 | 16 | 8 | 8 | 0 | 0 | 15 | 85 | 8 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 62 | 0 | 0 | 53 | 19 | 18 | 10 | 0 | 0 | 22 | 37 | 26 | 62 | |
| TOTAL LOS ANGELES INTERNATIONAL | | | | | 529 | 0 | 1 | 63 | 19 | 12 | 6 | 0 | 0 | 17 | 50 | 29 | 29 | |
| LUANDA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 25 | 100 | 4 | 4 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 40 | 60 | 0 | 0 | 0 | 0 | 15 | 25 | 26 | 4 | |
| TOTAL LUANDA | | | | | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 20 | 63 | 15 | 15 | |
| LUBECK | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 56 | 0 | 1 | 73 | 16 | 7 | 0 | 4 | 0 | 17 | 91 | 11 | 78 | |
| | STANSTED | RYANAIR | S | D | 57 | 0 | 0 | 63 | 14 | 23 | 0 | 0 | 0 | 15 | 78 | 10 | 79 | |
| TOTAL LUBECK | | | | | 113 | 0 | 1 | 68 | 15 | 15 | 0 | 2 | 0 | 16 | 85 | 11 | 11 | |
| LUSAKA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 9 | 62 | 24 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 14 | 0 | 0 | 79 | 14 | 7 | 0 | 0 | 0 | 11 | 21 | 34 | 14 | |
| TOTAL LUSAKA | | | | | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 10 | 41 | 29 | 29 | |
| LUTON | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 142 | 0 | 0 | 87 | 8 | 3 | 1 | 1 | 0 | 10 | 84 | 8 | 140 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 143 | 0 | 1 | 79 | 13 | 5 | 3 | 1 | 0 | 12 | 82 | 11 | 140 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 140 | 0 | 0 | 81 | 9 | 8 | 3 | 0 | 0 | 9 | 91 | 5 | 162 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 141 | 0 | 0 | 86 | 6 | 6 | 3 | 0 | 0 | 8 | 87 | 6 | 162 | |
| TOTAL LUTON | | | | | 569 | 5 | 1 | 83 | 9 | 5 | 3 | 1 | 0 | 10 | 86 | 7 | 7 | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 49 | 0 | 0 | 80 | 14 | 6 | 0 | 0 | 0 | 9 | 63 | 18 | 49 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 50 | 0 | 0 | 90 | 4 | 6 | 0 | 0 | 0 | 7 | 49 | 18 | 49 | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | |
| | | | | | | | | | | | | | | | | | | | | |
| LUXEMBOURG | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | LUXAIR | | S A | 50 | 0 | 0 | 64 | 24 | 10 | 2 | 0 | 0 | 16 | 70 | 13 | 61 | | | |
| | HEATHROW | LUXAIR | | S D | 50 | 0 | 0 | 82 | 8 | 6 | 4 | 0 | 0 | 13 | 77 | 12 | 61 | | | |
| | LONDON CITY | LUXAIR | | S A | 97 | 1 | 3 | 95 | 2 | 0 | 3 | 0 | 0 | 3 | 69 | 12 | 96 | | | |
| | LONDON CITY | LUXAIR | | S D | 98 | 0 | 3 | 80 | 14 | 3 | 3 | 0 | 0 | 9 | 56 | 23 | 96 | | | |
| | LONDON CITY | VLM (BELGIUM) | | S A | 81 | 0 | 0 | 94 | 5 | 0 | 1 | 0 | 0 | 5 | 74 | 13 | 82 | | | |
| | LONDON CITY | VLM (BELGIUM) | | S D | 81 | 0 | 0 | 78 | 16 | 2 | 2 | 1 | 0 | 14 | 39 | 29 | 82 | | | |
| | MANCHESTER | VLM (BELGIUM) | | S A | 42 | 0 | 0 | 90 | 5 | 0 | 5 | 0 | 0 | 8 | 69 | 14 | 58 | | | |
| | MANCHESTER | VLM (BELGIUM) | | S D | 42 | 0 | 0 | 98 | 0 | 0 | 2 | 0 | 0 | 5 | 74 | 9 | 58 | | | |
| TOTAL LUXEMBOURG | | | | | 640 | 3 | 6 | 85 | 9 | 3 | 2 | 0 | 0 | 9 | 66 | 16 | 16 | | | |
| LUXOR | | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | EGYPT AIR | | S A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 31 | 20 | 42 | 5 | | | |
| | HEATHROW | EGYPT AIR | | S D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 20 | 34 | 5 | | | |
| | GATWICK | MONARCH AIRLINES | | C A | 15 | 0 | 0 | 40 | 20 | 27 | 7 | 7 | 0 | 46 | 40 | 31 | 10 | | | |
| | GATWICK | MONARCH AIRLINES | | C D | 16 | 0 | 0 | 88 | 6 | 0 | 0 | 6 | 0 | 23 | 40 | 21 | 10 | | | |
| | MANCHESTER | MONARCH AIRLINES | | C A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 47 | 60 | 10 | 5 | | | |
| | MANCHESTER | MONARCH AIRLINES | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 80 | 8 | 5 | | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 9 | 50 | 29 | 4 | | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 60 | 20 | 5 | | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 9 | 0 | 0 | 33 | 33 | 11 | 22 | 0 | 0 | 36 | 40 | 17 | 5 | | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 13 | 80 | 11 | 5 | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 40 | 0 | 40 | 20 | 0 | 0 | 43 | 80 | 7 | 5 | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 12 | 100 | 3 | 5 | | | |
| TOTAL LUXOR | | | | | 84 | 0 | 0 | 61 | 13 | 18 | 6 | 2 | 0 | 27 | 60 | 22 | 22 | | | |
| LYON | | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMI REGIONAL | | S A | 31 | 0 | 0 | 87 | 13 | 0 | 0 | 0 | 0 | 4 | 92 | 6 | 26 | | | |
| | MANCHESTER | BMI REGIONAL | | S D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 96 | 4 | 26 | | | |
| | BIRMINGHAM | BRIT AIR | | S A | 50 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 3 | 89 | 6 | 53 | | | |
| | BIRMINGHAM | BRIT AIR | | S D | 50 | 0 | 0 | 88 | 6 | 4 | 2 | 0 | 0 | 6 | 91 | 5 | 53 | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 88 | 0 | 0 | 83 | 7 | 9 | 1 | 0 | 0 | 8 | 71 | 14 | 92 | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 88 | 0 | 0 | 83 | 11 | 5 | 1 | 0 | 0 | 7 | 67 | 16 | 92 | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 29 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 29 | 0 | 0 | 86 | 7 | 3 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 9 | 58 | 18 | 31 | | | |

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

Origin / Destinations: L

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| LYON | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 45 | 23 | 31 |
| TOTAL LYON | | | | | 459 | 1 | 0 | 88 | 7 | 4 | 1 | 0 | 0 | 6 | 74 | 13 | 13 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | |
| MAASTRICHT | | | | | | | | | | | | | | | | | |
| TOTAL MAASTRICHT | | | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 27 | 0 | 0 | 0 |
| MADRID | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR COMET | S | A | 62 | 0 | 0 | 95 | 2 | 2 | 2 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GATWICK | AIR COMET | S | D | 62 | 0 | 0 | 92 | 5 | 0 | 3 | 0 | 0 | 6 | 0 | 0 | 0 |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 49 | 0 | 0 | 94 | 4 | 0 | 2 | 0 | 0 | 3 | 76 | 14 | 49 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 49 | 0 | 0 | 53 | 29 | 16 | 2 | 0 | 0 | 19 | 18 | 42 | 50 |
| | BIRMINGHAM | BMIBABY LTD | S | A | 13 | 0 | 9 | 69 | 15 | 15 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | BIRMINGHAM | BMIBABY LTD | S | D | 13 | 0 | 9 | 85 | 8 | 0 | 8 | 0 | 0 | 13 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 56 | 0 | 0 | 84 | 9 | 2 | 4 | 2 | 0 | 14 | 51 | 23 | 92 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 56 | 0 | 0 | 73 | 20 | 5 | 2 | 0 | 0 | 12 | 45 | 24 | 92 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 153 | 0 | 0 | 75 | 12 | 10 | 3 | 1 | 1 | 16 | 60 | 23 | 153 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 153 | 0 | 0 | 73 | 13 | 8 | 5 | 0 | 0 | 13 | 36 | 30 | 153 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 39 | 13 | 26 | 23 | 0 | 0 | 37 | 77 | 13 | 31 |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 13 | 26 | 23 | 39 | 0 | 0 | 50 | 61 | 24 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 116 | 0 | 0 | 74 | 11 | 8 | 5 | 2 | 0 | 18 | 78 | 10 | 116 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 116 | 0 | 0 | 63 | 15 | 13 | 9 | 1 | 0 | 22 | 39 | 26 | 116 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 0 | 80 | 8 | 8 | 3 | 0 | 0 | 10 | 71 | 14 | 62 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 65 | 19 | 13 | 3 | 0 | 0 | 16 | 60 | 19 | 62 |
| | HEATHROW | IBERIA | S | A | 245 | 0 | 2 | 67 | 16 | 13 | 4 | 0 | 0 | 15 | 65 | 17 | 247 |
| | HEATHROW | IBERIA | S | D | 244 | 0 | 2 | 77 | 7 | 9 | 7 | 0 | 0 | 15 | 61 | 21 | 246 |
| | STANSTED | RYANAIR | S | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| TOTAL MADRID | | | | | 1597 | 2 | 22 | 73 | 12 | 9 | 5 | 0 | 0 | 15 | 57 | 21 | 21 |
| MAHON | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 20 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 9 | 0 | 0 | 44 | 44 | 0 | 11 | 0 | 0 | 26 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 2 | 16 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 83 | 17 | 0 | 0 | 0 | 0 | 6 | 81 | 5 | 16 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 3 |
| | GATWICK | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 6 |
| | GATWICK | MONARCH AIRLINES | S | A | 13 | 0 | 2 | 85 | 8 | 0 | 8 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | S | D | 13 | 0 | 1 | 69 | 15 | 8 | 8 | 0 | 0 | 14 | 0 | 0 | 0 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | |
| MAHON | LUTON | MONARCH AIRLINES | S | A | 14 | 0 | 0 | 93 | 0 | 0 | 0 | 7 | 0 | 19 | 94 | 7 | 17 |
| | LUTON | MONARCH AIRLINES | S | D | 14 | 0 | 0 | 71 | 21 | 0 | 0 | 7 | 0 | 30 | 59 | 19 | 17 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 17 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 77 | 5 | 13 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 2 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 16 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 85 | 7 | 13 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 7 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 11 | 6 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 5 | 8 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 83 | 10 | 6 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 12 | 0 | 0 | 75 | 17 | 0 | 8 | 0 | 0 | 13 | 100 | 4 | 7 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 21 | 80 | 6 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 100 | 1 | 8 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 5 | 100 | 2 | 6 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 26 | 0 | 0 | 77 | 4 | 8 | 8 | 4 | 0 | 26 | 89 | 3 | 18 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 23 | 1 | 0 | 70 | 4 | 13 | 4 | 9 | 0 | 35 | 93 | 6 | 14 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 13 | 0 | 0 | 0 | 5 | 80 | 12 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 13 | 75 | 31 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 13 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 33 | 41 | 3 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 19 | 0 | 0 | 84 | 5 | 0 | 5 | 5 | 0 | 18 | 73 | 35 | 15 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 9 | 67 | 37 | 12 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 5 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 8 | 67 | 6 | 3 |
| TOTAL MAHON | | | | | 379 | 1 | 4 | 86 | 7 | 3 | 3 | 2 | 0 | 11 | 83 | 15 | 15 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| MALABO | | | | | | | | | | | | | | | | | | |
| MALAGA | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | | S A | 32 | 0 | 0 | 56 | 22 | 19 | 3 | 0 | 0 | 18 | 69 | 15 | 42 | |
| | BIRMINGHAM | BMIBABY LTD | | S D | 32 | 0 | 0 | 78 | 19 | 0 | 3 | 0 | 0 | 13 | 66 | 16 | 41 | |
| | MANCHESTER | BMIBABY LTD | | S A | 26 | 0 | 2 | 81 | 12 | 0 | 8 | 0 | 0 | 10 | 68 | 17 | 34 | |
| | MANCHESTER | BMIBABY LTD | | S D | 26 | 0 | 2 | 92 | 0 | 0 | 8 | 0 | 0 | 8 | 79 | 16 | 34 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 62 | 0 | 0 | 74 | 16 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 62 | 0 | 0 | 77 | 19 | 2 | 2 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 31 | 0 | 0 | 84 | 6 | 10 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 77 | 13 | 6 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 184 | 1 | 0 | 74 | 10 | 10 | 5 | 1 | 0 | 16 | 64 | 15 | 78 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 184 | 0 | 0 | 74 | 11 | 8 | 5 | 2 | 0 | 16 | 73 | 14 | 77 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S A | 25 | 0 | 0 | 60 | 28 | 12 | 0 | 0 | 0 | 15 | 83 | 7 | 29 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | | S D | 25 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 72 | 10 | 29 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 94 | 0 | 0 | 83 | 9 | 3 | 4 | 1 | 0 | 12 | 72 | 28 | 98 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 95 | 0 | 0 | 77 | 15 | 2 | 5 | 1 | 0 | 15 | 64 | 17 | 97 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 52 | 32 | 6 | 10 | 0 | 0 | 22 | 0 | 0 | 0 | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 71 | 23 | 0 | 6 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S A | 43 | 1 | 5 | 74 | 16 | 5 | 2 | 0 | 2 | 20 | 74 | 10 | 47 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S D | 44 | 0 | 4 | 89 | 7 | 0 | 2 | 2 | 0 | 15 | 83 | 7 | 47 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 88 | 0 | 0 | 93 | 3 | 2 | 0 | 0 | 1 | 7 | 81 | 10 | 85 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 88 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 5 | 68 | 18 | 85 | |
| | EDINBURGH | FLYGLOBESPAN | | S A | 26 | 0 | 0 | 65 | 4 | 15 | 15 | 0 | 0 | 26 | 62 | 24 | 47 | |
| | EDINBURGH | FLYGLOBESPAN | | S D | 26 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 10 | 71 | 23 | 48 | |
| | GLASGOW | FLYGLOBESPAN | | S A | 26 | 0 | 1 | 58 | 23 | 4 | 8 | 4 | 4 | 44 | 71 | 13 | 31 | |
| | GLASGOW | FLYGLOBESPAN | | S D | 26 | 0 | 0 | 58 | 19 | 4 | 8 | 4 | 8 | 73 | 74 | 16 | 31 | |
| | MANCHESTER | JET2.COM LTD | | S A | 25 | 1 | 1 | 52 | 24 | 12 | 8 | 0 | 4 | 42 | 50 | 17 | 30 | |
| | MANCHESTER | JET2.COM LTD | | S D | 25 | 0 | 0 | 88 | 8 | 0 | 4 | 0 | 0 | 6 | 83 | 6 | 30 | |
| | NEWCASTLE | JET2.COM LTD | | S A | 15 | 0 | 0 | 27 | 53 | 13 | 0 | 7 | 0 | 36 | 47 | 31 | 15 | |
| | NEWCASTLE | JET2.COM LTD | | S D | 15 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 1 | 60 | 18 | 15 | |
| | STANSTED | JET2.COM LTD | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | STANSTED | JET2.COM LTD | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | BIRMINGHAM | MONARCH AIRLINES | | S A | 31 | 0 | 0 | 84 | 6 | 6 | 3 | 0 | 0 | 10 | 83 | 13 | 29 | |
| | BIRMINGHAM | MONARCH AIRLINES | | S D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 7 | 83 | 12 | 29 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | S | A | 61 | 0 | 0 | 56 | 11 | 8 | 15 | 10 | 0 | 47 | 52 | 34 | 58 | |
| | GATWICK | MONARCH AIRLINES | S | D | 60 | 0 | 0 | 57 | 15 | 5 | 12 | 12 | 0 | 48 | 59 | 32 | 58 | |
| | LUTON | MONARCH AIRLINES | S | A | 36 | 0 | 0 | 81 | 14 | 0 | 3 | 3 | 0 | 15 | 50 | 17 | 34 | |
| | LUTON | MONARCH AIRLINES | S | D | 35 | 0 | 0 | 77 | 14 | 3 | 6 | 0 | 0 | 16 | 62 | 13 | 34 | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 66 | 0 | 0 | 76 | 14 | 6 | 3 | 0 | 2 | 17 | 74 | 15 | 68 | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 66 | 0 | 0 | 82 | 15 | 0 | 3 | 0 | 0 | 8 | 75 | 10 | 68 | |
| | BIRMINGHAM | RYANAIR | S | A | 4 | 0 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 75 | 11 | 4 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 4 | 3 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 3 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 3 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 31 | 0 | 0 | 81 | 16 | 0 | 3 | 0 | 0 | 8 | 90 | 6 | 21 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 32 | 0 | 0 | 81 | 16 | 0 | 3 | 0 | 0 | 10 | 86 | 7 | 21 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 100 | 3 | 4 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 34 | 100 | 1 | 4 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 17 | 0 | 0 | 76 | 6 | 6 | 6 | 0 | 6 | 50 | 82 | 10 | 17 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 15 | 1 | 0 | 73 | 13 | 7 | 0 | 7 | 0 | 19 | 56 | 13 | 16 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 31 | 0 | 0 | 52 | 19 | 6 | 6 | 13 | 3 | 62 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 19 | 0 | 0 | 68 | 11 | 5 | 16 | 0 | 0 | 20 | 71 | 32 | 21 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| MALAGA | | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 20 | 0 | 0 | 85 | 0 | 0 | 15 | 0 | 0 | 11 | 76 | 30 | 21 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 31 | 0 | 0 | 71 | 3 | 10 | 3 | 10 | 3 | 52 | 0 | 0 | 0 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 14 | 67 | 34 | 21 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 33 | 11 | 11 | 0 | 0 | 19 | 65 | 26 | 20 | | |
| TOTAL MALAGA | | | | | 2093 | 4 | 16 | 76 | 13 | 5 | 5 | 2 | 0 | 18 | 69 | 17 | 17 | | |
| MALE INTERNATIONAL | | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 13 | 50 | 13 | 25 | 0 | 0 | 36 | 10 | 69 | 10 | | |
| | GATWICK | MONARCH AIRLINES | C | D | 8 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 28 | 22 | 55 | 9 | | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 1 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 24 | 20 | 33 | 5 | | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 35 | 60 | 14 | 5 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 42 | 0 | 0 | 0 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 24 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 20 | 0 | 20 | 60 | 0 | 0 | 80 | 0 | 0 | 0 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 20 | 40 | 20 | 20 | 0 | 0 | 39 | 0 | 0 | 0 | | |
| TOTAL MALE INTERNATIONAL | | | | | 42 | 1 | 0 | 24 | 24 | 33 | 19 | 0 | 0 | 38 | 39 | 36 | 36 | | |
| MALMO | | | | | | | | | | | | | | | | | | | |
| MALTA | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR MALTA | S | A | 13 | 0 | 0 | 69 | 8 | 8 | 15 | 0 | 0 | 18 | 46 | 84 | 13 | | |
| | BIRMINGHAM | AIR MALTA | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 80 | 6 | 5 | | |
| | BIRMINGHAM | AIR MALTA | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 20 | 28 | 5 | | |
| | BIRMINGHAM | AIR MALTA | S | D | 12 | 0 | 5 | 33 | 42 | 8 | 17 | 0 | 0 | 35 | 31 | 59 | 13 | | |
| | GATWICK | AIR MALTA | S | A | 56 | 1 | 0 | 88 | 9 | 0 | 4 | 0 | 0 | 8 | 79 | 8 | 47 | | |
| | GATWICK | AIR MALTA | S | D | 44 | 0 | 0 | 66 | 20 | 9 | 5 | 0 | 0 | 16 | 21 | 28 | 39 | | |
| | GLASGOW | AIR MALTA | S | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 5 | 78 | 4 | 9 | | |
| | GLASGOW | AIR MALTA | S | D | 9 | 0 | 0 | 44 | 44 | 11 | 0 | 0 | 0 | 19 | 67 | 19 | 9 | | |
| | HEATHROW | AIR MALTA | S | A | 62 | 0 | 0 | 74 | 16 | 5 | 5 | 0 | 0 | 14 | 66 | 17 | 62 | | |
| | HEATHROW | AIR MALTA | S | D | 61 | 0 | 1 | 61 | 8 | 20 | 10 | 2 | 0 | 27 | 35 | 30 | 62 | | |
| | MANCHESTER | AIR MALTA | S | A | 31 | 0 | 0 | 58 | 23 | 6 | 10 | 3 | 0 | 26 | 45 | 38 | 33 | | |
| | MANCHESTER | AIR MALTA | S | D | 31 | 0 | 0 | 48 | 19 | 23 | 6 | 3 | 0 | 31 | 24 | 49 | 33 | | |
| | NEWCASTLE | AIR MALTA | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | | |
| | NEWCASTLE | AIR MALTA | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | | |
| | STANSTED | AIR MALTA | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 58 | 23 | 12 | | |
| | STANSTED | AIR MALTA | S | D | 7 | 0 | 1 | 71 | 29 | 0 | 0 | 0 | 0 | 7 | 45 | 33 | 11 | | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | |
| MALTA | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 29 | 0 | 0 | 62 | 31 | 7 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 28 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | | | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | | S A | 14 | 0 | 0 | 64 | 7 | 7 | 14 | 7 | 0 | 41 | 0 | 0 | 0 | | |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | | S D | 14 | 0 | 0 | 79 | 7 | 0 | 14 | 0 | 0 | 21 | 0 | 0 | 0 | | |
| | LUTON | RYANAIR | | S A | 31 | 1 | 0 | 87 | 3 | 0 | 3 | 3 | 3 | 41 | 84 | 10 | 31 | | |
| | LUTON | RYANAIR | | S D | 31 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 9 | 71 | 14 | 31 | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 0 | 25 | 103 | 0 | 0 | 0 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 100 | 0 | 3 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 2 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 58 | 80 | 7 | 5 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 68 | 80 | 10 | 5 | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 6 | 0 | 0 | 50 | 0 | 17 | 33 | 0 | 0 | 50 | 80 | 6 | 5 | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 4 | 0 | 0 | 25 | 25 | 0 | 50 | 0 | 0 | 67 | 80 | 9 | 5 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 100 | 7 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 60 | 10 | 5 | | |
| TOTAL MALTA | | | | | 618 | 2 | 7 | 74 | 13 | 6 | 5 | 1 | 0 | 18 | 58 | 25 | 25 | | |
| MANCHESTER | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S A | 223 | 0 | 2 | 80 | 9 | 8 | 3 | 0 | 0 | 10 | 78 | 12 | 202 | | |
| | HEATHROW | BMI BRITISH MIDLAND | | S D | 227 | 0 | 2 | 82 | 9 | 6 | 2 | 0 | 0 | 9 | 67 | 14 | 202 | | |
| | EDINBURGH | BMI REGIONAL | | S A | 178 | 0 | 0 | 96 | 2 | 1 | 2 | 0 | 0 | 3 | 92 | 4 | 181 | | |
| | EDINBURGH | BMI REGIONAL | | S D | 178 | 0 | 0 | 94 | 3 | 2 | 1 | 0 | 0 | 4 | 92 | 5 | 183 | | |
| | GLASGOW | BMI REGIONAL | | S A | 113 | 0 | 0 | 93 | 1 | 3 | 4 | 0 | 0 | 4 | 85 | 8 | 116 | | |
| | GLASGOW | BMI REGIONAL | | S D | 112 | 0 | 0 | 94 | 2 | 4 | 1 | 0 | 0 | 4 | 84 | 10 | 116 | | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 |
| MANCHESTER | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 193 | 0 | 0 | 83 | 8 | 5 | 4 | 1 | 0 | 11 | 48 | 23 | 192 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 193 | 0 | 0 | 84 | 8 | 6 | 2 | 0 | 0 | 8 | 70 | 14 | 192 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 240 | 1 | 1 | 74 | 16 | 7 | 3 | 0 | 0 | 12 | 57 | 23 | 242 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 241 | 0 | 0 | 77 | 16 | 6 | 1 | 0 | 0 | 10 | 49 | 23 | 243 | |
| | STANSTED | EASTERN AIRWAYS | | S A | 68 | 0 | 2 | 79 | 15 | 4 | 1 | 0 | 0 | 10 | 89 | 4 | 9 | |
| | STANSTED | EASTERN AIRWAYS | | S D | 68 | 0 | 2 | 90 | 7 | 0 | 3 | 0 | 0 | 7 | 100 | 3 | 9 | |
| | EDINBURGH | FLYBE LTD | | S A | 131 | 0 | 4 | 89 | 2 | 5 | 5 | 0 | 0 | 10 | 84 | 9 | 189 | |
| | EDINBURGH | FLYBE LTD | | S D | 131 | 0 | 4 | 89 | 3 | 4 | 4 | 1 | 0 | 10 | 77 | 13 | 187 | |
| | GLASGOW | FLYBE LTD | | S A | 95 | 0 | 1 | 82 | 7 | 4 | 6 | 0 | 0 | 12 | 80 | 12 | 161 | |
| | GLASGOW | FLYBE LTD | | S D | 94 | 0 | 2 | 80 | 11 | 3 | 6 | 0 | 0 | 14 | 82 | 15 | 161 | |
| | GATWICK | MONARCH AIRLINES | | C D | 5 | 2 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 2 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 3 | 1 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | LUTON | THOMAS COOK AIRLINES LTD (MYT) | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | LUTON | THOMAS COOK AIRLINES LTD (MYT) | | C D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 54 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | LONDON CITY | VLM (BELGIUM) | | S A | 140 | 1 | 2 | 85 | 11 | 2 | 2 | 0 | 0 | 6 | 41 | 28 | 171 | |
| | LONDON CITY | VLM (BELGIUM) | | S D | 140 | 0 | 2 | 65 | 26 | 6 | 4 | 0 | 0 | 15 | 51 | 21 | 170 | |
| TOTAL MANCHESTER | | | | | 2795 | 10 | 24 | 83 | 9 | 5 | 3 | 0 | 0 | 9 | 70 | 15 | 15 | |
| MARIBOR | | | | | | | | | | | | | | | | | | |
| MARRAKESH | | | | | | | | | | | | | | | | | | |
| | GATWICK | ATLAS BLUE | | S A | 22 | 0 | 0 | 77 | 14 | 5 | 5 | 0 | 0 | 13 | 59 | 20 | 22 | |
| | GATWICK | ATLAS BLUE | | S D | 22 | 0 | 0 | 86 | 9 | 0 | 5 | 0 | 0 | 11 | 77 | 15 | 22 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 44 | 0 | 0 | 84 | 11 | 5 | 0 | 0 | 0 | 6 | 63 | 19 | 43 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 44 | 0 | 0 | 84 | 7 | 7 | 2 | 0 | 0 | 9 | 58 | 17 | 43 | |
| | HEATHROW | ROYAL AIR MAROC | | S A | 31 | 0 | 0 | 61 | 19 | 13 | 6 | 0 | 0 | 19 | 0 | 48 | 3 | |
| | HEATHROW | ROYAL AIR MAROC | | S D | 30 | 0 | 0 | 83 | 7 | 7 | 3 | 0 | 0 | 11 | 54 | 18 | 28 | |
| | LUTON | RYANAIR | | S A | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 2 | 89 | 12 | 18 | |
| | LUTON | RYANAIR | | S D | 20 | 0 | 0 | 90 | 5 | 5 | 0 | 0 | 0 | 6 | 89 | 6 | 18 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | S A | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 11 | 22 | 34 | 9 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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 | MANCHESTER | THOMSON AIRWAYS LTD | | S D | 18 | 0 | 0 | 72 | 22 | 0 | 6 | 0 | 0 | 15 | 89 | 11 | 9 |
| TOTAL MARRAKESH | | | | | 269 | 0 | 0 | 81 | 11 | 5 | 3 | 0 | 0 | 10 | 60 | 18 | 18 |
| MARSA ALAM | MANCHESTER | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 76 | 0 | 0 | 0 |
| | MANCHESTER | MONARCH AIRLINES | | C D | 5 | 0 | 0 | 40 | 20 | 0 | 20 | 20 | 0 | 66 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 5 | 0 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 40 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL MARSA ALAM | | | | | 20 | 0 | 0 | 40 | 25 | 5 | 20 | 10 | 0 | 49 | 53 | 23 | 23 |
| MARSEILLE | GATWICK | BRITISH AIRWAYS PLC | | S A | 61 | 0 | 0 | 90 | 2 | 3 | 5 | 0 | 0 | 8 | 74 | 15 | 98 |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 61 | 0 | 0 | 92 | 2 | 5 | 2 | 0 | 0 | 6 | 77 | 15 | 97 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 35 | 0 | 0 | 83 | 14 | 0 | 3 | 0 | 0 | 10 | 76 | 8 | 34 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 35 | 0 | 0 | 86 | 11 | 3 | 0 | 0 | 0 | 6 | 74 | 11 | 34 |
| | BIRMINGHAM | RYANAIR | | S A | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | | S D | 11 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | | S A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | | S D | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | | S A | 7 | 0 | 0 | 86 | 0 | 0 | 14 | 0 | 0 | 11 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | | S D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S A | 34 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 95 | 2 | 37 |
| | STANSTED | RYANAIR | | S D | 34 | 0 | 0 | 82 | 15 | 3 | 0 | 0 | 0 | 8 | 84 | 8 | 37 |
| TOTAL MARSEILLE | | | | | 311 | 1 | 28 | 90 | 6 | 3 | 2 | 0 | 0 | 6 | 78 | 12 | 12 |
| MAURITIUS | HEATHROW | AIR MAURITIUS LTD | | S A | 22 | 0 | 2 | 45 | 32 | 23 | 0 | 0 | 0 | 20 | 55 | 19 | 29 |
| | HEATHROW | AIR MAURITIUS LTD | | S D | 22 | 0 | 2 | 50 | 32 | 5 | 14 | 0 | 0 | 22 | 52 | 19 | 29 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 13 | 0 | 0 | 54 | 31 | 8 | 8 | 0 | 0 | 23 | 31 | 49 | 13 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 14 | 0 | 0 | 36 | 21 | 36 | 7 | 0 | 0 | 33 | 8 | 59 | 13 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 8 | 0 | 0 | 38 | 25 | 13 | 25 | 0 | 0 | 32 | 0 | 54 | 1 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 21 | 100 | 13 | 1 |
| TOTAL MAURITIUS | | | | | 88 | 0 | 4 | 47 | 27 | 17 | 9 | 0 | 0 | 24 | 43 | 30 | 30 |
| MELBOURNE | HEATHROW | QANTAS | | S A | 62 | 0 | 0 | 48 | 18 | 18 | 15 | 0 | 2 | 41 | 72 | 63 | 61 |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | |
| MELBOURNE | HEATHROW | QANTAS | | S D | 62 | 0 | 0 | 58 | 21 | 15 | 6 | 0 | 0 | 20 | 13 | 44 | 60 |
| TOTAL MELBOURNE | | | | | 124 | 0 | 0 | 53 | 19 | 16 | 10 | 0 | 1 | 30 | 43 | 53 | 53 |
| METZ | | | | | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| MEXICO CITY | HEATHROW | BRITISH AIRWAYS PLC | | S A | 16 | 0 | 0 | 56 | 6 | 31 | 6 | 0 | 0 | 19 | 69 | 13 | 16 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 18 | 0 | 0 | 33 | 22 | 33 | 11 | 0 | 0 | 30 | 41 | 30 | 17 |
| TOTAL MEXICO CITY | | | | | 34 | 0 | 0 | 44 | 15 | 32 | 9 | 0 | 0 | 25 | 55 | 22 | 22 |
| MIAMI INTERNATIONAL | HEATHROW | AMERICAN AIRLINES | | S A | 36 | 0 | 0 | 64 | 19 | 11 | 6 | 0 | 0 | 15 | 61 | 19 | 36 |
| | HEATHROW | AMERICAN AIRLINES | | S D | 37 | 0 | 0 | 76 | 16 | 5 | 0 | 3 | 0 | 15 | 56 | 13 | 36 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 62 | 0 | 0 | 84 | 6 | 5 | 5 | 0 | 0 | 10 | 82 | 8 | 61 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 62 | 0 | 0 | 53 | 29 | 13 | 5 | 0 | 0 | 20 | 10 | 36 | 61 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 31 | 0 | 0 | 94 | 0 | 0 | 0 | 6 | 0 | 17 | 61 | 46 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 31 | 0 | 0 | 39 | 26 | 19 | 13 | 3 | 0 | 36 | 58 | 24 | 31 |
| TOTAL MIAMI INTERNATIONAL | | | | | 259 | 1 | 0 | 68 | 17 | 9 | 5 | 2 | 0 | 18 | 53 | 24 | 24 |
| MIKONOS | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 22 | 0 | 0 | 0 |
| TOTAL MIKONOS | | | | | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 83 | 9 | 9 |
| MILAN (Linate) | LONDON CITY | AIR ONE | | S A | 54 | 0 | 0 | 91 | 6 | 2 | 2 | 0 | 0 | 6 | 61 | 23 | 54 |
| | LONDON CITY | AIR ONE | | S D | 54 | 0 | 0 | 67 | 22 | 7 | 4 | 0 | 0 | 14 | 28 | 42 | 53 |
| | HEATHROW | ALITALIA | | S A | 147 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 73 | 13 | 140 |
| | HEATHROW | ALITALIA | | S D | 146 | 0 | 1 | 92 | 3 | 5 | 1 | 0 | 0 | 4 | 67 | 16 | 140 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 123 | 0 | 0 | 78 | 11 | 7 | 3 | 1 | 0 | 14 | 68 | 17 | 122 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 123 | 0 | 0 | 80 | 11 | 7 | 3 | 0 | 0 | 10 | 47 | 23 | 122 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 0 | 0 | 77 | 10 | 10 | 3 | 0 | 0 | 12 | 65 | 14 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 87 | 3 | 3 | 6 | 0 | 0 | 9 | 61 | 13 | 31 |
| TOTAL MILAN (Linate) | | | | | 709 | 6 | 1 | 84 | 9 | 6 | 2 | 0 | 0 | 9 | 61 | 19 | 19 |
| MILAN (MALPENSA) | HEATHROW | BRITISH AIRWAYS PLC | | S A | 123 | 0 | 0 | 80 | 13 | 3 | 3 | 0 | 0 | 9 | 74 | 17 | 123 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 123 | 0 | 0 | 81 | 15 | 2 | 1 | 0 | 0 | 8 | 58 | 21 | 123 |

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

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|----------------------------------|-------------------|--------------------------------|-------------------|-------------|-------------------|----------|-----------|----------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|--|
| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| MILAN (MALPENSA) | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 87 | 5 | 30 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 77 | 13 | 3 | 6 | 0 | 0 | 12 | 80 | 9 | 30 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 112 | 0 | 0 | 86 | 4 | 4 | 5 | 0 | 0 | 10 | 70 | 18 | 108 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 112 | 0 | 0 | 76 | 13 | 6 | 4 | 0 | 0 | 14 | 56 | 23 | 108 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 54 | 0 | 0 | 94 | 2 | 2 | 2 | 0 | 0 | 3 | 87 | 13 | 53 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 54 | 0 | 0 | 61 | 31 | 6 | 2 | 0 | 0 | 15 | 77 | 15 | 53 | |
| | MANCHESTER | FLYBE LTD | S | A | 52 | 0 | 2 | 85 | 6 | 8 | 0 | 2 | 0 | 12 | 96 | 3 | 54 | |
| | MANCHESTER | FLYBE LTD | S | D | 54 | 0 | 0 | 83 | 7 | 6 | 2 | 2 | 0 | 12 | 74 | 10 | 54 | |
| TOTAL MILAN (MALPENSA) | | | | | 748 | 0 | 2 | 81 | 11 | 4 | 3 | 0 | 0 | 10 | 69 | 17 | 17 | |
| MINNEAPOLIS-ST PAUL | | | | | | | | | | | | | | | | | | |
| | HEATHROW | NORTHWEST AIRLINES | S | A | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | HEATHROW | NORTHWEST AIRLINES | S | D | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL MINNEAPOLIS-ST PAUL | | | | | 62 | 0 | 0 | 95 | 2 | 0 | 3 | 0 | 0 | 4 | 84 | 8 | 8 | |
| MINSK INT'L | | | | | | | | | | | | | | | | | | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | A | 10 | 0 | 0 | 30 | 50 | 20 | 0 | 0 | 0 | 21 | 78 | 11 | 9 | |
| | GATWICK | BELAVIA (BELARUSSIAN AIRLINES) | S | D | 10 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 12 | 78 | 11 | 9 | |
| TOTAL MINSK INT'L | | | | | 30 | 1 | 0 | 43 | 33 | 17 | 7 | 0 | 0 | 24 | 78 | 11 | 11 | |
| MITIGA | | | | | | | | | | | | | | | | | | |
| MITILINI | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| TOTAL MITILINI | | | | | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 60 | 18 | 18 | |
| MOMBASA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | KENYA AIRWAYS | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 45 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 50 | 20 | 38 | 5 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 40 | 42 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 20 | 20 | 60 | 0 | 0 | 67 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 42 | 0 | 0 | 0 | |
| TOTAL MOMBASA | | | | | 30 | 0 | 0 | 50 | 10 | 20 | 20 | 0 | 0 | 32 | 63 | 19 | 19 | |

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

Origin / Destinations: M

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| MONASTIR | | | | | | | | | | | | | | | | | | |
| | GATWICK | KATHARGO AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 50 | 100 | 0 | 1 | |
| | GATWICK | KATHARGO AIRLINES | C | D | 5 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 44 | 0 | 28 | 1 | |
| | MANCHESTER | KATHARGO AIRLINES | C | A | 5 | 0 | 0 | 0 | 20 | 0 | 80 | 0 | 0 | 63 | 0 | 0 | 0 | |
| | MANCHESTER | KATHARGO AIRLINES | C | D | 5 | 0 | 0 | 0 | 0 | 40 | 60 | 0 | 0 | 67 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 2 | 100 | 3 | 4 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 89 | 0 | 0 | 0 | 11 | 0 | 24 | 100 | 2 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 78 | 6 | 9 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 4 | 63 | 15 | 8 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 25 | 50 | 25 | 0 | 0 | 0 | 23 | 100 | 2 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 100 | 2 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 12 | 78 | 32 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 78 | 40 | 9 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 19 | 75 | 12 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 11 | 0 | 11 | 0 | 0 | 25 | 75 | 12 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 7 | 89 | 5 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 14 | 78 | 9 | 9 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 42 | 80 | 8 | 5 | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 0 | 20 | 0 | 49 | 75 | 11 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 62 | 23 | 15 | 0 | 0 | 0 | 12 | 70 | 10 | 10 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 7 | 78 | 9 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 31 | 4 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 6 | 4 | |
| TOTAL MONASTIR | | | | | 198 | 1 | 0 | 79 | 9 | 5 | 7 | 2 | 0 | 16 | 74 | 18 | 18 | |

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| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| MONROVIA (ROBERTS) | | | | | | | | | | | | | | | | | | |
| MONTEGO BAY | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 114 | 80 | 23 | 5 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 127 | 25 | 24 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 10 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 100 | 5 | 5 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 29 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 0 | 46 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 0 | 10 | 20 | 24 | 5 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 50 | 15 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 6 | 50 | 17 | 4 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 9 | 0 | 0 | 78 | 0 | 11 | 0 | 0 | 11 | 50 | 67 | 18 | 9 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 8 | 0 | 0 | 38 | 38 | 13 | 0 | 0 | 13 | 62 | 30 | 23 | 10 | |
| TOTAL MONTEGO BAY | | | | | 71 | 0 | 0 | 72 | 8 | 10 | 1 | 6 | 3 | 33 | 49 | 31 | 31 | |
| MONTEPELLIER | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 17 | 0 | 1 | 94 | 0 | 6 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 20 | 0 | 0 | 95 | 0 | 0 | 0 | 5 | 0 | 13 | 96 | 4 | 28 | |
| | STANSTED | RYANAIR | S | D | 20 | 0 | 0 | 95 | 5 | 0 | 0 | 0 | 0 | 4 | 89 | 5 | 28 | |
| TOTAL MONTEPELLIER | | | | | 77 | 0 | 1 | 94 | 3 | 1 | 1 | 1 | 0 | 7 | 91 | 5 | 5 | |
| MONTRÉAL (DORVAL) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 77 | 6 | 10 | 3 | 0 | 3 | 33 | 84 | 7 | 32 | |
| | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 71 | 10 | 6 | 13 | 0 | 0 | 18 | 81 | 9 | 32 | |
| | GATWICK | AIR TRANSAT | S | D | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 30 | 67 | 13 | 3 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 68 | 23 | 10 | 0 | 0 | 0 | 10 | 55 | 18 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 65 | 26 | 6 | 3 | 0 | 0 | 13 | 19 | 35 | 31 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL MONTRÉAL (DORVAL) | | | | | 131 | 1 | 0 | 70 | 16 | 8 | 5 | 0 | 1 | 18 | 61 | 18 | 18 | |

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| | | | | | Actual (7) | Plan (8) | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | | |
| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED |
| MORRIS TOWN | | | | | | | | | | | | | | | | | | |
| MOSCOW (DOMODEDOVO) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 36 | 0 | 0 | 61 | 22 | 11 | 6 | 0 | 0 | 17 | 63 | 34 | 30 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 37 | 0 | 0 | 78 | 14 | 3 | 5 | 0 | 0 | 11 | 74 | 27 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 88 | 0 | 0 | 76 | 22 | 1 | 1 | 0 | 0 | 9 | 66 | 19 | 85 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 88 | 0 | 0 | 81 | 10 | 6 | 3 | 0 | 0 | 11 | 40 | 27 | 84 | |
| | HEATHROW | TRANSAERO AIRLINES | S | A | 37 | 0 | 0 | 51 | 35 | 8 | 5 | 0 | 0 | 17 | 90 | 7 | 31 | |
| | HEATHROW | TRANSAERO AIRLINES | S | D | 37 | 0 | 0 | 76 | 5 | 11 | 8 | 0 | 0 | 17 | 65 | 17 | 31 | |
| TOTAL MOSCOW (DOMODEDOVO) | | | | | 323 | 4 | 0 | 73 | 17 | 6 | 4 | 0 | 0 | 12 | 61 | 23 | 23 | |
| MOSCOW (SHEREMETYEVO) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AEROFLOT | S | A | 83 | 0 | 1 | 40 | 39 | 16 | 5 | 1 | 0 | 25 | 79 | 13 | 81 | |
| | HEATHROW | AEROFLOT | S | D | 83 | 0 | 2 | 77 | 17 | 2 | 1 | 2 | 0 | 15 | 64 | 13 | 81 | |
| TOTAL MOSCOW (SHEREMETYEVO) | | | | | 166 | 0 | 3 | 58 | 28 | 9 | 3 | 2 | 0 | 20 | 72 | 13 | 13 | |
| MOSCOW (VNUKOVO) | | | | | | | | | | | | | | | | | | |
| MUMBAI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR INDIA | S | A | 25 | 1 | 5 | 44 | 4 | 12 | 32 | 8 | 0 | 66 | 22 | 77 | 50 | |
| | HEATHROW | AIR INDIA | S | D | 31 | 0 | 4 | 35 | 23 | 16 | 23 | 3 | 0 | 42 | 27 | 69 | 45 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 71 | 15 | 10 | 5 | 0 | 0 | 14 | 76 | 12 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 48 | 31 | 18 | 2 | 2 | 0 | 22 | 29 | 31 | 62 | |
| | HEATHROW | JET AIRWAYS | S | A | 62 | 0 | 0 | 68 | 19 | 10 | 3 | 0 | 0 | 15 | 85 | 11 | 62 | |
| | HEATHROW | JET AIRWAYS | S | D | 62 | 0 | 0 | 69 | 23 | 5 | 3 | 0 | 0 | 13 | 55 | 22 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 28 | 0 | 0 | 32 | 14 | 21 | 29 | 4 | 0 | 47 | 32 | 35 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 28 | 0 | 0 | 68 | 14 | 11 | 7 | 0 | 0 | 17 | 58 | 16 | 31 | |
| TOTAL MUMBAI | | | | | 360 | 1 | 9 | 58 | 19 | 12 | 9 | 1 | 0 | 24 | 50 | 33 | 33 | |
| MUNICH | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR BERLIN | S | A | 10 | 0 | 0 | 60 | 10 | 20 | 10 | 0 | 0 | 25 | 0 | 0 | 0 | |
| | STANSTED | AIR BERLIN | S | D | 10 | 0 | 0 | 50 | 10 | 30 | 10 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 207 | 0 | 1 | 79 | 11 | 7 | 3 | 0 | 0 | 10 | 77 | 14 | 213 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 208 | 0 | 0 | 77 | 13 | 9 | 0 | 0 | 0 | 10 | 52 | 21 | 213 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 77 | 16 | 0 | 6 | 0 | 0 | 11 | 87 | 4 | 31 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 77 | 10 | 10 | 0 | 3 | 0 | 18 | 74 | 10 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 1 | 65 | 15 | 19 | 2 | 0 | 0 | 14 | 59 | 25 | 82 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 1 | 61 | 21 | 15 | 3 | 0 | 0 | 15 | 43 | 29 | 82 | |

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| | | | | | | | | | | | | | | | | | Matched | Unmatched |
| MUNICH | BIRMINGHAM | LUFTHANSA | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | LUFTHANSA | S | D | 9 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | HEATHROW | LUFTHANSA | S | A | 215 | 0 | 0 | 71 | 20 | 6 | 3 | 0 | 0 | 14 | 78 | 12 | 215 | |
| | HEATHROW | LUFTHANSA | S | D | 214 | 0 | 0 | 78 | 13 | 6 | 3 | 1 | 0 | 13 | 69 | 17 | 214 | |
| | MANCHESTER | LUFTHANSA | S | A | 93 | 0 | 0 | 75 | 18 | 5 | 1 | 0 | 0 | 12 | 83 | 10 | 93 | |
| | MANCHESTER | LUFTHANSA | S | D | 93 | 0 | 0 | 94 | 2 | 2 | 2 | 0 | 0 | 5 | 86 | 8 | 92 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | A | 84 | 0 | 0 | 74 | 7 | 12 | 7 | 0 | 0 | 15 | 83 | 11 | 88 | |
| | BIRMINGHAM | LUFTHANSA CITY LINE | S | D | 83 | 0 | 0 | 70 | 14 | 8 | 7 | 0 | 0 | 17 | 84 | 13 | 88 | |
| | LONDON CITY | LUFTHANSA CITY LINE | S | A | 98 | 1 | 0 | 72 | 19 | 6 | 2 | 0 | 0 | 11 | 80 | 10 | 45 | |
| | LONDON CITY | LUFTHANSA CITY LINE | S | D | 100 | 0 | 0 | 49 | 31 | 15 | 5 | 0 | 0 | 22 | 36 | 29 | 44 | |
| TOTAL MUNICH | | | | | 1624 | 4 | 4 | 74 | 15 | 8 | 3 | 0 | 0 | 13 | 70 | 16 | 16 | |
| MUNSTER-OSNABRUCK | BIRMINGHAM | AIR BERLIN | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 1 | 4 | |
| | BIRMINGHAM | AIR BERLIN | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 100 | 0 | 4 | |
| | STANSTED | AIR BERLIN | S | A | 31 | 0 | 0 | 97 | 0 | 0 | 0 | 3 | 0 | 6 | 100 | 1 | 31 | |
| | STANSTED | AIR BERLIN | S | D | 31 | 0 | 0 | 97 | 0 | 0 | 3 | 0 | 0 | 6 | 87 | 6 | 31 | |
| TOTAL MUNSTER-OSNABRUCK | | | | | 72 | 0 | 0 | 97 | 0 | 0 | 1 | 1 | 0 | 5 | 92 | 5 | 5 | |
| MURCIA SAN JAVIER | BIRMINGHAM | BMIBABY LTD | S | A | 20 | 0 | 0 | 75 | 5 | 10 | 10 | 0 | 0 | 16 | 95 | 2 | 22 | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 20 | 0 | 0 | 65 | 5 | 20 | 10 | 0 | 0 | 19 | 86 | 6 | 22 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 35 | 0 | 0 | 66 | 17 | 6 | 9 | 3 | 0 | 26 | 80 | 10 | 35 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 66 | 20 | 6 | 6 | 3 | 0 | 24 | 66 | 14 | 35 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | EDINBURGH | JET2.COM LTD | S | A | 15 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 6 | 15 | |
| | EDINBURGH | JET2.COM LTD | S | D | 15 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 73 | 10 | 15 | |
| | MANCHESTER | JET2.COM LTD | S | A | 25 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 5 | 79 | 14 | 29 | |
| | MANCHESTER | JET2.COM LTD | S | D | 25 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 86 | 6 | 29 | |
| | NEWCASTLE | JET2.COM LTD | S | A | 22 | 0 | 0 | 59 | 23 | 5 | 14 | 0 | 0 | 19 | 75 | 17 | 28 | |
| | NEWCASTLE | JET2.COM LTD | S | D | 22 | 0 | 0 | 91 | 0 | 0 | 9 | 0 | 0 | 12 | 82 | 10 | 28 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 97 | 1 | 30 | |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 87 | 10 | 3 | 0 | 0 | 0 | 6 | 83 | 8 | 29 | |
| | GATWICK | MONARCH AIRLINES | S | A | 31 | 0 | 1 | 81 | 3 | 6 | 10 | 0 | 0 | 12 | 62 | 16 | 29 | |

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| | | | | | | | | | | | | | | | | | MATCHED | UNMATCHED | |
| MURCIA SAN JAVIER | | | | | | | | | | | | | | | | | | | |
| | GATWICK | MONARCH AIRLINES | S | D | 31 | 0 | 0 | 81 | 6 | 0 | 13 | 0 | 0 | 15 | 52 | 21 | 29 | | |
| | MANCHESTER | MONARCH AIRLINES | S | A | 30 | 0 | 0 | 77 | 13 | 3 | 7 | 0 | 0 | 14 | 0 | 0 | 0 | | |
| | MANCHESTER | MONARCH AIRLINES | S | D | 30 | 0 | 0 | 90 | 3 | 3 | 3 | 0 | 0 | 6 | 0 | 0 | 0 | | |
| | BIRMINGHAM | RYANAIR | S | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | | |
| | BIRMINGHAM | RYANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| | LUTON | RYANAIR | S | A | 31 | 1 | 0 | 84 | 6 | 3 | 0 | 6 | 0 | 19 | 63 | 46 | 32 | | |
| | LUTON | RYANAIR | S | D | 31 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 6 | 81 | 9 | 32 | | |
| | STANSTED | RYANAIR | S | A | 55 | 0 | 1 | 64 | 25 | 9 | 0 | 2 | 0 | 15 | 62 | 16 | 58 | | |
| | STANSTED | RYANAIR | S | D | 56 | 0 | 0 | 82 | 16 | 2 | 0 | 0 | 0 | 8 | 72 | 12 | 58 | | |
| TOTAL MURCIA SAN JAVIER | | | | | 621 | 1 | 2 | 80 | 10 | 5 | 4 | 1 | 0 | 12 | 75 | 13 | 13 | | |
| MUSCAT | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 77 | 13 | 0 | 6 | 0 | 3 | 29 | 93 | 8 | 29 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 55 | 23 | 16 | 6 | 0 | 0 | 21 | 67 | 15 | 30 | | |
| | GATWICK | OMAN AIR | S | A | 28 | 0 | 0 | 86 | 11 | 0 | 4 | 0 | 0 | 7 | 0 | 0 | 0 | | |
| | GATWICK | OMAN AIR | S | D | 28 | 0 | 0 | 64 | 25 | 7 | 0 | 4 | 0 | 20 | 0 | 0 | 0 | | |
| TOTAL MUSCAT | | | | | 118 | 0 | 0 | 70 | 18 | 6 | 4 | 1 | 1 | 20 | 79 | 10 | 10 | | |

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| | | | | | MATCHED | | UNMATCHED | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | | |
| NAIROBI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 13 | 16 | 0 | 0 | 0 | 12 | 56 | 54 | 45 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 58 | 32 | 6 | 3 | 0 | 0 | 16 | 41 | 62 | 44 | |
| | HEATHROW | KENYA AIRWAYS | S | A | 35 | 1 | 0 | 86 | 9 | 3 | 3 | 0 | 0 | 6 | 74 | 62 | 34 | |
| | HEATHROW | KENYA AIRWAYS | S | D | 39 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 4 | 50 | 28 | 34 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 29 | 0 | 0 | 76 | 10 | 10 | 3 | 0 | 0 | 13 | 45 | 32 | 29 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 29 | 0 | 0 | 79 | 7 | 3 | 10 | 0 | 0 | 22 | 62 | 18 | 29 | |
| TOTAL NAIROBI | | | | | 194 | 2 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 54 | 45 | 45 | |
| NANTES | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 87 | 6 | 31 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 77 | 8 | 31 | |
| TOTAL NANTES | | | | | 88 | 0 | 0 | 93 | 6 | 1 | 0 | 0 | 0 | 3 | 80 | 11 | 11 | |
| NAPLES | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 65 | 19 | 31 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 10 | 55 | 24 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 86 | 0 | 0 | 74 | 14 | 9 | 2 | 0 | 0 | 13 | 39 | 30 | 85 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 12 | 51 | 22 | 85 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 48 | 0 | 0 | 75 | 19 | 4 | 2 | 0 | 0 | 10 | 70 | 17 | 43 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 48 | 0 | 0 | 85 | 13 | 2 | 0 | 0 | 0 | 7 | 56 | 23 | 43 | |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 27 | 33 | 14 | 6 | |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 6 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 20 | 0 | 69 | 100 | 0 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 25 | 0 | 84 | 100 | 4 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 3 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 3 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 100 | 0 | 4 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 75 | 5 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 0 | 12 | 78 | 10 | 9 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 70 | 10 | 0 | 20 | 0 | 0 | 27 | 67 | 27 | 9 | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | | |
| NAPLES | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 8 | 1 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 20 | 63 | 31 | 8 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 11 | 0 | 0 | 73 | 18 | 0 | 0 | 9 | 0 | 25 | 67 | 11 | 9 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 50 | 242 | 4 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 67 | 11 | 3 | |
| TOTAL NAPLES | | | | | 392 | 1 | 0 | 78 | 14 | 6 | 2 | 1 | 0 | 13 | 58 | 23 | 23 | |
| NASHVILLE METROPOLITAN | | | | | | | | | | | | | | | | | | |
| NASSAU | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL NASSAU | | | | | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 45 | 45 | |
| NEW ORLEANS | | | | | | | | | | | | | | | | | | |
| NEW YORK (JF KENNEDY) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | S | A | 148 | 0 | 0 | 80 | 7 | 6 | 5 | 1 | 0 | 11 | 54 | 37 | 177 | |
| | HEATHROW | AMERICAN AIRLINES | S | D | 148 | 0 | 0 | 78 | 16 | 5 | 1 | 0 | 0 | 10 | 66 | 17 | 177 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 214 | 0 | 0 | 83 | 7 | 6 | 5 | 0 | 0 | 11 | 51 | 33 | 223 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 214 | 0 | 0 | 61 | 22 | 12 | 4 | 0 | 0 | 18 | 31 | 31 | 223 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 4 | 71 | 18 | 31 | |
| | MANCHESTER | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 84 | 12 | 0 | 0 | 4 | 0 | 12 | 84 | 8 | 31 | |
| | EDINBURGH | DELTA AIRLINES | S | A | 27 | 0 | 2 | 81 | 11 | 0 | 4 | 4 | 0 | 13 | 0 | 0 | 0 | |
| | EDINBURGH | DELTA AIRLINES | S | D | 27 | 1 | 2 | 74 | 15 | 4 | 4 | 4 | 0 | 16 | 0 | 0 | 0 | |
| | HEATHROW | DELTA AIRLINES | S | A | 61 | 0 | 0 | 89 | 3 | 3 | 5 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | HEATHROW | DELTA AIRLINES | S | D | 62 | 0 | 0 | 89 | 10 | 0 | 0 | 2 | 0 | 7 | 0 | 0 | 0 | |
| | MANCHESTER | DELTA AIRLINES | S | A | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 68 | 16 | 22 | |
| | MANCHESTER | DELTA AIRLINES | S | D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 82 | 10 | 22 | |
| | HEATHROW | KUWAIT AIRWAYS | S | A | 14 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 3 | 85 | 9 | 13 | |
| | HEATHROW | KUWAIT AIRWAYS | S | D | 13 | 0 | 0 | 85 | 8 | 0 | 8 | 0 | 0 | 16 | 46 | 27 | 13 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 25 | 43 | 12 | |
| | MANCHESTER | PAKISTAN INTL AIRLINES | S | D | 13 | 0 | 0 | 46 | 23 | 15 | 8 | 8 | 0 | 43 | 50 | 38 | 12 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 118 | 0 | 0 | 74 | 13 | 8 | 3 | 2 | 0 | 17 | 37 | 43 | 124 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 117 | 0 | 1 | 72 | 14 | 8 | 7 | 0 | 0 | 15 | 66 | 23 | 124 | |
| TOTAL NEW YORK (JF KENNEDY) | | | | | 1312 | 4 | 9 | 78 | 12 | 6 | 4 | 1 | 0 | 12 | 52 | 34 | 34 | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| NEW YORK (NEWARK) | HEATHROW | AIR INDIA | S | A | 5 | 0 | 0 | 20 | 0 | 60 | 0 | 20 | 0 | 73 | 0 | 0 | 0 | |
| | HEATHROW | AIR INDIA | S | D | 2 | 1 | 1 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 0 | 64 | 23 | 10 | 1 | 1 | 0 | 14 | 84 | 6 | 87 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 88 | 0 | 0 | 66 | 23 | 7 | 3 | 1 | 0 | 17 | 59 | 20 | 87 | |
| | BIRMINGHAM | CONTINENTAL AIRLINES | S | A | 31 | 0 | 0 | 65 | 19 | 16 | 0 | 0 | 0 | 12 | 65 | 16 | 31 | |
| | BIRMINGHAM | CONTINENTAL AIRLINES | S | D | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 0 | 7 | 87 | 6 | 31 | |
| | EDINBURGH | CONTINENTAL AIRLINES | S | A | 57 | 0 | 0 | 67 | 12 | 16 | 5 | 0 | 0 | 15 | 69 | 17 | 59 | |
| | EDINBURGH | CONTINENTAL AIRLINES | S | D | 57 | 0 | 0 | 84 | 7 | 2 | 7 | 0 | 0 | 9 | 81 | 10 | 59 | |
| | GATWICK | CONTINENTAL AIRLINES | S | A | 25 | 0 | 0 | 60 | 8 | 28 | 4 | 0 | 0 | 19 | 44 | 25 | 62 | |
| | GATWICK | CONTINENTAL AIRLINES | S | D | 25 | 0 | 0 | 64 | 12 | 16 | 0 | 4 | 4 | 43 | 63 | 15 | 62 | |
| | GLASGOW | CONTINENTAL AIRLINES | S | A | 31 | 0 | 0 | 74 | 6 | 13 | 6 | 0 | 0 | 15 | 77 | 16 | 47 | |
| | GLASGOW | CONTINENTAL AIRLINES | S | D | 31 | 0 | 0 | 61 | 23 | 13 | 3 | 0 | 0 | 16 | 83 | 14 | 47 | |
| | HEATHROW | CONTINENTAL AIRLINES | S | A | 65 | 0 | 3 | 54 | 25 | 15 | 6 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | HEATHROW | CONTINENTAL AIRLINES | S | D | 68 | 0 | 0 | 69 | 13 | 9 | 9 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | CONTINENTAL AIRLINES | S | A | 62 | 0 | 0 | 82 | 5 | 13 | 0 | 0 | 0 | 10 | 79 | 17 | 62 | |
| | MANCHESTER | CONTINENTAL AIRLINES | S | D | 62 | 0 | 0 | 84 | 11 | 3 | 2 | 0 | 0 | 6 | 81 | 13 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 61 | 0 | 0 | 48 | 10 | 28 | 13 | 2 | 0 | 31 | 35 | 33 | 62 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 61 | 0 | 0 | 67 | 11 | 16 | 5 | 0 | 0 | 19 | 44 | 24 | 62 | |
| TOTAL NEW YORK (NEWARK) | | | | | 849 | 1 | 4 | 68 | 14 | 12 | 4 | 1 | 0 | 17 | 69 | 16 | 16 | |
| NEWCASTLE | HEATHROW | BRITISH AIRWAYS PLC | S | A | 172 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 11 | 66 | 18 | 172 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 172 | 0 | 0 | 76 | 16 | 6 | 2 | 0 | 0 | 10 | 51 | 24 | 172 | |
| | BIRMINGHAM | EASTERN AIRWAYS | S | A | 77 | 0 | 1 | 96 | 1 | 1 | 0 | 1 | 0 | 5 | 92 | 4 | 87 | |
| | BIRMINGHAM | EASTERN AIRWAYS | S | D | 77 | 0 | 1 | 94 | 5 | 0 | 0 | 1 | 0 | 4 | 97 | 3 | 87 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 87 | 0 | 2 | 87 | 6 | 3 | 2 | 1 | 0 | 8 | 78 | 13 | 116 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 88 | 0 | 1 | 81 | 14 | 3 | 2 | 0 | 0 | 8 | 58 | 24 | 116 | |
| | GATWICK | FLYBE LTD | S | A | 86 | 0 | 1 | 80 | 6 | 9 | 3 | 1 | 0 | 15 | 0 | 0 | 0 | |
| | GATWICK | FLYBE LTD | S | D | 85 | 0 | 2 | 76 | 8 | 8 | 6 | 1 | 0 | 16 | 0 | 0 | 0 | |
| TOTAL NEWCASTLE | | | | | 849 | 7 | 9 | 81 | 11 | 5 | 2 | 1 | 0 | 10 | 70 | 16 | 16 | |
| NEWQUAY | GATWICK | AIR SOUTHWEST | S | D | 92 | 0 | 0 | 91 | 0 | 3 | 5 | 0 | 0 | 8 | 87 | 6 | 91 | |
| | MANCHESTER | AIR SOUTHWEST | S | A | 10 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 71 | 15 | 31 | |
| | MANCHESTER | BMIBABY LTD | S | A | 10 | 0 | 3 | 90 | 0 | 10 | 0 | 0 | 0 | 7 | 75 | 14 | 12 | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| NEWQUAY | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMIBABY LTD | | S D | 10 | 0 | 3 | 90 | 0 | 0 | 10 | 0 | 0 | 7 | 83 | 9 | 12 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 18 | 0 | 0 | 89 | 6 | 6 | 0 | 0 | 4 | 76 | 10 | 29 | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 4 | 53 | 23 | 30 | | |
| | EDINBURGH | FLYBE LTD | | S A | 18 | 0 | 0 | 78 | 6 | 6 | 11 | 0 | 15 | 86 | 12 | 21 | | |
| | EDINBURGH | FLYBE LTD | | S D | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 14 | 52 | 23 | 21 | | |
| | STANSTED | RYANAIR | | S A | 55 | 0 | 2 | 82 | 13 | 4 | 0 | 2 | 11 | 73 | 14 | 30 | | |
| | STANSTED | RYANAIR | | S D | 57 | 0 | 0 | 79 | 16 | 5 | 0 | 0 | 10 | 50 | 21 | 30 | | |
| TOTAL NEWQUAY | | | | | 308 | 0 | 8 | 86 | 7 | 4 | 3 | 0 | 9 | 73 | 13 | 13 | | |
| NICE | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | | S A | 50 | 0 | 0 | 92 | 6 | 0 | 2 | 0 | 4 | 0 | 0 | 0 | | |
| | LONDON CITY | BA CITYFLYER LTD | | S D | 51 | 0 | 0 | 75 | 18 | 6 | 2 | 0 | 11 | 0 | 0 | 0 | | |
| | BIRMINGHAM | BMIBABY LTD | | S A | 20 | 0 | 5 | 95 | 0 | 5 | 0 | 0 | 4 | 71 | 13 | 28 | | |
| | BIRMINGHAM | BMIBABY LTD | | S D | 20 | 0 | 5 | 90 | 5 | 5 | 0 | 0 | 6 | 75 | 10 | 28 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 170 | 0 | 1 | 73 | 14 | 6 | 6 | 1 | 15 | 65 | 19 | 186 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 171 | 0 | 0 | 70 | 16 | 8 | 6 | 0 | 14 | 56 | 19 | 185 | | |
| | LONDON CITY | CITY JET | | S A | 31 | 0 | 0 | 77 | 16 | 6 | 0 | 0 | 8 | 78 | 8 | 27 | | |
| | LONDON CITY | CITY JET | | S D | 30 | 1 | 0 | 43 | 40 | 17 | 0 | 0 | 20 | 41 | 20 | 27 | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S A | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 6 | 0 | 0 | 0 | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | | S D | 13 | 0 | 0 | 92 | 0 | 0 | 8 | 0 | 10 | 0 | 0 | 0 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 112 | 0 | 0 | 78 | 15 | 4 | 3 | 0 | 10 | 71 | 17 | 82 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 111 | 0 | 0 | 84 | 11 | 3 | 3 | 0 | 9 | 74 | 13 | 82 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 122 | 0 | 1 | 79 | 12 | 5 | 4 | 0 | 12 | 61 | 20 | 119 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 123 | 0 | 1 | 69 | 20 | 8 | 2 | 1 | 13 | 54 | 19 | 120 | | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S A | 25 | 0 | 6 | 56 | 28 | 16 | 0 | 0 | 15 | 62 | 25 | 29 | | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | | S D | 25 | 0 | 6 | 80 | 20 | 0 | 0 | 0 | 7 | 68 | 24 | 28 | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S A | 31 | 1 | 0 | 84 | 6 | 10 | 0 | 0 | 7 | 83 | 8 | 30 | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | | S D | 31 | 0 | 0 | 87 | 10 | 0 | 3 | 0 | 7 | 61 | 16 | 31 | | |
| | EDINBURGH | FLYGLOBESPAN | | S A | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 26 | 55 | 24 | 22 | | |
| | EDINBURGH | FLYGLOBESPAN | | S D | 13 | 0 | 0 | 62 | 15 | 15 | 8 | 0 | 25 | 45 | 25 | 22 | | |
| | MANCHESTER | JET2.COM LTD | | S A | 17 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 7 | 56 | 19 | 16 | | |
| | MANCHESTER | JET2.COM LTD | | S D | 17 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 7 | 88 | 8 | 16 | | |
| TOTAL NICE | | | | | 1209 | 9 | 25 | 76 | 14 | 6 | 4 | 0 | 12 | 63 | 18 | 18 | | |
| NIEDERRHEIN | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: N

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | |
| NIEDERRHEIN | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 2 | 0 | 5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 2 | 0 | 5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 11 | 0 | 1 | 82 | 9 | 9 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | D | 11 | 0 | 0 | 73 | 9 | 9 | 0 | 0 | 9 | 51 | 0 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | A | 2 | 0 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 |
| | MANCHESTER | RYANAIR | S | D | 2 | 0 | 2 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 67 | 0 | 1 | 91 | 0 | 4 | 1 | 3 | 0 | 11 | 82 | 13 | 84 | 84 |
| | STANSTED | RYANAIR | S | D | 68 | 0 | 0 | 63 | 25 | 7 | 4 | 0 | 0 | 14 | 64 | 15 | 86 | 86 |
| TOTAL NIEDERRHEIN | | | | | 165 | 0 | 16 | 77 | 12 | 7 | 2 | 1 | 1 | 15 | 73 | 14 | 14 | 14 |
| NIMES | | | | | | | | | | | | | | | | | | |
| | LUTON | RYANAIR | S | A | 29 | 0 | 0 | 83 | 10 | 0 | 7 | 0 | 0 | 8 | 86 | 6 | 14 | 14 |
| | LUTON | RYANAIR | S | D | 29 | 0 | 0 | 72 | 17 | 3 | 7 | 0 | 0 | 13 | 71 | 12 | 14 | 14 |
| TOTAL NIMES | | | | | 58 | 0 | 0 | 78 | 14 | 2 | 7 | 0 | 0 | 11 | 79 | 9 | 9 | 9 |
| NORWICH | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | FLYBE LTD | S | A | 54 | 0 | 0 | 91 | 6 | 2 | 0 | 2 | 0 | 7 | 100 | 1 | 54 | 54 |
| | EDINBURGH | FLYBE LTD | S | D | 54 | 0 | 0 | 81 | 11 | 2 | 6 | 0 | 0 | 12 | 81 | 10 | 54 | 54 |
| | MANCHESTER | FLYBE LTD | S | A | 50 | 0 | 0 | 94 | 0 | 0 | 6 | 0 | 0 | 8 | 80 | 16 | 54 | 54 |
| | MANCHESTER | FLYBE LTD | S | D | 50 | 0 | 0 | 86 | 2 | 2 | 6 | 4 | 0 | 19 | 70 | 20 | 54 | 54 |
| TOTAL NORWICH | | | | | 208 | 2 | 0 | 88 | 5 | 1 | 4 | 1 | 0 | 12 | 81 | 13 | 13 | 13 |
| NUREMBERG | | | | | | | | | | | | | | | | | | |
| | STANSTED | AIR BERLIN | S | A | 54 | 0 | 0 | 94 | 2 | 0 | 2 | 2 | 0 | 7 | 83 | 10 | 54 | 54 |
| | STANSTED | AIR BERLIN | S | D | 54 | 0 | 0 | 89 | 7 | 0 | 2 | 2 | 0 | 9 | 61 | 29 | 54 | 54 |
| TOTAL NUREMBERG | | | | | 108 | 0 | 0 | 92 | 5 | 0 | 2 | 2 | 0 | 8 | 75 | 17 | 17 | 17 |

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| OLBIA | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 85 | 9 | 13 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 10 | 13 | |
| | BIRMINGHAM | RYANAIR | S | A | 6 | 0 | 1 | 17 | 67 | 17 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 6 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL OLBIA | | | | | 27 | 0 | 2 | 78 | 15 | 7 | 0 | 0 | 0 | 8 | 75 | 10 | 10 | |
| OPORTO (PORTUGAL) | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR PORTUGAL | S | A | 61 | 0 | 0 | 75 | 16 | 8 | 0 | 0 | 0 | 9 | 48 | 23 | 60 | |
| | GATWICK | AIR PORTUGAL | S | D | 62 | 0 | 0 | 69 | 23 | 8 | 0 | 0 | 0 | 11 | 66 | 16 | 61 | |
| | HEATHROW | AIR PORTUGAL | S | A | 32 | 0 | 0 | 75 | 9 | 9 | 6 | 0 | 0 | 12 | 73 | 12 | 30 | |
| | HEATHROW | AIR PORTUGAL | S | D | 31 | 0 | 0 | 68 | 10 | 16 | 6 | 0 | 0 | 15 | 72 | 13 | 29 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 66 | 0 | 0 | 80 | 11 | 8 | 2 | 0 | 0 | 9 | 75 | 9 | 61 | |
| | STANSTED | RYANAIR | S | D | 66 | 0 | 0 | 61 | 27 | 8 | 5 | 0 | 0 | 16 | 62 | 17 | 61 | |
| TOTAL OPORTO (PORTUGAL) | | | | | 344 | 1 | 0 | 72 | 17 | 8 | 3 | 0 | 0 | 12 | 64 | 16 | 16 | |
| ORLANDO | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 42 | 0 | 0 | 86 | 10 | 5 | 0 | 0 | 0 | 6 | 65 | 16 | 31 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 42 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 10 | 52 | 23 | 31 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 55 | 0 | 1 | 42 | 9 | 7 | 31 | 7 | 4 | 79 | 59 | 29 | 61 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 56 | 1 | 1 | 27 | 5 | 20 | 29 | 16 | 4 | 101 | 19 | 50 | 62 | |
| | GLASGOW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 1 | |
| | GLASGOW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 50 | 20 | 2 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 36 | 0 | 1 | 69 | 11 | 8 | 6 | 6 | 0 | 24 | 87 | 8 | 39 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 37 | 0 | 0 | 54 | 27 | 3 | 14 | 3 | 0 | 32 | 61 | 18 | 41 | |
| TOTAL ORLANDO | | | | | 276 | 1 | 3 | 58 | 11 | 9 | 15 | 6 | 1 | 46 | 54 | 27 | 27 | |
| OSAKA (KANSAI) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | JAPAN AIRLINES | S | A | 31 | 0 | 0 | 35 | 42 | 19 | 3 | 0 | 0 | 21 | 60 | 57 | 30 | |
| | HEATHROW | JAPAN AIRLINES | S | D | 31 | 0 | 0 | 71 | 19 | 6 | 3 | 0 | 0 | 12 | 68 | 54 | 31 | |
| TOTAL OSAKA (KANSAI) | | | | | 62 | 0 | 0 | 53 | 31 | 13 | 3 | 0 | 0 | 17 | 64 | 56 | 56 | |
| OSLO (GARDERMOEN) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 124 | 0 | 0 | 76 | 15 | 6 | 2 | 1 | 0 | 11 | 80 | 11 | 122 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 124 | 0 | 0 | 85 | 9 | 5 | 2 | 0 | 0 | 9 | 61 | 18 | 122 | |

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

Origin / Destinations: O

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 6 | 62 | 30 | 13 | |
| | | EDINBURGH | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 10 | 54 | 41 | 13 | |
| | | STANSTED | NORWEGIAN AIR SHUTTLE | S | A | 58 | 0 | 0 | 76 | 12 | 7 | 3 | 2 | 0 | 17 | 71 | 26 | 58 | |
| | | STANSTED | NORWEGIAN AIR SHUTTLE | S | D | 58 | 0 | 0 | 66 | 17 | 10 | 3 | 3 | 0 | 25 | 43 | 38 | 58 | |
| | | GLASGOW | SAS | C | A | 4 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 | |
| | | GLASGOW | SAS | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | | HEATHROW | SAS | S | A | 150 | 0 | 0 | 82 | 10 | 7 | 1 | 1 | 0 | 9 | 84 | 10 | 151 | |
| | | HEATHROW | SAS | S | D | 150 | 0 | 0 | 89 | 5 | 5 | 1 | 0 | 0 | 6 | 75 | 14 | 151 | |
| | | LONDON CITY | SAS | S | A | 49 | 0 | 1 | 67 | 22 | 8 | 2 | 0 | 0 | 12 | 78 | 14 | 49 | |
| | | LONDON CITY | SAS | S | D | 49 | 0 | 1 | 57 | 16 | 20 | 6 | 0 | 0 | 21 | 18 | 37 | 49 | |
| | | MANCHESTER | SAS | S | A | 19 | 0 | 5 | 84 | 16 | 0 | 0 | 0 | 0 | 5 | 89 | 9 | 27 | |
| | | MANCHESTER | SAS | S | D | 19 | 0 | 5 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 93 | 5 | 27 | |
| | | GATWICK | STERLING AIRLINES | S | A | 9 | 0 | 1 | 89 | 0 | 0 | 0 | 0 | 11 | 45 | 67 | 12 | 3 | |
| | | GATWICK | STERLING AIRLINES | S | D | 9 | 0 | 1 | 89 | 0 | 0 | 0 | 11 | 0 | 43 | 67 | 16 | 3 | |
| TOTAL OSLO (GARDERMOEN) | | | | | | 856 | 1 | 14 | 79 | 11 | 7 | 2 | 1 | 0 | 12 | 70 | 17 | 17 | |
| OTTAWA INTERNATIONAL | | HEATHROW | AIR CANADA | S | A | 31 | 0 | 0 | 71 | 6 | 16 | 6 | 0 | 0 | 18 | 74 | 18 | 31 | |
| | | HEATHROW | AIR CANADA | S | D | 31 | 0 | 0 | 84 | 6 | 3 | 6 | 0 | 0 | 11 | 81 | 6 | 31 | |
| TOTAL OTTAWA INTERNATIONAL | | | | | | 64 | 0 | 0 | 78 | 6 | 9 | 6 | 0 | 0 | 14 | 70 | 23 | 23 | |
| OVDA | | | | | | | | | | | | | | | | | | | |
| TOTAL OVDA | | | | | | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 25 | 27 | 27 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| PADERBORN | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AIR BERLIN | C | A | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 24 | 67 | 67 | 3 | | |
| | BIRMINGHAM | AIR BERLIN | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 67 | 60 | 3 | | |
| | MANCHESTER | AIR BERLIN | S | A | 14 | 0 | 0 | 36 | 36 | 21 | 7 | 0 | 0 | 25 | 78 | 8 | 18 | | |
| | MANCHESTER | AIR BERLIN | S | D | 14 | 0 | 0 | 50 | 21 | 21 | 7 | 0 | 0 | 20 | 72 | 10 | 18 | | |
| | STANSTED | AIR BERLIN | S | A | 31 | 0 | 0 | 77 | 13 | 6 | 0 | 3 | 0 | 14 | 96 | 4 | 54 | | |
| | STANSTED | AIR BERLIN | S | D | 31 | 0 | 0 | 74 | 19 | 6 | 0 | 0 | 0 | 11 | 85 | 10 | 54 | | |
| TOTAL PADERBORN | | | | | 98 | 0 | 0 | 64 | 20 | 12 | 2 | 1 | 0 | 15 | 86 | 10 | 10 | | |
| PALERMO | | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 13 | 0 | 0 | 69 | 23 | 0 | 8 | 0 | 0 | 13 | 78 | 9 | 9 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 13 | 0 | 0 | 77 | 8 | 8 | 8 | 0 | 0 | 10 | 78 | 10 | 9 | | |
| | STANSTED | RYANAIR | S | A | 45 | 0 | 0 | 89 | 4 | 0 | 7 | 0 | 0 | 8 | 84 | 6 | 58 | | |
| | STANSTED | RYANAIR | S | D | 45 | 0 | 0 | 91 | 4 | 2 | 2 | 0 | 0 | 8 | 88 | 8 | 58 | | |
| TOTAL PALERMO | | | | | 120 | 0 | 0 | 85 | 8 | 3 | 5 | 0 | 0 | 9 | 85 | 7 | 7 | | |
| PALMA DE MALLORCA | | | | | | | | | | | | | | | | | | | |
| | LUTON | AIR EUROPA | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | | |
| | LUTON | AIR EUROPA | C | D | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 33 | 0 | 0 | 67 | 18 | 9 | 6 | 0 | 0 | 14 | 71 | 14 | 35 | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 33 | 0 | 0 | 73 | 18 | 6 | 3 | 0 | 0 | 15 | 49 | 22 | 35 | | |
| | MANCHESTER | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |
| | BIRMINGHAM | BMIBABY LTD | S | A | 23 | 0 | 2 | 74 | 13 | 0 | 13 | 0 | 0 | 17 | 93 | 4 | 28 | | |
| | BIRMINGHAM | BMIBABY LTD | S | D | 23 | 0 | 2 | 91 | 0 | 0 | 9 | 0 | 0 | 10 | 50 | 17 | 28 | | |
| | MANCHESTER | BMIBABY LTD | S | A | 24 | 0 | 1 | 63 | 8 | 21 | 8 | 0 | 0 | 21 | 62 | 15 | 29 | | |
| | MANCHESTER | BMIBABY LTD | S | D | 24 | 0 | 1 | 71 | 8 | 13 | 8 | 0 | 0 | 16 | 90 | 8 | 29 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 28 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 27 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 0 | 4 | | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 18 | 100 | 0 | 4 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 89 | 0 | 0 | 76 | 9 | 8 | 7 | 0 | 0 | 15 | 69 | 15 | 65 | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 89 | 0 | 0 | 80 | 10 | 4 | 6 | 0 | 0 | 12 | 58 | 20 | 65 | | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 31 | 100 | 2 | 4 | | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 27 | 100 | 1 | 4 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 60 | 0 | 0 | 80 | 8 | 5 | 5 | 2 | 0 | 12 | 70 | 11 | 54 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 61 | 0 | 0 | 77 | 11 | 7 | 3 | 2 | 0 | 18 | 55 | 18 | 58 | | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| PALMA DE MALLORCA | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 44 | 0 | 0 | 82 | 5 | 5 | 5 | 5 | 0 | 20 | 63 | 22 | 43 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 44 | 0 | 0 | 75 | 14 | 2 | 5 | 5 | 0 | 23 | 77 | 16 | 43 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 36 | 0 | 0 | 75 | 8 | 14 | 3 | 0 | 0 | 13 | 68 | 15 | 34 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 35 | 0 | 0 | 77 | 11 | 9 | 3 | 0 | 0 | 12 | 53 | 22 | 34 |
| | EDINBURGH | FLYGLOBESPAN | S | A | 27 | 0 | 0 | 89 | 4 | 4 | 0 | 0 | 4 | 19 | 72 | 30 | 36 |
| | EDINBURGH | FLYGLOBESPAN | S | D | 27 | 0 | 0 | 85 | 11 | 0 | 0 | 0 | 4 | 23 | 84 | 36 | 32 |
| | GLASGOW | FLYGLOBESPAN | S | A | 29 | 0 | 1 | 62 | 3 | 10 | 7 | 3 | 14 | 96 | 55 | 59 | 31 |
| | GLASGOW | FLYGLOBESPAN | S | D | 30 | 0 | 0 | 43 | 23 | 7 | 3 | 7 | 17 | 120 | 35 | 73 | 31 |
| | MANCHESTER | JET2.COM LTD | S | A | 32 | 0 | 0 | 78 | 3 | 9 | 6 | 0 | 3 | 30 | 93 | 3 | 28 |
| | MANCHESTER | JET2.COM LTD | S | D | 31 | 0 | 0 | 77 | 6 | 10 | 6 | 0 | 0 | 11 | 86 | 4 | 28 |
| | NEWCASTLE | JET2.COM LTD | S | A | 19 | 0 | 2 | 84 | 0 | 11 | 5 | 0 | 0 | 15 | 75 | 17 | 20 |
| | NEWCASTLE | JET2.COM LTD | S | D | 20 | 0 | 1 | 65 | 20 | 10 | 5 | 0 | 0 | 14 | 75 | 15 | 20 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 35 | 0 | 0 | 77 | 11 | 6 | 3 | 3 | 0 | 17 | 75 | 26 | 32 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 35 | 0 | 0 | 86 | 6 | 3 | 3 | 3 | 0 | 15 | 84 | 17 | 32 |
| | EDINBURGH | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 100 | 4 | 4 |
| | EDINBURGH | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 8 | 50 | 23 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 20 | 67 | 43 | 9 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 8 |
| | LUTON | MONARCH AIRLINES | S | A | 27 | 0 | 0 | 67 | 11 | 19 | 4 | 0 | 0 | 17 | 78 | 16 | 27 |
| | LUTON | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 70 | 11 | 11 | 7 | 0 | 0 | 16 | 85 | 12 | 26 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 56 | 0 | 0 | 70 | 16 | 9 | 2 | 4 | 0 | 20 | 60 | 17 | 52 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 56 | 0 | 0 | 86 | 5 | 4 | 2 | 4 | 0 | 15 | 79 | 9 | 52 |
| | BIRMINGHAM | RYANAIR | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 18 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 42 | 0 | 0 | 86 | 2 | 10 | 2 | 0 | 0 | 10 | 75 | 18 | 32 |
| | STANSTED | RYANAIR | S | D | 42 | 0 | 0 | 81 | 12 | 7 | 0 | 0 | 0 | 9 | 59 | 18 | 32 |
| | GLASGOW | SPANAIR | C | A | 3 | 0 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 44 | 50 | 14 | 2 |
| | GLASGOW | SPANAIR | C | D | 3 | 0 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 72 | 50 | 15 | 2 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 17 | 0 | 0 | 82 | 6 | 6 | 6 | 0 | 0 | 12 | 77 | 25 | 13 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 16 | 0 | 0 | 69 | 13 | 6 | 13 | 0 | 0 | 21 | 82 | 31 | 11 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 5 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| PALMA DE MALLORCA | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 13 | 0 | 0 | 69 | 0 | 23 | 8 | 0 | 0 | 16 | 100 | 0 | 4 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 29 | 0 | 0 | 83 | 7 | 10 | 0 | 0 | 0 | 6 | 80 | 7 | 10 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 24 | 0 | 0 | 63 | 29 | 8 | 0 | 0 | 0 | 13 | 100 | 0 | 8 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 27 | 0 | 0 | 74 | 4 | 4 | 7 | 11 | 0 | 34 | 96 | 3 | 24 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 26 | 0 | 0 | 81 | 4 | 0 | 4 | 12 | 0 | 33 | 75 | 11 | 20 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | A | 7 | 0 | 0 | 71 | 0 | 14 | 0 | 14 | 0 | 55 | 0 | 0 | 0 |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | D | 7 | 0 | 0 | 71 | 0 | 0 | 14 | 14 | 0 | 63 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 34 | 0 | 0 | 71 | 18 | 9 | 0 | 0 | 3 | 22 | 76 | 12 | 21 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 34 | 0 | 0 | 71 | 15 | 9 | 3 | 0 | 3 | 25 | 71 | 18 | 17 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 63 | 0 | 38 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | EDINBURGH | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 50 | 17 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 64 | 0 | 0 | 75 | 11 | 6 | 5 | 3 | 0 | 21 | 84 | 15 | 37 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 62 | 0 | 0 | 79 | 8 | 5 | 5 | 2 | 2 | 21 | 81 | 10 | 31 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 29 | 0 | 0 | 69 | 24 | 3 | 3 | 0 | 0 | 15 | 80 | 7 | 15 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 27 | 0 | 0 | 85 | 4 | 7 | 4 | 0 | 0 | 15 | 93 | 7 | 14 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 26 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 71 | 12 | 17 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 24 | 0 | 0 | 79 | 17 | 0 | 4 | 0 | 0 | 8 | 77 | 11 | 13 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 81 | 0 | 0 | 63 | 21 | 10 | 5 | 1 | 0 | 18 | 75 | 15 | 32 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 78 | 1 | 0 | 82 | 12 | 1 | 4 | 1 | 0 | 13 | 82 | 14 | 28 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 22 | 0 | 0 | 64 | 27 | 9 | 0 | 0 | 0 | 12 | 79 | 36 | 14 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 22 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 7 | 83 | 30 | 12 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 88 | 11 | 8 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 10 | 83 | 8 | 6 |
| TOTAL PALMA DE MALLORCA | | | | | 1999 | 4 | 10 | 76 | 11 | 7 | 4 | 1 | 1 | 19 | 72 | 18 | 18 |

PAPHOS

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| PAPHOS | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR MALTA | C | A | 3 | 1 | 0 | 33 | 0 | 33 | 33 | 0 | 0 | 35 | 0 | 0 | 0 | 0 |
| | GATWICK | AIR MALTA | C | D | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 54 | 0 | 0 | 0 | 0 |
| | MANCHESTER | AIR MALTA | C | A | 4 | 0 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 94 | 0 | 0 | 0 | 0 |
| | MANCHESTER | AIR MALTA | C | D | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 35 | 0 | 0 | 0 | 0 |
| | GATWICK | BMI BRITISH MIDLAND | C | A | 7 | 0 | 0 | 0 | 14 | 14 | 71 | 0 | 0 | 70 | 0 | 93 | 2 | 2 |
| | GATWICK | BMI BRITISH MIDLAND | C | D | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 27 | 50 | 61 | 2 | 2 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | 0 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 32 | 0 | 0 | 56 | 25 | 16 | 3 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 55 | 35 | 6 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 60 | 1 | 1 | 87 | 7 | 5 | 2 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 69 | 21 | 6 | 3 | 0 | 0 | 14 | 0 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 61 | 16 | 3 | 19 | 0 | 0 | 27 | 0 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 1 | 63 | 3 | 10 | 23 | 0 | 0 | 33 | 0 | 0 | 0 | 0 |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 22 | 4 | 4 |
| | MANCHESTER | EUROCYPRIA AIRLINES LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 20 | 4 | 4 |
| | NEWCASTLE | EUROCYPRIA AIRLINES LTD | C | A | 5 | 0 | 0 | 20 | 60 | 0 | 0 | 20 | 0 | 59 | 56 | 21 | 9 | 9 |
| | NEWCASTLE | EUROCYPRIA AIRLINES LTD | C | D | 5 | 0 | 0 | 40 | 40 | 0 | 0 | 20 | 0 | 53 | 56 | 17 | 9 | 9 |
| | EDINBURGH | FLYGLOBESPAN | S | A | 5 | 0 | 0 | 20 | 0 | 60 | 20 | 0 | 0 | 52 | 0 | 0 | 0 | 0 |
| | EDINBURGH | FLYGLOBESPAN | S | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 38 | 0 | 0 | 0 | 0 |
| | GLASGOW | FLYGLOBESPAN | S | A | 9 | 0 | 0 | 44 | 22 | 0 | 11 | 11 | 11 | 143 | 63 | 20 | 8 | 8 |
| | GLASGOW | FLYGLOBESPAN | S | D | 9 | 0 | 0 | 67 | 0 | 0 | 11 | 11 | 11 | 142 | 22 | 42 | 9 | 9 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 10 | 44 | 23 | 9 | 9 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 11 | 78 | 9 | 9 | 9 |
| | GATWICK | MONARCH AIRLINES | C | A | 13 | 0 | 0 | 69 | 8 | 23 | 0 | 0 | 0 | 12 | 38 | 57 | 13 | 13 |
| | GATWICK | MONARCH AIRLINES | C | D | 13 | 0 | 0 | 77 | 8 | 15 | 0 | 0 | 0 | 11 | 46 | 58 | 13 | 13 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 13 | 36 | 45 | 11 | 11 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 22 | 30 | 44 | 10 | 10 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 5 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 100 | 0 | 3 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 7 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 9 | 100 | 5 | 4 | 4 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| PAPHOS | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 14 | 100 | 7 | 3 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 17 | 0 | 0 | 71 | 6 | 18 | 6 | 0 | 0 | 15 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 16 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 89 | 0 | 0 | 11 | 0 | 0 | 9 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 69 | 8 | 15 | 8 | 0 | 0 | 16 | 78 | 12 | 9 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 69 | 15 | 0 | 15 | 0 | 0 | 20 | 78 | 14 | 9 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 35 | 1 | 0 | 69 | 17 | 9 | 6 | 0 | 0 | 18 | 56 | 20 | 18 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 36 | 0 | 0 | 61 | 25 | 11 | 3 | 0 | 0 | 17 | 50 | 19 | 18 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 10 | 0 | 0 | 30 | 30 | 30 | 10 | 0 | 0 | 34 | 20 | 44 | 5 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 10 | 0 | 0 | 70 | 20 | 10 | 0 | 0 | 0 | 12 | 40 | 26 | 5 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 11 | 33 | 44 | 11 | 0 | 0 | 33 | 44 | 40 | 9 |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 21 | 63 | 19 | 8 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 26 | 0 | 0 | 31 | 35 | 23 | 12 | 0 | 0 | 30 | 65 | 26 | 17 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 26 | 0 | 0 | 81 | 12 | 0 | 8 | 0 | 0 | 12 | 94 | 12 | 17 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 23 | 25 | 19 | 4 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 10 | 100 | 3 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 25 | 75 | 10 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 50 | 11 | 4 |
| TOTAL PAPHOS | | | | | 678 | 3 | 2 | 64 | 17 | 11 | 8 | 1 | 0 | 22 | 56 | 28 | 28 |
| PAPHOS | PARIS (CHARLES DE GAULLE) | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR FRANCE | S | A | 219 | 0 | 0 | 50 | 30 | 15 | 5 | 0 | 0 | 20 | 64 | 21 | 318 |
| | HEATHROW | AIR FRANCE | S | D | 219 | 0 | 0 | 82 | 12 | 5 | 1 | 0 | 0 | 8 | 55 | 23 | 318 |
| | MANCHESTER | AIR FRANCE | S | A | 149 | 0 | 0 | 76 | 15 | 8 | 1 | 0 | 0 | 10 | 75 | 18 | 114 |
| | MANCHESTER | AIR FRANCE | S | D | 149 | 0 | 0 | 81 | 13 | 5 | 1 | 0 | 0 | 8 | 62 | 21 | 114 |
| | NEWCASTLE | BRIT AIR | S | A | 85 | 0 | 0 | 74 | 14 | 7 | 5 | 0 | 0 | 14 | 78 | 13 | 85 |
| | NEWCASTLE | BRIT AIR | S | D | 85 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 11 | 75 | 18 | 85 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 |
| PARIS (CHARLES DE GAULLE) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 286 | 0 | 0 | 77 | 13 | 7 | 3 | 0 | 0 | 10 | 71 | 15 | 325 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 286 | 0 | 0 | 74 | 16 | 8 | 1 | 0 | 0 | 12 | 54 | 21 | 325 | |
| | BIRMINGHAM | CITY JET | S | A | 174 | 0 | 0 | 92 | 6 | 1 | 2 | 0 | 0 | 4 | 87 | 7 | 176 | |
| | BIRMINGHAM | CITY JET | S | D | 174 | 0 | 0 | 84 | 9 | 4 | 2 | 0 | 0 | 8 | 80 | 9 | 177 | |
| | EDINBURGH | CITY JET | S | A | 124 | 0 | 0 | 94 | 2 | 2 | 1 | 0 | 0 | 3 | 89 | 4 | 92 | |
| | EDINBURGH | CITY JET | S | D | 124 | 0 | 0 | 77 | 14 | 9 | 1 | 0 | 0 | 10 | 61 | 21 | 93 | |
| | LONDON CITY | CITY JET | S | A | 49 | 0 | 0 | 76 | 20 | 4 | 0 | 0 | 0 | 8 | 80 | 14 | 5 | |
| | LONDON CITY | CITY JET | S | D | 50 | 0 | 0 | 54 | 30 | 14 | 2 | 0 | 0 | 20 | 40 | 15 | 5 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 84 | 3 | 10 | 3 | 0 | 0 | 11 | 74 | 14 | 27 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 84 | 3 | 10 | 3 | 0 | 0 | 10 | 48 | 22 | 27 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 68 | 19 | 13 | 0 | 0 | 0 | 11 | 100 | 0 | 3 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 81 | 16 | 3 | 0 | 0 | 0 | 8 | 100 | 0 | 3 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 114 | 0 | 0 | 78 | 14 | 5 | 3 | 0 | 0 | 10 | 58 | 26 | 120 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 116 | 0 | 0 | 79 | 11 | 7 | 3 | 0 | 0 | 11 | 63 | 17 | 120 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 58 | 19 | 19 | 3 | 0 | 0 | 19 | 65 | 24 | 51 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 71 | 13 | 13 | 3 | 0 | 0 | 14 | 57 | 22 | 51 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 111 | 0 | 0 | 84 | 5 | 7 | 2 | 2 | 0 | 12 | 88 | 9 | 112 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 111 | 0 | 0 | 79 | 11 | 5 | 3 | 2 | 0 | 16 | 71 | 17 | 112 | |
| | GLASGOW | FLYBE LTD | S | A | 53 | 0 | 1 | 83 | 6 | 2 | 9 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | GLASGOW | FLYBE LTD | S | D | 54 | 0 | 0 | 69 | 15 | 9 | 7 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | MANCHESTER | FLYBE LTD | S | A | 111 | 0 | 0 | 77 | 14 | 5 | 2 | 2 | 0 | 14 | 60 | 29 | 110 | |
| | MANCHESTER | FLYBE LTD | S | D | 111 | 0 | 0 | 79 | 13 | 7 | 1 | 0 | 0 | 8 | 63 | 24 | 110 | |
| | MANCHESTER | REGIONAL COMPAGNIE AERIENNE EUROPEENNE | S | A | 6 | 0 | 0 | 50 | 17 | 0 | 33 | 0 | 0 | 30 | 69 | 10 | 29 | |
| | MANCHESTER | REGIONAL COMPAGNIE AERIENNE EUROPEENNE | S | D | 6 | 0 | 0 | 50 | 0 | 33 | 17 | 0 | 0 | 25 | 86 | 6 | 28 | |
| TOTAL PARIS (CHARLES DE GAULLE) | | | | | 3154 | 2 | 1 | 77 | 13 | 7 | 2 | 0 | 0 | 11 | 68 | 18 | 18 | |
| PARIS (LE BOURGET) | | | | | | | | | | | | | | | | | | |
| TOTAL PARIS (LE BOURGET) | | | | | 2 | 6 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| PARIS (ORLY) | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 115 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 74 | 14 | 131 | |
| | LONDON CITY | CITY JET | S | D | 119 | 0 | 0 | 61 | 24 | 13 | 3 | 0 | 0 | 17 | 28 | 36 | 138 | |
| TOTAL PARIS (ORLY) | | | | | 234 | 0 | 0 | 79 | 14 | 6 | 1 | 0 | 0 | 10 | 50 | 25 | 25 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| PARMA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 56 | 6 | 39 | 0 | 0 | 0 | 21 | 35 | 35 | 17 | |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 67 | 28 | 6 | 0 | 0 | 0 | 13 | 33 | 33 | 18 | |
| TOTAL PARMA | | | | | 36 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 0 | 17 | 34 | 34 | 34 | |
| PAU | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 85 | 11 | 4 | 0 | 0 | 0 | 6 | 89 | 5 | 28 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 10 | 93 | 10 | 28 | |
| TOTAL PAU | | | | | 54 | 0 | 0 | 83 | 11 | 6 | 0 | 0 | 0 | 8 | 91 | 7 | 7 | |
| PERPIGNAN | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BMIBABY LTD | S | A | 14 | 0 | 5 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 73 | 7 | 15 | |
| | MANCHESTER | BMIBABY LTD | S | D | 14 | 0 | 5 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 80 | 9 | 15 | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 89 | 5 | 27 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 86 | 10 | 28 | |
| TOTAL PERPIGNAN | | | | | 100 | 0 | 10 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 84 | 7 | 7 | |
| PERUGIA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 18 | 0 | 0 | 72 | 0 | 22 | 6 | 0 | 0 | 14 | 64 | 14 | 14 | |
| | STANSTED | RYANAIR | S | D | 18 | 0 | 0 | 83 | 0 | 11 | 6 | 0 | 0 | 17 | 57 | 17 | 14 | |
| TOTAL PERUGIA | | | | | 36 | 0 | 0 | 78 | 0 | 17 | 6 | 0 | 0 | 16 | 61 | 16 | 16 | |
| PESCARA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 81 | 7 | 4 | 4 | 4 | 0 | 19 | 79 | 11 | 28 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 89 | 7 | 4 | 0 | 0 | 0 | 7 | 68 | 17 | 28 | |
| TOTAL PESCARA | | | | | 54 | 0 | 0 | 85 | 7 | 4 | 2 | 2 | 0 | 13 | 73 | 14 | 14 | |
| PHILADELPHIA INTERNATION | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 77 | 15 | 8 | 0 | 0 | 0 | 8 | 59 | 23 | 61 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 63 | 27 | 8 | 2 | 0 | 0 | 14 | 43 | 25 | 61 | |
| | GATWICK | US AIRWAYS | S | A | 31 | 0 | 0 | 87 | 3 | 6 | 3 | 0 | 0 | 6 | 71 | 25 | 31 | |
| | GATWICK | US AIRWAYS | S | D | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 5 | 55 | 21 | 31 | |
| | HEATHROW | US AIRWAYS | S | A | 31 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | HEATHROW | US AIRWAYS | S | D | 31 | 0 | 0 | 65 | 13 | 16 | 3 | 3 | 0 | 22 | 0 | 0 | 0 | |
| | MANCHESTER | US AIRWAYS | S | A | 31 | 0 | 0 | 84 | 3 | 13 | 0 | 0 | 0 | 6 | 61 | 30 | 31 | |
| | MANCHESTER | US AIRWAYS | S | D | 31 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 63 | 25 | 30 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| PHILADELPHIA INTERNATIONAL | | | | | 312 | 3 | 0 | 79 | 13 | 7 | 1 | 1 | 0 | 10 | 56 | 25 | 25 |
| TOTAL PHILADELPHIA INTERNATIONAL | | | | | | | | | | | | | | | | | |
| PHOENIX | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 25 | 0 | 0 | 68 | 16 | 12 | 4 | 0 | 0 | 15 | 30 | 42 | 27 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 25 | 0 | 0 | 52 | 28 | 16 | 4 | 0 | 0 | 18 | 8 | 45 | 26 |
| TOTAL PHOENIX | | | | | 50 | 0 | 0 | 60 | 22 | 14 | 4 | 0 | 0 | 16 | 19 | 43 | 43 |
| PISA | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 80 | 0 | 0 | 84 | 9 | 5 | 1 | 1 | 0 | 10 | 56 | 21 | 102 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 80 | 0 | 0 | 75 | 15 | 9 | 1 | 0 | 0 | 11 | 56 | 22 | 102 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 50 | 0 | 0 | 78 | 8 | 10 | 4 | 0 | 0 | 12 | 61 | 19 | 31 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 50 | 0 | 0 | 82 | 10 | 4 | 4 | 0 | 0 | 10 | 58 | 18 | 31 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 30 | 0 | 0 | 43 | 27 | 17 | 13 | 0 | 0 | 28 | 0 | 0 | 0 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 30 | 0 | 0 | 70 | 27 | 3 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | EDINBURGH | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 50 | 15 | 12 |
| | EDINBURGH | JET2.COM LTD | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 67 | 11 | 12 |
| | MANCHESTER | JET2.COM LTD | S | A | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 12 | 58 | 30 | 12 |
| | MANCHESTER | JET2.COM LTD | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 22 | 12 |
| | NEWCASTLE | JET2.COM LTD | S | A | 4 | 0 | 0 | 50 | 0 | 25 | 0 | 0 | 25 | 112 | 50 | 32 | 16 |
| | NEWCASTLE | JET2.COM LTD | S | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 20 | 16 |
| | BIRMINGHAM | RYANAIR | S | A | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 14 | 0 | 0 | 71 | 14 | 14 | 0 | 0 | 0 | 12 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | A | 13 | 0 | 0 | 69 | 15 | 8 | 8 | 0 | 0 | 16 | 0 | 0 | 0 |
| | EDINBURGH | RYANAIR | S | D | 13 | 0 | 0 | 46 | 23 | 23 | 8 | 0 | 0 | 28 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 87 | 0 | 0 | 91 | 3 | 5 | 0 | 0 | 1 | 9 | 75 | 11 | 89 |
| | STANSTED | RYANAIR | S | D | 87 | 0 | 1 | 70 | 21 | 7 | 2 | 0 | 0 | 14 | 52 | 19 | 89 |
| TOTAL PISA | | | | | 581 | 0 | 1 | 76 | 13 | 8 | 2 | 0 | 0 | 13 | 59 | 19 | 19 |
| PLYMOUTH | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR SOUTHWEST | S | A | 124 | 0 | 0 | 89 | 4 | 3 | 4 | 0 | 0 | 7 | 84 | 6 | 122 |
| | GATWICK | AIR SOUTHWEST | S | D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 3 | 84 | 7 | 31 |
| | GLASGOW | AIR SOUTHWEST | S | A | 30 | 0 | 1 | 90 | 7 | 0 | 3 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GLASGOW | AIR SOUTHWEST | S | D | 30 | 0 | 1 | 83 | 13 | 0 | 3 | 0 | 0 | 8 | 0 | 0 | 0 |
| | MANCHESTER | AIR SOUTHWEST | S | A | 22 | 0 | 1 | 68 | 32 | 0 | 0 | 0 | 0 | 11 | 69 | 16 | 51 |
| | MANCHESTER | AIR SOUTHWEST | S | D | 53 | 0 | 1 | 92 | 4 | 0 | 4 | 0 | 0 | 6 | 71 | 13 | 56 |
| | NEWCASTLE | AIR SOUTHWEST | S | A | 31 | 0 | 0 | 81 | 16 | 0 | 3 | 0 | 0 | 10 | 0 | 0 | 0 |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| PLYMOUTH | | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | AIR SOUTHWEST | | S D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PLYMOUTH | | | | | 352 | 0 | 4 | 87 | 8 | 2 | 3 | 0 | 0 | 7 | 78 | 10 | 10 | | |
| POITIERS | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | | S A | 10 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | | S D | 10 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S A | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 93 | 4 | 27 | | |
| | STANSTED | RYANAIR | | S D | 27 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 96 | 4 | 28 | | |
| TOTAL POITIERS | | | | | 74 | 0 | 2 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 95 | 4 | 4 | | |
| PORLAMAR | | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 125 | 0 | 0 | 0 | 0 | 0 |
| TOTAL PORLAMAR | | | | | 7 | 0 | 0 | 86 | 0 | 0 | 0 | 14 | 0 | 36 | 57 | 30 | 30 | | |
| PORT OF SPAIN | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 14 | 0 | 0 | 64 | 7 | 14 | 7 | 0 | 7 | 116 | 58 | 22 | 12 | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 14 | 0 | 0 | 64 | 21 | 7 | 7 | 0 | 0 | 18 | 23 | 32 | 13 | | |
| TOTAL PORT OF SPAIN | | | | | 28 | 0 | 0 | 64 | 14 | 11 | 7 | 0 | 4 | 67 | 40 | 27 | 27 | | |
| POZNAN | | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 24 | 0 | 1 | 92 | 4 | 0 | 4 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 24 | 0 | 1 | 63 | 25 | 8 | 4 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | | S A | 38 | 0 | 0 | 87 | 5 | 8 | 0 | 0 | 0 | 8 | 94 | 3 | 31 | | |
| | STANSTED | RYANAIR | | S D | 38 | 0 | 0 | 87 | 11 | 3 | 0 | 0 | 0 | 8 | 84 | 11 | 31 | | |
| | LUTON | WIZZ AIR | | S A | 29 | 0 | 0 | 93 | 0 | 3 | 0 | 0 | 3 | 22 | 87 | 7 | 31 | | |
| | LUTON | WIZZ AIR | | S D | 30 | 0 | 0 | 53 | 20 | 13 | 7 | 7 | 0 | 33 | 65 | 13 | 31 | | |
| TOTAL POZNAN | | | | | 183 | 0 | 2 | 80 | 10 | 6 | 2 | 1 | 1 | 15 | 81 | 10 | 10 | | |
| PRAGUE | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | BMIBABY LTD | | S A | 23 | 0 | 4 | 83 | 9 | 4 | 4 | 0 | 0 | 8 | 87 | 4 | 31 | | |
| | BIRMINGHAM | BMIBABY LTD | | S D | 23 | 0 | 4 | 83 | 9 | 9 | 0 | 0 | 0 | 9 | 68 | 12 | 31 | | |
| | MANCHESTER | BMIBABY LTD | | S A | 24 | 0 | 2 | 54 | 21 | 13 | 8 | 4 | 0 | 26 | 77 | 14 | 31 | | |
| | MANCHESTER | BMIBABY LTD | | S D | 24 | 0 | 2 | 63 | 21 | 8 | 4 | 4 | 0 | 23 | 84 | 13 | 31 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 91 | 0 | 0 | 75 | 11 | 7 | 7 | 1 | 0 | 15 | 80 | 12 | 92 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 92 | 0 | 0 | 65 | 21 | 10 | 4 | 0 | 0 | 15 | 51 | 28 | 93 | | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| PRAGUE | HEATHROW | CSA CZECH AIRLINES | S | A | 87 | 0 | 0 | 77 | 9 | 13 | 1 | 0 | 0 | 10 | 90 | 7 | 87 |
| | HEATHROW | CSA CZECH AIRLINES | S | D | 87 | 0 | 0 | 83 | 11 | 5 | 1 | 0 | 0 | 9 | 79 | 12 | 87 |
| | MANCHESTER | CSA CZECH AIRLINES | S | A | 57 | 0 | 0 | 91 | 5 | 2 | 2 | 0 | 0 | 8 | 84 | 9 | 57 |
| | MANCHESTER | CSA CZECH AIRLINES | S | D | 57 | 0 | 0 | 89 | 7 | 2 | 2 | 0 | 0 | 7 | 81 | 9 | 57 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 1 | 61 | 16 | 15 | 8 | 0 | 0 | 19 | 74 | 12 | 62 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 61 | 0 | 0 | 75 | 10 | 7 | 8 | 0 | 0 | 15 | 63 | 17 | 62 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 26 | 1 | 1 | 81 | 8 | 4 | 8 | 0 | 0 | 16 | 55 | 45 | 31 |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 26 | 1 | 1 | 42 | 42 | 8 | 8 | 0 | 0 | 26 | 52 | 36 | 31 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 76 | 11 | 8 | 2 | 3 | 0 | 19 | 71 | 12 | 62 |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 87 | 8 | 5 | 0 | 0 | 0 | 6 | 68 | 15 | 62 |
| | EDINBURGH | JET2.COM LTD | S | A | 20 | 0 | 0 | 45 | 30 | 15 | 10 | 0 | 0 | 25 | 81 | 11 | 21 |
| | EDINBURGH | JET2.COM LTD | S | D | 20 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 8 | 86 | 7 | 21 |
| | BIRMINGHAM | RYANAIR | S | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 44 | 0 | 0 | 0 |
| | LUTON | SKY EUROPE | S | A | 59 | 0 | 1 | 71 | 19 | 7 | 2 | 2 | 0 | 14 | 100 | 0 | 4 |
| | LUTON | SKY EUROPE | S | D | 59 | 1 | 0 | 61 | 17 | 17 | 3 | 2 | 0 | 20 | 75 | 8 | 4 |
| TOTAL PRAGUE | | | | | 1026 | 8 | 16 | 74 | 13 | 8 | 4 | 1 | 0 | 14 | 73 | 15 | 15 |
| PRESTWICK | STANSTED | RYANAIR | S | A | 134 | 0 | 0 | 84 | 9 | 4 | 2 | 1 | 0 | 8 | 81 | 9 | 151 |
| | STANSTED | RYANAIR | S | D | 134 | 0 | 0 | 85 | 7 | 6 | 2 | 0 | 0 | 9 | 68 | 13 | 151 |
| TOTAL PRESTWICK | | | | | 268 | 0 | 0 | 85 | 8 | 5 | 2 | 0 | 0 | 9 | 75 | 11 | 11 |
| PREVEZA | GATWICK | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 25 | 25 | 25 | 25 | 0 | 0 | 39 | 33 | 19 | 3 |
| | GATWICK | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 25 | 67 | 18 | 3 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| TOTAL PREVEZA | | | | | 40 | 0 | 0 | 70 | 13 | 13 | 5 | 0 | 0 | 13 | 75 | 18 | 18 |
| PRISTINA | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| PRISTINA | GATWICK | BRITISH AIRWAYS PLC | | S A | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 14 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| TOTAL PRISTINA | | | | | 28 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 75 | 15 | 15 | |
| PROVIDENCIALES | HEATHROW | BRITISH AIRWAYS PLC | | S A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 80 | 11 | 5 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 11 | 50 | 57 | 4 | |
| TOTAL PROVIDENCIALES | | | | | 8 | 1 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 5 | 67 | 31 | 31 | |
| PUERTO PLATA | NEWCASTLE | MONARCH AIRLINES | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 11 | 4 | | |
| | NEWCASTLE | MONARCH AIRLINES | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 75 | 36 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 8 | 1 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 37 | 50 | 44 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 0 | 11 | 43 | 20 | 51 | 5 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C A | 5 | 0 | 0 | 60 | 0 | 0 | 40 | 0 | 0 | 35 | 50 | 63 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 29 | 50 | 94 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 9 | 0 | 0 | 67 | 0 | 11 | 11 | 11 | 0 | 43 | 50 | 58 | 4 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 9 | 0 | 0 | 67 | 0 | 0 | 11 | 22 | 0 | 59 | 60 | 42 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 8 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 40 | 48 | 5 | |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 8 | 0 | 0 | 63 | 25 | 13 | 0 | 0 | 0 | 13 | 0 | 57 | 5 | |
| | GLASGOW | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 5 | 50 | 20 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 17 | 60 | 14 | 5 | |
| TOTAL PUERTO PLATA | | | | | 85 | 1 | 0 | 75 | 6 | 6 | 7 | 5 | 1 | 27 | 57 | 44 | 44 | |
| PUERTO VALLARTA | GATWICK | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 124 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 74 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 104 | 0 | 0 | 0 | |
| TOTAL PUERTO VALLARTA | | | | | 7 | 0 | 0 | 29 | 14 | 0 | 29 | 29 | 0 | 102 | 67 | 10 | 10 | |
| PULA | STANSTED | RYANAIR | | S A | 13 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 3 | 83 | 10 | 12 | |

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

Origin / Destinations: P

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | |
| PULA | STANSTED | RYANAIR | | S D | 13 | 0 | 0 | 69 | 31 | 0 | 0 | 0 | 0 | 10 | 67 | 13 | 12 |
| TOTAL PULA | | | | | 31 | 0 | 0 | 74 | 19 | 3 | 3 | 0 | 0 | 10 | 82 | 9 | 9 |
| PUNTA CANA | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 19 | 80 | 185 | 5 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 28 | 20 | 27 | 5 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 18 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 7 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 100 | 2 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 16 | 25 | 28 | 4 |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 5 | 1 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 100 | 0 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C D | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 12 | 40 | 18 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | | C A | 4 | 0 | 0 | 50 | 0 | 25 | 25 | 0 | 0 | 41 | 0 | 0 | 0 |
| TOTAL PUNTA CANA | | | | | 52 | 1 | 0 | 73 | 12 | 8 | 8 | 0 | 0 | 15 | 60 | 38 | 38 |

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

Origin / Destinations: Q

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 2007 | | | | |
|----------------------|-------------------|---------|-------------------|-------------|---------------|----------------------------|------------------------|------------------|------------------|------------------------|------------------------|-------------------------|----------------------------|---------------------|----------------------------|--------------------------|----|
| | | | CHARTER/ SCHED | ARR/ DEP | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 mins | 1h 1m to 3 hours | 3h 1m to 6 hours | More than 6 hours | Average delay (mins) | % Early to 15 | Average Delay (mins) | No matched records | |
| | | | | | Actual (7) | Plan (8) | | | | | | | | | | | |
| QUEBEC | | | | | | | | | | | | | | | | | |
| TOTAL QUEBEC | | | | | 4 | 0 | 0 | 50 | 0 | 0 | 50 | 0 | 0 | 61 | 50 | 16 | 16 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| RABAT | | | | | | | | | | | | | | | | | | |
| RALEIGH | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AMERICAN AIRLINES | | S A | 31 | 0 | 0 | 84 | 10 | 6 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 |
| | HEATHROW | AMERICAN AIRLINES | | S D | 31 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| TOTAL RALEIGH | | | | | 62 | 0 | 0 | 81 | 15 | 5 | 0 | 0 | 0 | 9 | 90 | 10 | 10 | 10 |
| RENNES | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | FLYBE LTD | | S A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | 0 |
| | EDINBURGH | FLYBE LTD | | S D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 22 | 0 | 0 | 0 | 0 |
| | MANCHESTER | FLYBE LTD | | S A | 8 | 0 | 0 | 63 | 38 | 0 | 0 | 0 | 9 | 79 | 17 | 14 | 14 | 14 |
| | MANCHESTER | FLYBE LTD | | S D | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 11 | 64 | 24 | 14 | 14 | 14 |
| TOTAL RENNES | | | | | 22 | 0 | 0 | 68 | 18 | 9 | 5 | 0 | 13 | 71 | 21 | 21 | 21 | 21 |
| REUS | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | MONARCH AIRLINES | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 4 | 4 | 4 |
| | EDINBURGH | MONARCH AIRLINES | | C D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 5 | 75 | 8 | 4 | 4 | 4 |
| | BIRMINGHAM | RYANAIR | | S A | 18 | 0 | 0 | 89 | 6 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | | S D | 18 | 0 | 0 | 50 | 22 | 28 | 0 | 0 | 18 | 0 | 0 | 0 | 0 | 0 |
| | LUTON | RYANAIR | | S A | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 4 | 77 | 13 | 31 | 31 | 31 |
| | LUTON | RYANAIR | | S D | 29 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 7 | 84 | 13 | 31 | 31 | 31 |
| | STANSTED | RYANAIR | | S A | 42 | 0 | 11 | 95 | 5 | 0 | 0 | 0 | 2 | 84 | 8 | 57 | 57 | 57 |
| | STANSTED | RYANAIR | | S D | 42 | 0 | 11 | 88 | 12 | 0 | 0 | 0 | 6 | 65 | 15 | 57 | 57 | 57 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 80 | 19 | 5 | 5 | 5 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 8 | 4 | 4 | 4 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 6 | 100 | 1 | 9 | 9 | 9 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 71 | 9 | 7 | 7 | 7 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C A | 11 | 1 | 0 | 73 | 18 | 0 | 0 | 9 | 23 | 89 | 4 | 9 | 9 | 9 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C D | 9 | 0 | 0 | 78 | 11 | 0 | 0 | 11 | 32 | 100 | 0 | 7 | 7 | 7 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 8 | 1 | 0 | 75 | 13 | 0 | 13 | 0 | 14 | 80 | 11 | 10 | 10 | 10 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 7 | 0 | 0 | 71 | 29 | 0 | 0 | 0 | 6 | 88 | 5 | 8 | 8 | 8 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| REUS | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 1 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 100 | 0 | 4 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 6 | 100 | 0 | 3 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 11 | 0 | 0 | 82 | 0 | 9 | 9 | 0 | 0 | 18 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 8 | 0 | 0 | 88 | 0 | 0 | 13 | 0 | 0 | 27 | 100 | 2 | 3 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 12 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 5 | 100 | 3 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 11 | 0 | 0 | 82 | 9 | 0 | 9 | 0 | 0 | 10 | 100 | 12 | 3 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 7 | 0 | 0 | 71 | 0 | 29 | 0 | 0 | 0 | 13 | 100 | 5 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 83 | 0 | 17 | 0 | 0 | 0 | 12 | 67 | 12 | 3 |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 2 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 17 | 1 | 0 | 82 | 0 | 6 | 12 | 0 | 0 | 17 | 60 | 8 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 14 | 0 | 0 | 79 | 7 | 0 | 14 | 0 | 0 | 27 | 67 | 10 | 3 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 100 | 1 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 100 | 0 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 55 | 0 | 0 | 0 |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL REUS | | | | | 346 | 6 | 22 | 84 | 8 | 4 | 3 | 1 | 0 | 10 | 83 | 9 | 9 |
| RHODES | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 78 | 17 | 0 | 6 | 0 | 0 | 12 | 0 | 0 | 0 |
| | NEWCASTLE | JET2.COM LTD | S | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 31 | 0 | 0 | 0 |
| | NEWCASTLE | JET2.COM LTD | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 2 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 100 | 5 | 2 |
| | EDINBURGH | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | EDINBURGH | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 90 | 4 | 10 |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 67 | 22 | 11 | 0 | 0 | 0 | 13 | 70 | 13 | 10 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 15 | 93 | 7 | 14 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 70 | 10 | 10 | 10 | 0 | 0 | 25 | 77 | 12 | 13 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 100 | 0 | 4 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 21 | 75 | 15 | 4 |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| RHODES | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 9 | 0 | 0 | 89 | 0 | 11 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 7 | 0 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 100 | 0 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 3 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 0 | 16 | 100 | 0 | 3 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 13 | 1 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 60 | 19 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 75 | 11 | 4 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 2 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 40 | 20 | 5 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 3 | 75 | 12 | 4 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 86 | 7 | 7 | 0 | 0 | 8 | 50 | 25 | 8 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 12 | 0 | 0 | 75 | 8 | 8 | 8 | 0 | 15 | 63 | 16 | 8 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 6 | 4 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 20 | 67 | 12 | 3 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 18 | 0 | 0 | 61 | 17 | 22 | 0 | 0 | 15 | 88 | 8 | 8 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 15 | 0 | 0 | 73 | 13 | 13 | 0 | 0 | 11 | 86 | 7 | 7 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 80 | 83 | 5 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 2 | 100 | 5 | 4 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | | |
| | STANSTED | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 19 | 0 | 0 | 0 | | |
| TOTAL RHODES | | | | | 251 | 3 | 0 | 80 | 11 | 6 | 4 | 0 | 0 | 11 | 71 | 24 | 24 | |
| RIGA | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR BALTIC | S | A | 31 | 0 | 0 | 45 | 29 | 23 | 3 | 0 | 0 | 21 | 74 | 17 | 31 | |
| | GATWICK | AIR BALTIC | S | D | 31 | 0 | 0 | 45 | 23 | 23 | 10 | 0 | 0 | 27 | 58 | 22 | 31 | |
| | STANSTED | RYANAIR | S | A | 60 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 5 | 85 | 8 | 62 | | |
| | STANSTED | RYANAIR | S | D | 60 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 5 | 84 | 7 | 62 | | |
| TOTAL RIGA | | | | | 182 | 0 | 0 | 77 | 13 | 8 | 2 | 0 | 0 | 12 | 78 | 12 | 12 | |
| RIMINI | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| RIMINI | STANSTED | RYANAIR | S | A | 13 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL RIMINI | | | | | 26 | 0 | 0 | 88 | 4 | 8 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| RIO DE JANEIRO (GALEAO) | HEATHROW | BRITISH AIRWAYS PLC | S | A | 13 | 0 | 0 | 31 | 62 | 8 | 0 | 0 | 0 | 18 | 38 | 100 | 13 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 13 | 0 | 0 | 46 | 38 | 15 | 0 | 0 | 0 | 21 | 0 | 47 | 13 | |
| TOTAL RIO DE JANEIRO (GALEAO) | | | | | 26 | 0 | 0 | 38 | 50 | 12 | 0 | 0 | 0 | 20 | 31 | 61 | 61 | |
| RIYADH | HEATHROW | SAUDI ARABIAN AIRLINES | S | A | 16 | 0 | 0 | 81 | 6 | 6 | 6 | 0 | 0 | 12 | 87 | 3 | 15 | |
| | HEATHROW | SAUDI ARABIAN AIRLINES | S | D | 17 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 73 | 12 | 15 | |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | A | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 80 | 18 | 5 | |
| | MANCHESTER | SAUDI ARABIAN AIRLINES | S | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 7 | 80 | 11 | 5 | |
| TOTAL RIYADH | | | | | 43 | 1 | 0 | 81 | 9 | 7 | 2 | 0 | 0 | 9 | 76 | 16 | 16 | |
| RIYAN MUKALLA | | | | | | | | | | | | | | | | | | |
| RODEZ | STANSTED | RYANAIR | S | A | 25 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 74 | 8 | 27 | |
| | STANSTED | RYANAIR | S | D | 25 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 4 | 78 | 11 | 27 | |
| TOTAL RODEZ | | | | | 50 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 3 | 76 | 10 | 10 | |
| ROME (CIAMPINO) | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 61 | 0 | 0 | 75 | 15 | 2 | 7 | 2 | 0 | 16 | 55 | 20 | 62 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 84 | 6 | 5 | 5 | 0 | 0 | 13 | 69 | 15 | 62 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 50 | 11 | 11 | 28 | 0 | 0 | 40 | 64 | 16 | 28 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 56 | 6 | 17 | 22 | 0 | 0 | 39 | 75 | 10 | 28 | |
| | LUTON | RYANAIR | S | A | 25 | 0 | 0 | 84 | 12 | 0 | 4 | 0 | 0 | 11 | 55 | 17 | 31 | |
| | LUTON | RYANAIR | S | D | 25 | 0 | 0 | 84 | 12 | 0 | 4 | 0 | 0 | 12 | 81 | 8 | 31 | |
| | STANSTED | RYANAIR | S | A | 154 | 0 | 1 | 82 | 8 | 6 | 2 | 1 | 0 | 12 | 67 | 14 | 154 | |
| | STANSTED | RYANAIR | S | D | 155 | 0 | 0 | 83 | 11 | 5 | 1 | 0 | 0 | 10 | 71 | 14 | 154 | |
| TOTAL ROME (CIAMPINO) | | | | | 522 | 3 | 1 | 80 | 10 | 5 | 4 | 1 | 0 | 14 | 68 | 15 | 15 | |
| ROME (FIUMICINO) | GATWICK | AIR ONE | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 37 | 0 | 0 | 0 | |
| | GATWICK | AIR ONE | C | D | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 64 | 0 | 0 | 0 | |
| | HEATHROW | ALITALIA | S | A | 155 | 0 | 0 | 77 | 14 | 6 | 2 | 1 | 0 | 11 | 53 | 22 | 151 | |

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

Origin / Destinations: R

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| ROME (FIUMICINO) | | | | | | | | | | | | | | | | | |
| | HEATHROW | ALITALIA | S | D | 155 | 0 | 0 | 79 | 15 | 5 | 1 | 1 | 0 | 10 | 50 | 20 | 152 |
| | BIRMINGHAM | BMIBABY LTD | S | A | 13 | 0 | 0 | 77 | 0 | 15 | 8 | 0 | 0 | 19 | 44 | 23 | 25 |
| | BIRMINGHAM | BMIBABY LTD | S | D | 13 | 0 | 0 | 69 | 8 | 15 | 0 | 8 | 0 | 26 | 81 | 12 | 26 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 87 | 0 | 0 | 75 | 10 | 11 | 3 | 0 | 0 | 13 | 34 | 30 | 62 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 87 | 0 | 0 | 85 | 9 | 3 | 2 | 0 | 0 | 8 | 56 | 22 | 61 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 151 | 0 | 0 | 68 | 13 | 15 | 5 | 1 | 0 | 18 | 48 | 30 | 152 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 151 | 0 | 0 | 78 | 12 | 7 | 3 | 0 | 0 | 11 | 47 | 23 | 153 |
| | EDINBURGH | FLYGLOBESPAN | S | A | 9 | 0 | 0 | 22 | 33 | 33 | 11 | 0 | 0 | 32 | 25 | 48 | 8 |
| | EDINBURGH | FLYGLOBESPAN | S | D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 8 | 50 | 30 | 8 |
| | MANCHESTER | JET2.COM LTD | S | A | 18 | 0 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 23 | 27 | 48 | 30 |
| | MANCHESTER | JET2.COM LTD | S | D | 18 | 0 | 0 | 72 | 22 | 6 | 0 | 0 | 0 | 9 | 67 | 21 | 30 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 107 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | TITAN AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 30 | 0 | 0 | 0 |
| | GATWICK | TITAN AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| TOTAL ROME (FIUMICINO) | | | | | 880 | 1 | 0 | 74 | 13 | 9 | 3 | 1 | 0 | 13 | 49 | 25 | 25 |
| ROTTERDAM | | | | | | | | | | | | | | | | | |
| | HEATHROW | KLM CITYHOPPER | S | A | 43 | 0 | 0 | 77 | 14 | 7 | 2 | 0 | 0 | 14 | 80 | 9 | 82 |
| | HEATHROW | KLM CITYHOPPER | S | D | 43 | 0 | 0 | 98 | 2 | 0 | 0 | 0 | 0 | 1 | 77 | 13 | 81 |
| | LUTON | TRANSAVIA | S | A | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | LUTON | TRANSAVIA | S | D | 9 | 0 | 1 | 78 | 11 | 0 | 0 | 11 | 0 | 33 | 0 | 0 | 0 |
| | LONDON CITY | VLM (BELGIUM) | S | A | 195 | 0 | 9 | 93 | 2 | 3 | 2 | 0 | 0 | 4 | 82 | 10 | 170 |
| | LONDON CITY | VLM (BELGIUM) | S | D | 194 | 0 | 10 | 77 | 15 | 4 | 4 | 0 | 0 | 12 | 44 | 26 | 169 |
| | MANCHESTER | VLM (BELGIUM) | S | A | 41 | 0 | 0 | 80 | 17 | 0 | 2 | 0 | 0 | 9 | 68 | 17 | 50 |
| | MANCHESTER | VLM (BELGIUM) | S | D | 41 | 0 | 0 | 95 | 0 | 2 | 2 | 0 | 0 | 5 | 98 | 5 | 49 |
| TOTAL ROTTERDAM | | | | | 576 | 1 | 20 | 86 | 9 | 3 | 2 | 0 | 0 | 8 | 71 | 14 | 14 |
| RZESZOW | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 7 | 0 | 1 | 43 | 43 | 0 | 14 | 0 | 0 | 23 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 8 | 0 | 0 | 75 | 13 | 0 | 13 | 0 | 0 | 16 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 44 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 3 | 77 | 17 | 31 |
| | STANSTED | RYANAIR | S | D | 44 | 0 | 0 | 70 | 23 | 7 | 0 | 0 | 0 | 12 | 48 | 17 | 31 |
| TOTAL RZESZOW | | | | | 105 | 0 | 1 | 76 | 17 | 3 | 4 | 0 | 0 | 11 | 63 | 17 | 17 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| SALAMANCA | | | | | | | | | | | | | | | | | | |
| SALONIKA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 26 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 79 | 18 | 29 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 26 | 0 | 0 | 92 | 0 | 4 | 4 | 0 | 0 | 9 | 55 | 21 | 29 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 20 | 0 | 0 | 90 | 10 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 20 | 0 | 0 | 80 | 15 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 23 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 33 | 14 | 3 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 3 | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 67 | 8 | 3 | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 1 | 100 | 4 | 3 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C A | 4 | 0 | 0 | 75 | 0 | 0 | 0 | 25 | 0 | 90 | 0 | 72 | 3 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | | C D | 3 | 0 | 0 | 67 | 0 | 0 | 0 | 0 | 33 | 128 | 67 | 49 | 3 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 2 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 1 | |
| TOTAL SALONIKA | | | | | 123 | 0 | 0 | 90 | 4 | 3 | 1 | 1 | 1 | 11 | 60 | 21 | 21 | |
| SALVADOR | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 48 | 0 | 0 | 0 | |
| TOTAL SALVADOR | | | | | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 35 | 0 | 43 | 43 | |
| SALZBURG | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 22 | 0 | 0 | 95 | 0 | 5 | 0 | 0 | 0 | 2 | 78 | 19 | 23 | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 22 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 8 | 57 | 29 | 23 | |
| | STANSTED | RYANAIR | | S A | 55 | 0 | 1 | 84 | 11 | 5 | 0 | 0 | 0 | 7 | 88 | 6 | 66 | |
| | STANSTED | RYANAIR | | S D | 56 | 0 | 0 | 79 | 14 | 5 | 2 | 0 | 0 | 11 | 62 | 14 | 66 | |
| TOTAL SALZBURG | | | | | 155 | 0 | 1 | 84 | 10 | 5 | 1 | 0 | 0 | 8 | 74 | 14 | 14 | |
| SAMANA (EL CATEY) | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | | C A | 3 | 0 | 0 | 33 | 0 | 67 | 0 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| TOTAL SAMANA (EL CATEY) | | | | | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | |
| SAMARKAND | | | | | | | | | | | | | | | | | | |
| SAMOS | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| TOTAL SAMOS | | | | | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 9 | 80 | 12 | 12 | |
| SAN DIEGO | | | | | | | | | | | | | | | | | | |
| TOTAL SAN DIEGO | | | | | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 62 | 0 | 0 | 0 | |
| SAN FRANCISCO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 77 | 6 | 11 | 5 | 0 | 0 | 15 | 81 | 10 | 62 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 37 | 37 | 18 | 6 | 2 | 0 | 27 | 27 | 33 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | A | 62 | 0 | 0 | 82 | 10 | 8 | 0 | 0 | 0 | 7 | 79 | 12 | 62 | |
| | HEATHROW | UNITED AIRLINES | S | D | 62 | 0 | 0 | 74 | 16 | 3 | 6 | 0 | 0 | 14 | 70 | 12 | 61 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 8 | 84 | 9 | 31 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 58 | 23 | 16 | 3 | 0 | 0 | 21 | 52 | 22 | 31 | |
| TOTAL SAN FRANCISCO | | | | | 310 | 0 | 0 | 68 | 17 | 10 | 4 | 0 | 0 | 15 | 65 | 17 | 17 | |
| SAN JOSE | | | | | | | | | | | | | | | | | | |
| SANAA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | YEMENIA | S | A | 9 | 0 | 0 | 56 | 11 | 33 | 0 | 0 | 0 | 22 | 33 | 41 | 9 | |
| | HEATHROW | YEMENIA | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 7 | 67 | 24 | 9 | |
| TOTAL SANAA | | | | | 18 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 14 | 50 | 32 | 32 | |
| SANDEFJORD(TORP) | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 12 | 0 | 1 | 83 | 17 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 12 | 0 | 1 | 75 | 8 | 17 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 92 | 0 | 0 | 91 | 5 | 1 | 2 | 0 | 0 | 5 | 85 | 6 | 82 | |
| | STANSTED | RYANAIR | S | D | 92 | 0 | 0 | 80 | 11 | 7 | 2 | 0 | 0 | 11 | 59 | 16 | 82 | |
| TOTAL SANDEFJORD(TORP) | | | | | 208 | 0 | 2 | 85 | 9 | 4 | 2 | 0 | 0 | 8 | 72 | 11 | 11 | |
| SANFORD | | | | | | | | | | | | | | | | | | |
| | GLASGOW | FLYGLOBESPAN | S | A | 26 | 0 | 0 | 73 | 0 | 4 | 23 | 0 | 0 | 26 | 71 | 24 | 31 | |
| | GLASGOW | FLYGLOBESPAN | S | D | 24 | 0 | 0 | 38 | 25 | 13 | 21 | 4 | 0 | 40 | 68 | 33 | 31 | |
| | GATWICK | MONARCH AIRLINES | C | A | 9 | 0 | 0 | 67 | 11 | 22 | 0 | 0 | 0 | 15 | 50 | 57 | 4 | |
| | GATWICK | MONARCH AIRLINES | C | D | 10 | 0 | 0 | 80 | 10 | 10 | 0 | 0 | 0 | 12 | 33 | 69 | 3 | |
| | MANCHESTER | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 100 | 4 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | C | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 12 | 67 | 17 | 3 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| SANFORD | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | MONARCH AIRLINES | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 31 | 75 | 13 | 4 | |
| | NEWCASTLE | MONARCH AIRLINES | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 60 | 67 | 37 | 3 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 15 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 5 | 69 | 89 | 13 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 11 | 0 | 0 | 55 | 36 | 9 | 0 | 0 | 0 | 15 | 50 | 100 | 12 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 0 | 7 | 92 | 8 | 12 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 44 | 22 | 33 | 0 | 0 | 0 | 22 | 78 | 7 | 9 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 20 | 0 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 10 | 100 | 0 | 12 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 16 | 0 | 0 | 44 | 19 | 19 | 19 | 0 | 0 | 34 | 91 | 3 | 11 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 75 | 68 | 4 | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 7 | 100 | 2 | 3 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 50 | 22 | 4 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 10 | 0 | 0 | 60 | 0 | 20 | 20 | 0 | 0 | 37 | 33 | 16 | 3 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 12 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 0 | 6 | 75 | 10 | 4 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 12 | 4 | 0 | 75 | 17 | 0 | 8 | 0 | 0 | 16 | 67 | 7 | 3 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| TOTAL SANFORD | | | | | 231 | 4 | 0 | 70 | 11 | 9 | 10 | 0 | 0 | 19 | 70 | 41 | 41 | |
| SANTA CLARA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | |
| TOTAL SANTA CLARA | | | | | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 22 | 0 | 0 | 0 | |
| SANTA CRUZ DE LA PALMA | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 38 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 23 | 0 | 0 | 0 | |
| TOTAL SANTA CRUZ DE LA PALMA | | | | | 16 | 0 | 0 | 81 | 6 | 0 | 13 | 0 | 0 | 16 | 0 | 0 | 0 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| SANTANDER | STANSTED | RYANAIR | | S A | 31 | 0 | 0 | 90 | 3 | 3 | 0 | 3 | 0 | 10 | 84 | 5 | 31 |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 84 | 8 | 31 |
| TOTAL SANTANDER | | | | | 62 | 0 | 0 | 95 | 2 | 2 | 0 | 2 | 0 | 7 | 84 | 7 | 7 |
| SANTIAGO DE COMPOSTELA | STANSTED | RYANAIR | | S A | 29 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 2 | 90 | 8 | 30 |
| | STANSTED | RYANAIR | | S D | 29 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 6 | 43 | 18 | 30 |
| TOTAL SANTIAGO DE COMPOSTELA (SPAIN) | | | | | 58 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 4 | 67 | 13 | 13 |
| SANYA PHOENIX INTERNATI | | | | | | | | | | | | | | | | | |
| SAO PAULO (GUARULHOS) | HEATHROW | TAM LINHAS AEREAS | | S A | 31 | 0 | 0 | 71 | 16 | 6 | 6 | 0 | 0 | 17 | 20 | 55 | 30 |
| | HEATHROW | TAM LINHAS AEREAS | | S D | 31 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 23 | 45 | 30 |
| TOTAL SAO PAULO (GUARULHOS) | | | | | 63 | 0 | 0 | 84 | 10 | 3 | 3 | 0 | 0 | 10 | 22 | 50 | 50 |
| SARAJEVO | GATWICK | BRITISH AIRWAYS PLC | | S A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 12 | 13 |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 46 | 21 | 13 |
| TOTAL SARAJEVO | | | | | 12 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 58 | 17 | 17 |
| SARMELLEK/BALATON | STANSTED | RYANAIR | | S A | 11 | 0 | 0 | 73 | 0 | 27 | 0 | 0 | 0 | 15 | 54 | 18 | 13 |
| | STANSTED | RYANAIR | | S D | 11 | 0 | 0 | 27 | 27 | 27 | 18 | 0 | 0 | 31 | 38 | 27 | 13 |
| TOTAL SARMELLEK/BALATON | | | | | 22 | 0 | 0 | 50 | 14 | 27 | 9 | 0 | 0 | 23 | 46 | 23 | 23 |
| SEATTLE (TACOMA) | HEATHROW | BRITISH AIRWAYS PLC | | S A | 52 | 0 | 0 | 65 | 21 | 13 | 0 | 0 | 0 | 12 | 32 | 31 | 44 |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 51 | 0 | 0 | 71 | 24 | 6 | 0 | 0 | 0 | 11 | 18 | 36 | 44 |
| | HEATHROW | NORTHWEST AIRLINES | | S A | 29 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | HEATHROW | NORTHWEST AIRLINES | | S D | 29 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 |
| TOTAL SEATTLE (TACOMA) | | | | | 161 | 0 | 0 | 79 | 15 | 6 | 0 | 0 | 0 | 8 | 25 | 33 | 33 |
| SEOUL (INCHEON) | HEATHROW | ASIANA AIRLINES | | S A | 17 | 0 | 0 | 6 | 6 | 65 | 24 | 0 | 0 | 51 | 42 | 31 | 19 |
| | HEATHROW | ASIANA AIRLINES | | S D | 17 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 5 | 63 | 12 | 19 |
| | HEATHROW | KOREAN AIR | | S A | 31 | 0 | 0 | 19 | 23 | 52 | 6 | 0 | 0 | 34 | 65 | 13 | 31 |
| | HEATHROW | KOREAN AIR | | S D | 31 | 0 | 0 | 84 | 13 | 3 | 0 | 0 | 0 | 8 | 77 | 13 | 31 |
| TOTAL SEOUL (INCHEON) | | | | | 96 | 0 | 0 | 51 | 14 | 29 | 6 | 0 | 0 | 23 | 64 | 16 | 16 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| SEVILLE | | | | | | | | | | | | | | | | | | |
| | GATWICK | CLICKAIR | | S A | 28 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 2 | 94 | 5 | 31 | |
| | GATWICK | CLICKAIR | | S D | 28 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 90 | 8 | 31 | |
| | STANSTED | RYANAIR | | S A | 49 | 0 | 0 | 92 | 4 | 2 | 2 | 0 | 0 | 5 | 76 | 9 | 46 | |
| | STANSTED | RYANAIR | | S D | 49 | 0 | 0 | 88 | 8 | 2 | 2 | 0 | 0 | 8 | 61 | 13 | 46 | |
| TOTAL SEVILLE | | | | | 154 | 2 | 0 | 92 | 5 | 2 | 1 | 0 | 0 | 5 | 78 | 9 | 9 | |
| SEYCHELLES | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR SEYCHELLES | | S A | 9 | 0 | 0 | 22 | 33 | 22 | 11 | 0 | 11 | 100 | 63 | 140 | 8 | |
| | HEATHROW | AIR SEYCHELLES | | S D | 9 | 0 | 0 | 78 | 11 | 11 | 0 | 0 | 0 | 7 | 38 | 107 | 8 | |
| TOTAL SEYCHELLES | | | | | 18 | 0 | 0 | 50 | 22 | 17 | 6 | 0 | 6 | 53 | 50 | 124 | 124 | |
| SHANGHAI (PU DONG) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 21 | 0 | 0 | 5 | 10 | 33 | 52 | 0 | 0 | 59 | 50 | 31 | 22 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 22 | 0 | 0 | 55 | 9 | 27 | 9 | 0 | 0 | 27 | 41 | 27 | 22 | |
| | HEATHROW | CHINA EASTERN AIRLINES | | S A | 13 | 0 | 3 | 23 | 23 | 38 | 15 | 0 | 0 | 37 | 60 | 57 | 20 | |
| | HEATHROW | CHINA EASTERN AIRLINES | | S D | 13 | 0 | 3 | 77 | 8 | 15 | 0 | 0 | 0 | 8 | 60 | 55 | 20 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 31 | 0 | 0 | 19 | 23 | 42 | 10 | 6 | 0 | 48 | 77 | 12 | 30 | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 31 | 0 | 0 | 77 | 13 | 0 | 6 | 3 | 0 | 19 | 50 | 21 | 30 | |
| TOTAL SHANGHAI (PU DONG) | | | | | 131 | 0 | 6 | 43 | 15 | 25 | 15 | 2 | 0 | 34 | 57 | 32 | 32 | |
| SHANNON | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | | S A | 26 | 0 | 0 | 88 | 8 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | | S D | 26 | 0 | 0 | 85 | 8 | 8 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | EDINBURGH | RYANAIR | | S A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 94 | 1 | 17 | | |
| | EDINBURGH | RYANAIR | | S D | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 94 | 2 | 17 | |
| | GATWICK | RYANAIR | | S A | 62 | 0 | 0 | 90 | 6 | 2 | 2 | 0 | 0 | 5 | 58 | 15 | 31 | |
| | GATWICK | RYANAIR | | S D | 62 | 0 | 0 | 87 | 8 | 3 | 2 | 0 | 0 | 6 | 48 | 20 | 31 | |
| | LUTON | RYANAIR | | S A | 29 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | | S D | 29 | 0 | 0 | 93 | 7 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | MANCHESTER | RYANAIR | | S A | 24 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 78 | 7 | 18 | |
| | MANCHESTER | RYANAIR | | S D | 25 | 0 | 0 | 88 | 4 | 4 | 4 | 0 | 0 | 8 | 94 | 4 | 18 | |
| | STANSTED | RYANAIR | | S A | 112 | 0 | 0 | 91 | 5 | 3 | 0 | 0 | 1 | 7 | 92 | 4 | 86 | |
| | STANSTED | RYANAIR | | S D | 112 | 0 | 0 | 75 | 17 | 8 | 0 | 0 | 0 | 11 | 76 | 9 | 86 | |
| TOTAL SHANNON | | | | | 547 | 0 | 1 | 88 | 8 | 3 | 1 | 0 | 0 | 7 | 77 | 11 | 11 | |
| SHARM EL SHEIKH (OPHIRA) | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| | | | | | | | | | | | | | | | | |
| SHARM EL SHEIKH (OPHIRA) | GATWICK | AIR MALTA | C | A | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 38 | 0 | 0 | 0 |
| | GATWICK | AIR MALTA | C | D | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 64 | 0 | 0 | 0 |
| | MANCHESTER | AIR MALTA | C | A | 4 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 94 | 0 | 0 | 0 |
| | MANCHESTER | AIR MALTA | C | D | 4 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 23 | 0 | 87 | 9 | 0 | 4 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 73 | 14 | 14 | 0 | 0 | 0 | 14 | 0 | 0 | 0 |
| | EDINBURGH | FLYGLOBESPAN | S | A | 5 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| | EDINBURGH | FLYGLOBESPAN | S | D | 5 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | GATWICK | MONARCH AIRLINES | C | A | 13 | 0 | 46 | 23 | 23 | 8 | 0 | 0 | 19 | 50 | 32 | 12 |
| | GATWICK | MONARCH AIRLINES | C | D | 15 | 0 | 53 | 27 | 7 | 7 | 7 | 0 | 29 | 33 | 19 | 12 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 5 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 39 | 50 | 21 | 8 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 5 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 4 | 63 | 23 | 8 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 13 | 0 | 77 | 0 | 0 | 0 | 23 | 0 | 55 | 0 | 42 | 1 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 14 | 0 | 50 | 21 | 7 | 0 | 14 | 7 | 68 | 0 | 82 | 2 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 10 | 0 | 60 | 1 |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 15 | 0 | 17 | 1 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 13 | 0 | 62 | 15 | 15 | 8 | 0 | 0 | 20 | 71 | 15 | 7 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 14 | 0 | 93 | 0 | 0 | 7 | 0 | 0 | 11 | 67 | 8 | 6 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 29 | 100 | 0 | 3 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 67 | 0 | 11 | 22 | 0 | 0 | 28 | 100 | 3 | 4 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 18 | 1 | 39 | 22 | 11 | 11 | 17 | 0 | 64 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | S | A | 9 | 0 | 33 | 44 | 11 | 11 | 0 | 0 | 23 | 44 | 25 | 16 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 18 | 0 | 50 | 22 | 6 | 6 | 17 | 0 | 55 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | S | D | 9 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 20 | 50 | 23 | 16 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 35 | 75 | 8 | 4 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 100 | 2 | 4 |
| | LUTON | THOMSON AIRWAYS LTD | S | A | 8 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | S | D | 8 | 0 | 88 | 0 | 0 | 0 | 13 | 0 | 45 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 15 | 0 | 33 | 27 | 27 | 13 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 10 | 0 | 10 | 40 | 50 | 0 | 0 | 0 | 33 | 29 | 38 | 7 |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 6 | 0 | 0 | 67 | 17 | 17 | 0 | 0 | 0 | 15 | 50 | 17 | 8 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 19 | 0 | 0 | 47 | 32 | 21 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 51 | 0 | 0 | 0 | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | GATWICK | VIKING AIRLINES | C | A | 5 | 0 | 0 | 40 | 20 | 20 | 20 | 0 | 0 | 32 | 0 | 0 | 0 | |
| | GATWICK | VIKING AIRLINES | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL SHARM EL SHEIKH (OPHIRA) | | | | | 339 | 9 | 1 | 59 | 17 | 13 | 8 | 4 | 0 | 29 | 60 | 27 | 27 | |
| SINGAPORE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 55 | 29 | 10 | 6 | 0 | 0 | 17 | 86 | 6 | 29 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 32 | 0 | 0 | 69 | 16 | 13 | 3 | 0 | 0 | 15 | 13 | 48 | 30 | |
| | HEATHROW | SINGAPORE AIRLINES | S | A | 93 | 1 | 0 | 44 | 24 | 26 | 4 | 2 | 0 | 26 | 67 | 20 | 90 | |
| | HEATHROW | SINGAPORE AIRLINES | S | D | 94 | 0 | 0 | 71 | 18 | 7 | 1 | 2 | 0 | 16 | 48 | 25 | 93 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | A | 29 | 0 | 0 | 76 | 14 | 7 | 3 | 0 | 0 | 11 | 96 | 1 | 23 | |
| | MANCHESTER | SINGAPORE AIRLINES | S | D | 29 | 0 | 0 | 79 | 17 | 3 | 0 | 0 | 0 | 9 | 74 | 11 | 23 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 85 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 0 | 0 | 0 | 50 | 0 | 91 | 0 | 0 | 0 | |
| TOTAL SINGAPORE | | | | | 313 | 1 | 0 | 62 | 20 | 13 | 3 | 2 | 0 | 19 | 60 | 23 | 23 | |
| SKIATHOS | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL SKIATHOS | | | | | 20 | 0 | 0 | 75 | 10 | 10 | 5 | 0 | 0 | 11 | 59 | 29 | 29 | |
| SKOPJE | | | | | | | | | | | | | | | | | | |
| SLIGO | | | | | | | | | | | | | | | | | | |
| SOFIA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 34 | 0 | 0 | 76 | 12 | 9 | 3 | 0 | 0 | 11 | 71 | 12 | 34 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 34 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 5 | 63 | 16 | 35 | |
| | GATWICK | BULGARIA AIR | S | A | 24 | 0 | 0 | 96 | 0 | 0 | 4 | 0 | 0 | 6 | 91 | 10 | 32 | |
| | GATWICK | BULGARIA AIR | S | D | 24 | 0 | 0 | 83 | 8 | 4 | 4 | 0 | 0 | 9 | 69 | 19 | 32 | |
| | HEATHROW | BULGARIA AIR | S | A | 18 | 0 | 0 | 61 | 22 | 11 | 6 | 0 | 0 | 20 | 59 | 18 | 17 | |
| | HEATHROW | BULGARIA AIR | S | D | 18 | 0 | 0 | 78 | 6 | 11 | 6 | 0 | 0 | 15 | 65 | 14 | 17 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| SOFIA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BULGARIA AIR | S | A | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 7 | 63 | 15 | 8 | |
| | MANCHESTER | BULGARIA AIR | S | D | 8 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 63 | 14 | 8 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 36 | 0 | 0 | 86 | 6 | 6 | 3 | 0 | 0 | 8 | 0 | 0 | 0 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 36 | 0 | 0 | 86 | 6 | 3 | 6 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | LUTON | WIZZ AIR | S | A | 31 | 0 | 0 | 90 | 3 | 3 | 0 | 3 | 0 | 15 | 72 | 24 | 18 | |
| | LUTON | WIZZ AIR | S | D | 31 | 0 | 0 | 68 | 13 | 16 | 0 | 3 | 0 | 21 | 29 | 21 | 17 | |
| TOTAL SOFIA | | | | | 304 | 0 | 0 | 83 | 7 | 7 | 3 | 1 | 0 | 12 | 67 | 16 | 16 | |
| SONDERBORG | | | | | | | | | | | | | | | | | | |
| SOUTHAMPTON | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | EASTERN AIRWAYS | S | A | 82 | 0 | 0 | 82 | 11 | 4 | 2 | 1 | 0 | 10 | 67 | 15 | 73 | |
| | NEWCASTLE | EASTERN AIRWAYS | S | D | 82 | 0 | 0 | 88 | 7 | 2 | 2 | 0 | 0 | 7 | 82 | 9 | 72 | |
| | EDINBURGH | FLYBE LTD | S | A | 156 | 0 | 1 | 87 | 6 | 4 | 3 | 0 | 0 | 8 | 77 | 11 | 163 | |
| | EDINBURGH | FLYBE LTD | S | D | 157 | 0 | 0 | 80 | 11 | 4 | 4 | 1 | 0 | 13 | 54 | 20 | 164 | |
| | GLASGOW | FLYBE LTD | S | A | 139 | 0 | 1 | 84 | 6 | 4 | 5 | 0 | 0 | 10 | 71 | 19 | 132 | |
| | GLASGOW | FLYBE LTD | S | D | 139 | 0 | 1 | 76 | 14 | 6 | 5 | 0 | 0 | 13 | 65 | 17 | 133 | |
| | MANCHESTER | FLYBE LTD | S | A | 157 | 0 | 1 | 79 | 9 | 6 | 5 | 1 | 0 | 12 | 70 | 22 | 138 | |
| | MANCHESTER | FLYBE LTD | S | D | 157 | 0 | 1 | 82 | 6 | 6 | 5 | 0 | 0 | 11 | 72 | 15 | 143 | |
| | NEWCASTLE | FLYBE LTD | S | A | 79 | 0 | 1 | 92 | 0 | 4 | 3 | 1 | 0 | 8 | 75 | 11 | 79 | |
| | NEWCASTLE | FLYBE LTD | S | D | 79 | 0 | 1 | 85 | 3 | 5 | 6 | 1 | 0 | 14 | 70 | 18 | 79 | |
| TOTAL SOUTHAMPTON | | | | | 1227 | 0 | 7 | 83 | 8 | 5 | 4 | 0 | 0 | 11 | 69 | 16 | 16 | |
| SPLIT | | | | | | | | | | | | | | | | | | |
| | GATWICK | CROATIA AIRLINES | S | A | 7 | 0 | 0 | 43 | 43 | 14 | 0 | 0 | 0 | 15 | 38 | 36 | 16 | |
| | GATWICK | CROATIA AIRLINES | S | D | 8 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 19 | 29 | 37 | 14 | |
| | HEATHROW | CROATIA AIRLINES | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 14 | 75 | 6 | 4 | |
| | HEATHROW | CROATIA AIRLINES | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 15 | 25 | 57 | 4 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 6 | 12 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 18 | 0 | 0 | 94 | 6 | 0 | 0 | 0 | 0 | 3 | 83 | 11 | 12 | |
| TOTAL SPLIT | | | | | 69 | 0 | 0 | 75 | 14 | 7 | 3 | 0 | 0 | 11 | 59 | 24 | 24 | |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 25 | 28 | 4 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 15 | 20 | 26 | 5 | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 12 | 0 | 0 | 83 | 8 | 8 | 0 | 0 | 0 | 6 | 93 | 8 | 14 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| ST LUCIA (HEWANORRA) | | | | | | | | | | | | | | | | | | |
| | GATWICK | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 13 | 0 | 0 | 54 | 23 | 15 | 8 | 0 | 0 | 22 | 62 | 19 | 13 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | MANCHESTER | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL ST LUCIA (HEWANORRA) | | | | | 43 | 0 | 0 | 70 | 12 | 14 | 5 | 0 | 0 | 14 | 66 | 16 | 16 | |
| ST PETERSBURG | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 71 | 16 | 6 | 6 | 0 | 0 | 15 | 94 | 6 | 31 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 81 | 10 | 3 | 6 | 0 | 0 | 12 | 45 | 26 | 31 | |
| | GATWICK | GTK RUSSIA | S | A | 16 | 0 | 0 | 75 | 19 | 6 | 0 | 0 | 0 | 10 | 78 | 11 | 9 | |
| | GATWICK | GTK RUSSIA | S | D | 16 | 0 | 0 | 88 | 6 | 0 | 6 | 0 | 0 | 8 | 67 | 14 | 9 | |
| | HEATHROW | GTK RUSSIA | S | A | 4 | 0 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 38 | 100 | 2 | 4 | |
| | HEATHROW | GTK RUSSIA | S | D | 4 | 0 | 0 | 50 | 25 | 25 | 0 | 0 | 0 | 19 | 25 | 20 | 4 | |
| TOTAL ST PETERSBURG | | | | | 102 | 0 | 0 | 74 | 15 | 6 | 6 | 0 | 0 | 13 | 69 | 15 | 15 | |
| STANSTED | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | EASTERN AIRWAYS | S | A | 68 | 0 | 2 | 93 | 4 | 0 | 3 | 0 | 0 | 6 | 100 | 1 | 9 | |
| | MANCHESTER | EASTERN AIRWAYS | S | D | 68 | 0 | 2 | 93 | 3 | 1 | 1 | 1 | 0 | 7 | 100 | 1 | 9 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | A | 147 | 0 | 1 | 90 | 7 | 3 | 0 | 1 | 0 | 6 | 65 | 16 | 147 | |
| | EDINBURGH | EASYJET AIRLINE COMPANY LTD | S | D | 145 | 0 | 1 | 87 | 8 | 4 | 1 | 1 | 0 | 9 | 62 | 16 | 147 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | A | 136 | 0 | 1 | 90 | 7 | 1 | 1 | 0 | 0 | 5 | 76 | 11 | 143 | |
| | GLASGOW | EASYJET AIRLINE COMPANY LTD | S | D | 136 | 0 | 0 | 92 | 3 | 2 | 1 | 1 | 0 | 8 | 79 | 9 | 143 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | A | 88 | 0 | 1 | 88 | 7 | 5 | 1 | 0 | 0 | 6 | 66 | 21 | 116 | |
| | NEWCASTLE | EASYJET AIRLINE COMPANY LTD | S | D | 87 | 0 | 2 | 77 | 14 | 3 | 5 | 1 | 0 | 13 | 78 | 15 | 116 | |
| TOTAL STANSTED | | | | | 878 | 0 | 10 | 89 | 6 | 3 | 2 | 1 | 0 | 7 | 72 | 14 | 14 | |
| STAVANGER | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | EASTERN AIRWAYS | S | A | 23 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | NEWCASTLE | EASTERN AIRWAYS | S | D | 23 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | A | 18 | 0 | 0 | 67 | 17 | 6 | 11 | 0 | 0 | 26 | 0 | 0 | 0 | |
| | GATWICK | NORWEGIAN AIR SHUTTLE | S | D | 18 | 0 | 0 | 61 | 11 | 17 | 6 | 6 | 0 | 33 | 0 | 0 | 0 | |
| | HEATHROW | SAS | S | A | 58 | 0 | 0 | 81 | 9 | 7 | 3 | 0 | 0 | 11 | 78 | 12 | 54 | |
| | HEATHROW | SAS | S | D | 58 | 0 | 0 | 76 | 10 | 12 | 2 | 0 | 0 | 11 | 63 | 16 | 54 | |
| | NEWCASTLE | WIDEROE FLYVESELSKAP A/S | S | A | 12 | 1 | 1 | 50 | 25 | 25 | 0 | 0 | 0 | 17 | 71 | 12 | 17 | |
| | NEWCASTLE | WIDEROE FLYVESELSKAP A/S | S | D | 12 | 0 | 1 | 58 | 25 | 17 | 0 | 0 | 0 | 16 | 88 | 9 | 17 | |
| TOTAL STAVANGER | | | | | 222 | 1 | 2 | 77 | 10 | 9 | 3 | 0 | 0 | 13 | 73 | 13 | 13 | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| STOCKHOLM (ARLANDA) | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 177 | 0 | 0 | 72 | 17 | 8 | 3 | 0 | 0 | 11 | 81 | 11 | 176 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 177 | 0 | 0 | 77 | 12 | 7 | 3 | 0 | 0 | 11 | 48 | 24 | 176 |
| | EDINBURGH | SAS | S | A | 6 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 80 | 12 | 10 |
| | EDINBURGH | SAS | S | D | 6 | 0 | 3 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 70 | 10 | 10 |
| | HEATHROW | SAS | S | A | 171 | 0 | 0 | 64 | 21 | 11 | 3 | 1 | 0 | 16 | 77 | 12 | 171 |
| | HEATHROW | SAS | S | D | 171 | 0 | 0 | 78 | 12 | 6 | 3 | 1 | 0 | 11 | 78 | 16 | 171 |
| | LONDON CITY | SAS | S | A | 42 | 0 | 2 | 55 | 29 | 17 | 0 | 0 | 0 | 17 | 58 | 15 | 48 |
| | LONDON CITY | SAS | S | D | 42 | 0 | 2 | 26 | 33 | 38 | 2 | 0 | 0 | 29 | 8 | 40 | 48 |
| | MANCHESTER | SAS | S | A | 49 | 0 | 0 | 82 | 14 | 4 | 0 | 0 | 0 | 8 | 82 | 12 | 49 |
| | MANCHESTER | SAS | S | D | 49 | 0 | 0 | 96 | 4 | 0 | 0 | 0 | 0 | 2 | 94 | 7 | 49 |
| | EDINBURGH | STERLING AIRLINES | S | A | 7 | 0 | 0 | 71 | 0 | 0 | 29 | 0 | 0 | 27 | 0 | 0 | 0 |
| | EDINBURGH | STERLING AIRLINES | S | D | 7 | 0 | 0 | 71 | 0 | 14 | 14 | 0 | 0 | 21 | 0 | 0 | 0 |
| | GATWICK | STERLING AIRLINES | S | A | 35 | 0 | 7 | 69 | 17 | 9 | 0 | 6 | 0 | 19 | 75 | 15 | 28 |
| | GATWICK | STERLING AIRLINES | S | D | 35 | 0 | 7 | 74 | 11 | 6 | 3 | 6 | 0 | 21 | 54 | 25 | 28 |
| TOTAL STOCKHOLM (ARLANDA) | | | | | 976 | 1 | 24 | 72 | 16 | 9 | 3 | 1 | 0 | 13 | 69 | 16 | 16 |
| STOCKHOLM (SKAVSTA) | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 16 | 0 | 1 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | BIRMINGHAM | RYANAIR | S | D | 16 | 0 | 1 | 94 | 0 | 0 | 0 | 6 | 0 | 25 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 91 | 0 | 0 | 85 | 7 | 4 | 2 | 1 | 1 | 15 | 83 | 11 | 89 |
| | STANSTED | RYANAIR | S | D | 91 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 11 | 79 | 12 | 89 |
| TOTAL STOCKHOLM (SKAVSTA) | | | | | 214 | 0 | 2 | 82 | 10 | 5 | 2 | 1 | 0 | 14 | 81 | 11 | 11 |
| STORNOWAY | | | | | | | | | | | | | | | | | |
| | EDINBURGH | LOGANAIR | S | A | 80 | 0 | 0 | 85 | 4 | 5 | 5 | 1 | 0 | 12 | 89 | 9 | 80 |
| | EDINBURGH | LOGANAIR | S | D | 77 | 0 | 0 | 82 | 8 | 5 | 5 | 0 | 0 | 12 | 83 | 12 | 75 |
| | GLASGOW | LOGANAIR | S | A | 102 | 2 | 0 | 86 | 7 | 6 | 1 | 0 | 0 | 7 | 91 | 7 | 105 |
| | GLASGOW | LOGANAIR | S | D | 102 | 2 | 0 | 85 | 7 | 7 | 1 | 0 | 0 | 8 | 88 | 8 | 105 |
| TOTAL STORNOWAY | | | | | 361 | 4 | 0 | 85 | 6 | 6 | 3 | 0 | 0 | 9 | 88 | 9 | 9 |
| STRASBOURG | | | | | | | | | | | | | | | | | |
| | LONDON CITY | CITY JET | S | A | 54 | 0 | 0 | 94 | 2 | 4 | 0 | 0 | 0 | 3 | 86 | 6 | 7 |
| | LONDON CITY | CITY JET | S | D | 53 | 1 | 0 | 74 | 15 | 6 | 6 | 0 | 0 | 14 | 57 | 12 | 7 |
| TOTAL STRASBOURG | | | | | 107 | 1 | 0 | 84 | 8 | 5 | 3 | 0 | 0 | 8 | 70 | 14 | 14 |
| STUTT GART | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: S

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| STUTTGART | HEATHROW | BRITISH AIRWAYS PLC | S | A | 89 | 0 | 0 | 80 | 11 | 7 | 2 | 0 | 0 | 8 | 78 | 18 | 90 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 89 | 0 | 0 | 72 | 10 | 16 | 2 | 0 | 0 | 13 | 49 | 22 | 91 |
| | BIRMINGHAM | FLYBE LTD | S | A | 75 | 0 | 1 | 87 | 5 | 8 | 0 | 0 | 0 | 6 | 80 | 8 | 79 |
| | BIRMINGHAM | FLYBE LTD | S | D | 76 | 0 | 0 | 82 | 13 | 5 | 0 | 0 | 0 | 8 | 74 | 14 | 81 |
| | STANSTED | GERMANWINGS | S | A | 57 | 0 | 0 | 82 | 12 | 5 | 0 | 0 | 0 | 7 | 74 | 11 | 54 |
| | STANSTED | GERMANWINGS | S | D | 57 | 0 | 0 | 75 | 14 | 11 | 0 | 0 | 0 | 12 | 35 | 21 | 54 |
| | HEATHROW | LUFTHANSA | S | A | 64 | 0 | 0 | 81 | 14 | 3 | 2 | 0 | 0 | 9 | 78 | 8 | 65 |
| | HEATHROW | LUFTHANSA | S | D | 64 | 0 | 0 | 86 | 8 | 5 | 2 | 0 | 0 | 7 | 88 | 6 | 64 |
| | MANCHESTER | TUIFLY (GERMANY) | S | A | 27 | 0 | 0 | 78 | 19 | 4 | 0 | 0 | 0 | 8 | 77 | 14 | 22 |
| | MANCHESTER | TUIFLY (GERMANY) | S | D | 27 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 73 | 13 | 22 |
| TOTAL STUTTGART | | | | | 627 | 0 | 1 | 80 | 11 | 7 | 1 | 0 | 0 | 9 | 71 | 13 | 13 |
| SUMBURGH | EDINBURGH | LOGANAIR | S | A | 58 | 0 | 0 | 86 | 5 | 7 | 2 | 0 | 0 | 7 | 89 | 9 | 54 |
| | EDINBURGH | LOGANAIR | S | D | 58 | 0 | 0 | 83 | 9 | 5 | 3 | 0 | 0 | 9 | 87 | 12 | 54 |
| | GLASGOW | LOGANAIR | S | A | 31 | 0 | 0 | 87 | 0 | 3 | 10 | 0 | 0 | 12 | 94 | 10 | 31 |
| | GLASGOW | LOGANAIR | S | D | 31 | 0 | 0 | 71 | 19 | 10 | 0 | 0 | 0 | 12 | 90 | 5 | 31 |
| TOTAL SUMBURGH | | | | | 178 | 0 | 0 | 83 | 8 | 6 | 3 | 0 | 0 | 9 | 89 | 9 | 9 |
| SYDNEY | HEATHROW | BRITISH AIRWAYS PLC | S | A | 61 | 0 | 0 | 52 | 15 | 30 | 3 | 0 | 0 | 20 | 56 | 17 | 61 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 60 | 0 | 0 | 68 | 18 | 7 | 5 | 2 | 0 | 20 | 29 | 28 | 62 |
| | HEATHROW | QANTAS | S | A | 62 | 0 | 0 | 34 | 19 | 21 | 18 | 8 | 0 | 51 | 60 | 43 | 62 |
| | HEATHROW | QANTAS | S | D | 62 | 0 | 0 | 44 | 39 | 11 | 6 | 0 | 0 | 23 | 13 | 38 | 61 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 84 | 10 | 3 | 0 | 3 | 0 | 17 | 71 | 16 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 71 | 16 | 13 | 0 | 0 | 0 | 11 | 48 | 18 | 31 |
| TOTAL SYDNEY | | | | | 307 | 0 | 0 | 55 | 21 | 15 | 7 | 2 | 0 | 26 | 44 | 29 | 29 |
| SZCZECIN (GOLENOW) | LUTON | RYANAIR | S | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 34 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | A | 31 | 1 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 89 | 4 | 18 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 81 | 19 | 0 | 0 | 0 | 0 | 7 | 44 | 21 | 18 |
| TOTAL SZCZECIN (GOLENOW) | | | | | 67 | 1 | 1 | 88 | 9 | 3 | 0 | 0 | 0 | 5 | 67 | 12 | 12 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 |
| TABA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | JET2.COM LTD | C | D | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 28 | 0 | 0 | 0 | |
| | GATWICK | MONARCH AIRLINES | C | A | 8 | 0 | 0 | 50 | 0 | 13 | 25 | 13 | 0 | 59 | 78 | 7 | 9 | |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 78 | 0 | 22 | 0 | 0 | 0 | 14 | 44 | 24 | 9 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 37 | 0 | 0 | 0 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 46 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 0 | 0 | 80 | 20 | 0 | 0 | 50 | 0 | 0 | 0 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 25 | 25 | 50 | 0 | 0 | 0 | 26 | 0 | 0 | 0 | |
| TOTAL TABA | | | | | 38 | 0 | 0 | 47 | 8 | 29 | 13 | 3 | 0 | 37 | 63 | 16 | 16 | |
| TAIPEI | | | | | | | | | | | | | | | | | | |
| | HEATHROW | EVA AIR | S | A | 27 | 0 | 0 | 67 | 26 | 7 | 0 | 0 | 0 | 12 | 65 | 11 | 26 | |
| | HEATHROW | EVA AIR | S | D | 27 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 10 | 35 | 23 | 26 | |
| TOTAL TAIPEI | | | | | 54 | 0 | 0 | 74 | 19 | 7 | 0 | 0 | 0 | 11 | 50 | 17 | 17 | |
| TALLIN | | | | | | | | | | | | | | | | | | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 4 | 68 | 13 | 31 | |
| | STANSTED | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 90 | 6 | 3 | 0 | 0 | 0 | 5 | 68 | 18 | 31 | |
| | GATWICK | ESTONIAN AIR | S | A | 28 | 0 | 0 | 50 | 7 | 4 | 32 | 4 | 4 | 57 | 71 | 21 | 38 | |
| | GATWICK | ESTONIAN AIR | S | D | 28 | 0 | 0 | 43 | 14 | 7 | 29 | 7 | 0 | 61 | 66 | 27 | 38 | |
| TOTAL TALLIN | | | | | 118 | 0 | 0 | 69 | 8 | 4 | 14 | 3 | 1 | 30 | 68 | 20 | 20 | |
| TAMPA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 23 | 0 | 0 | 91 | 4 | 4 | 0 | 0 | 0 | 4 | 73 | 13 | 22 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 82 | 9 | 5 | 5 | 0 | 0 | 11 | 62 | 18 | 21 | |
| TOTAL TAMPA | | | | | 45 | 0 | 0 | 87 | 7 | 4 | 2 | 0 | 0 | 7 | 67 | 15 | 15 | |
| TAMPERE | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 31 | 0 | 1 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 94 | 3 | 32 | |
| | STANSTED | RYANAIR | S | D | 31 | 0 | 0 | 84 | 16 | 0 | 0 | 0 | 0 | 7 | 94 | 7 | 32 | |
| TOTAL TAMPERE | | | | | 62 | 0 | 1 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 94 | 5 | 5 | |
| TANGIERS (IBN BATUTA) | | | | | | | | | | | | | | | | | | |
| | HEATHROW | ATLAS BLUE | S | A | 8 | 0 | 0 | 50 | 25 | 13 | 13 | 0 | 0 | 30 | 0 | 0 | 0 | |
| | HEATHROW | ATLAS BLUE | S | D | 8 | 0 | 0 | 50 | 38 | 0 | 13 | 0 | 0 | 25 | 0 | 0 | 0 | |
| TOTAL TANGIERS (IBN BATUTA) | | | | | 16 | 0 | 0 | 50 | 31 | 6 | 13 | 0 | 0 | 27 | 33 | 22 | 22 | |
| TARBES-LOURDES INTERNA | | | | | | | | | | | | | | | | | | |
| | STANSTED | JET2.COM LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 3 | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| TARBES-LOURDES INTERNA | STANSTED | JET2.COM LTD | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 5 | 4 |
| | STANSTED | TITAN AIRWAYS LTD | C | A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 11 | 2 |
| | STANSTED | TITAN AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 22 | 0 | 32 | 2 |
| TOTAL TARBES-LOURDES INTERNATIONAL | | | | | 17 | 0 | 0 | 82 | 6 | 6 | 6 | 0 | 0 | 11 | 75 | 12 | 12 |
| TASHKENT | HEATHROW | UZBEKISTAN AIRLINES | S | A | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 8 | 89 | 3 | 9 |
| | HEATHROW | UZBEKISTAN AIRLINES | S | D | 9 | 0 | 0 | 56 | 11 | 22 | 11 | 0 | 0 | 22 | 22 | 31 | 9 |
| TOTAL TASHKENT | | | | | 18 | 0 | 0 | 67 | 17 | 11 | 6 | 0 | 0 | 15 | 56 | 17 | 17 |
| TATRY-POPRAD | LUTON | SKY EUROPE | S | A | 17 | 0 | 0 | 88 | 12 | 0 | 0 | 0 | 0 | 3 | 0 | 20 | 1 |
| | LUTON | SKY EUROPE | S | D | 17 | 0 | 0 | 41 | 53 | 6 | 0 | 0 | 0 | 17 | 100 | 5 | 1 |
| TOTAL TATRY-POPRAD | | | | | 34 | 0 | 0 | 65 | 32 | 3 | 0 | 0 | 0 | 10 | 81 | 12 | 12 |
| TBILISI | HEATHROW | BMI BRITISH MIDLAND | S | A | 14 | 0 | 0 | 93 | 0 | 7 | 0 | 0 | 0 | 3 | 100 | 10 | 1 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 15 | 0 | 0 | 87 | 7 | 7 | 0 | 0 | 0 | 7 | 50 | 20 | 2 |
| TOTAL TBILISI | | | | | 29 | 0 | 0 | 90 | 3 | 7 | 0 | 0 | 0 | 5 | 71 | 19 | 19 |
| TEHRAN | | | | | | | | | | | | | | | | | |
| TEL AVIV | HEATHROW | BMI BRITISH MIDLAND | S | A | 30 | 0 | 0 | 77 | 10 | 10 | 3 | 0 | 0 | 13 | 0 | 0 | 0 |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 30 | 0 | 0 | 27 | 40 | 10 | 17 | 7 | 0 | 41 | 0 | 0 | 0 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 59 | 0 | 0 | 58 | 20 | 12 | 10 | 0 | 0 | 21 | 66 | 16 | 62 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 59 | 0 | 0 | 69 | 17 | 8 | 5 | 0 | 0 | 17 | 66 | 16 | 62 |
| | HEATHROW | EL AL | S | A | 38 | 0 | 0 | 79 | 11 | 5 | 5 | 0 | 0 | 12 | 57 | 18 | 47 |
| | HEATHROW | EL AL | S | D | 38 | 0 | 0 | 71 | 16 | 8 | 5 | 0 | 0 | 13 | 44 | 21 | 48 |
| | STANSTED | EL AL | S | A | 11 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 0 | 7 | 61 | 16 | 23 |
| | STANSTED | EL AL | S | D | 10 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 18 | 40 | 31 | 20 |
| | STANSTED | ISRAIR LTD | C | A | 11 | 0 | 0 | 36 | 18 | 27 | 18 | 0 | 0 | 35 | 24 | 64 | 17 |
| | STANSTED | ISRAIR LTD | C | D | 11 | 0 | 0 | 45 | 27 | 9 | 18 | 0 | 0 | 27 | 29 | 68 | 14 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 59 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| TEL AVIV | LUTON | THOMAS COOK AIRLINES LTD (MYT) | C | A | 2 | 0 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 62 | 0 | 0 | 0 |
| | LUTON | THOMAS COOK AIRLINES LTD (MYT) | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 50 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | S | A | 13 | 0 | 0 | 54 | 8 | 31 | 8 | 0 | 0 | 23 | 0 | 0 | 0 |
| | LUTON | THOMSON AIRWAYS LTD | S | D | 12 | 0 | 0 | 67 | 25 | 0 | 8 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | A | 13 | 0 | 0 | 62 | 8 | 31 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | S | D | 12 | 0 | 0 | 33 | 17 | 42 | 8 | 0 | 0 | 30 | 0 | 0 | 0 |
| TOTAL TEL AVIV | | | | | 363 | 4 | 0 | 59 | 20 | 13 | 8 | 1 | 0 | 21 | 54 | 24 | 24 |
| TENERIFE (NORTE LOS ROD | | | | | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA | | | | | | | | | | | | | | | | | |
| | MANCHESTER | AIR EUROPA | C | A | 3 | 0 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 42 | 0 | 0 | 0 |
| | MANCHESTER | AIR EUROPA | C | D | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 37 | 0 | 0 | 0 |
| | NEWCASTLE | AIR EUROPA | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 0 | 0 |
| | NEWCASTLE | AIR EUROPA | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | AIR EUROPA | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 6 | 0 | 56 | 4 |
| | STANSTED | AIR EUROPA | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 9 | 0 | 66 | 4 |
| | GATWICK | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 25 | 0 | 50 | 25 | 0 | 0 | 50 | 0 | 196 | 4 |
| | GATWICK | BMI BRITISH MIDLAND | C | D | 6 | 0 | 0 | 50 | 33 | 17 | 0 | 0 | 0 | 14 | 0 | 86 | 4 |
| | GLASGOW | BMI BRITISH MIDLAND | C | A | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 35 | 50 | 53 | 2 |
| | GLASGOW | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 31 | 0 | 0 | 0 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | A | 4 | 0 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 55 | 0 | 73 | 2 |
| | MANCHESTER | BMI BRITISH MIDLAND | C | D | 3 | 1 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 89 | 0 | 160 | 2 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 43 | 0 | 0 | 74 | 12 | 7 | 2 | 2 | 2 | 24 | 0 | 0 | 0 |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 45 | 0 | 0 | 62 | 27 | 4 | 4 | 2 | 0 | 20 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | A | 22 | 0 | 0 | 55 | 23 | 9 | 14 | 0 | 0 | 21 | 0 | 0 | 0 |
| | MANCHESTER | EASYJET AIRLINE COMPANY LTD | S | D | 22 | 0 | 0 | 73 | 14 | 5 | 9 | 0 | 0 | 13 | 0 | 0 | 0 |
| | EDINBURGH | FLYGLOBESPAN | S | A | 4 | 0 | 0 | 25 | 0 | 75 | 0 | 0 | 0 | 36 | 0 | 0 | 0 |
| | EDINBURGH | FLYGLOBESPAN | S | D | 5 | 0 | 0 | 0 | 20 | 80 | 0 | 0 | 0 | 41 | 0 | 0 | 0 |
| | GLASGOW | FLYGLOBESPAN | S | A | 32 | 0 | 0 | 78 | 3 | 3 | 13 | 3 | 0 | 23 | 77 | 10 | 31 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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 |
| TENERIFE (SURREINA SOFIA | GLASGOW | FLYGLOBESPAN | S | D | 32 | 0 | 0 | 72 | 6 | 9 | 6 | 6 | 0 | 30 | 58 | 22 | 31 |
| | EDINBURGH | IBERWORLD | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 50 | 10 | 4 |
| | EDINBURGH | IBERWORLD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 10 | 75 | 8 | 4 |
| | STANSTED | IBERWORLD | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 0 |
| | MANCHESTER | JET2.COM LTD | S | A | 9 | 0 | 0 | 56 | 22 | 11 | 11 | 0 | 0 | 22 | 100 | 0 | 1 |
| | MANCHESTER | JET2.COM LTD | S | D | 10 | 0 | 0 | 80 | 10 | 0 | 10 | 0 | 0 | 18 | 100 | 4 | 1 |
| | NEWCASTLE | JET2.COM LTD | S | A | 8 | 1 | 0 | 38 | 50 | 0 | 13 | 0 | 0 | 19 | 78 | 11 | 9 |
| | NEWCASTLE | JET2.COM LTD | S | D | 9 | 0 | 0 | 78 | 22 | 0 | 0 | 0 | 0 | 9 | 67 | 17 | 9 |
| | BIRMINGHAM | LTE INTERNATIONAL AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 34 | 50 | 19 | 4 |
| | BIRMINGHAM | LTE INTERNATIONAL AIRWAYS | C | D | 2 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 47 | 25 | 43 | 4 |
| | GATWICK | LTE INTERNATIONAL AIRWAYS | C | A | 2 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 25 | 33 | 41 | 3 |
| | GLASGOW | LTE INTERNATIONAL AIRWAYS | C | D | 2 | 1 | 0 | 0 | 0 | 50 | 50 | 0 | 0 | 58 | 100 | 8 | 1 |
| | BIRMINGHAM | MONARCH AIRLINES | S | A | 17 | 2 | 0 | 76 | 12 | 12 | 0 | 0 | 0 | 8 | 83 | 8 | 18 |
| | BIRMINGHAM | MONARCH AIRLINES | C | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| | BIRMINGHAM | MONARCH AIRLINES | S | D | 18 | 0 | 0 | 56 | 33 | 11 | 0 | 0 | 0 | 14 | 74 | 13 | 19 |
| | EDINBURGH | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 15 | 50 | 17 | 4 |
| | EDINBURGH | MONARCH AIRLINES | C | D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 6 | 100 | 1 | 4 |
| | GATWICK | MONARCH AIRLINES | C | A | 5 | 0 | 0 | 40 | 0 | 40 | 0 | 20 | 0 | 86 | 50 | 21 | 2 |
| | GATWICK | MONARCH AIRLINES | S | A | 27 | 0 | 1 | 48 | 33 | 4 | 4 | 7 | 4 | 49 | 60 | 21 | 10 |
| | GATWICK | MONARCH AIRLINES | S | D | 27 | 0 | 0 | 70 | 7 | 4 | 11 | 4 | 4 | 45 | 70 | 18 | 10 |
| | GATWICK | MONARCH AIRLINES | C | D | 9 | 0 | 0 | 56 | 11 | 11 | 11 | 11 | 0 | 55 | 100 | 0 | 3 |
| | LUTON | MONARCH AIRLINES | S | A | 21 | 0 | 1 | 71 | 14 | 10 | 0 | 5 | 0 | 21 | 76 | 55 | 21 |
| | LUTON | MONARCH AIRLINES | S | D | 22 | 0 | 0 | 64 | 23 | 5 | 5 | 5 | 0 | 24 | 67 | 14 | 21 |
| | MANCHESTER | MONARCH AIRLINES | S | A | 40 | 1 | 0 | 73 | 8 | 18 | 3 | 0 | 0 | 15 | 60 | 23 | 30 |
| | MANCHESTER | MONARCH AIRLINES | C | A | 12 | 0 | 0 | 33 | 25 | 17 | 25 | 0 | 0 | 37 | 42 | 96 | 12 |
| | MANCHESTER | MONARCH AIRLINES | S | D | 42 | 0 | 0 | 83 | 10 | 5 | 2 | 0 | 0 | 8 | 67 | 14 | 30 |
| | MANCHESTER | MONARCH AIRLINES | C | D | 14 | 0 | 0 | 57 | 14 | 21 | 7 | 0 | 0 | 21 | 62 | 80 | 13 |
| | STANSTED | RYANAIR | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 15 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | A | 13 | 0 | 0 | 77 | 15 | 0 | 0 | 8 | 0 | 21 | 83 | 7 | 6 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | C | D | 17 | 0 | 0 | 82 | 12 | 0 | 0 | 6 | 0 | 16 | 100 | 5 | 6 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 24 | 1 | 0 | 67 | 8 | 8 | 4 | 8 | 4 | 47 | 85 | 9 | 13 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | | |
| TENERIFE (SURREINA SOFIA) | | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 26 | 0 | 0 | 73 | 8 | 4 | 4 | 8 | 4 | 43 | 69 | 7 | 13 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | A | 35 | 0 | 0 | 83 | 9 | 3 | 3 | 3 | 0 | 13 | 92 | 5 | 13 | | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | C | D | 33 | 0 | 0 | 30 | 15 | 30 | 24 | 0 | 0 | 39 | 82 | 8 | 11 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 29 | 0 | 0 | 55 | 14 | 14 | 14 | 3 | 0 | 32 | 75 | 36 | 20 | | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 33 | 0 | 0 | 61 | 18 | 6 | 12 | 3 | 0 | 28 | 81 | 34 | 21 | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 14 | 0 | 0 | 71 | 14 | 0 | 14 | 0 | 0 | 18 | 25 | 13 | 4 | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 15 | 0 | 0 | 73 | 13 | 7 | 7 | 0 | 0 | 17 | 100 | 4 | 4 | | |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | A | 7 | 0 | 0 | 14 | 43 | 29 | 14 | 0 | 0 | 43 | 0 | 0 | 0 | | |
| | STANSTED | THOMAS COOK AIRLINES LTD (MYT) | C | D | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 30 | 0 | 0 | 0 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 11 | 0 | 0 | 64 | 18 | 9 | 9 | 0 | 0 | 17 | 86 | 42 | 7 | | |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 13 | 0 | 0 | 54 | 15 | 23 | 8 | 0 | 0 | 22 | 57 | 59 | 7 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 25 | 0 | 0 | 52 | 28 | 8 | 12 | 0 | 0 | 23 | 71 | 12 | 14 | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 24 | 0 | 0 | 75 | 13 | 4 | 8 | 0 | 0 | 15 | 87 | 6 | 15 | | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 14 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 14 | 75 | 22 | 8 | | |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 15 | 0 | 0 | 67 | 7 | 13 | 7 | 7 | 0 | 31 | 75 | 26 | 8 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 20 | 60 | 20 | 0 | 0 | 0 | 23 | 50 | 41 | 4 | | |
| | LUTON | THOMSON AIRWAYS LTD | C | D | 5 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 12 | 25 | 23 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 29 | 0 | 0 | 55 | 21 | 7 | 10 | 0 | 7 | 50 | 69 | 15 | 13 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 34 | 0 | 0 | 79 | 6 | 3 | 6 | 0 | 6 | 37 | 77 | 12 | 13 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 9 | 0 | 0 | 67 | 22 | 0 | 0 | 0 | 11 | 165 | 75 | 8 | 8 | | |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 2 | 8 | | |
| TOTAL TENERIFE (SURREINA SOFIA) | | | | | 1034 | 8 | 2 | 64 | 15 | 10 | 7 | 2 | 1 | 27 | 60 | 27 | 27 | | |
| TETERBORO | | | | | | | | | | | | | | | | | | | |
| THIRA (SANTORINI) | | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 75 | 10 | 4 | | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 9 | 75 | 8 | 4 | | |
| TOTAL THIRA (SANTORINI) | | | | | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 4 | 79 | 13 | 13 | | |

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

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| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| TIMISOARA | LUTON | WIZZ AIR | S | A | 2 | 0 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 23 | 0 | 0 | 0 |
| | LUTON | WIZZ AIR | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| TOTAL TIMISOARA | | | | | 4 | 0 | 0 | 25 | 75 | 0 | 0 | 0 | 0 | 19 | 0 | 0 | 0 |
| TIRANA | GATWICK | BRITISH AIRWAYS PLC | S | A | 21 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 10 | 57 | 20 | 23 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 21 | 0 | 0 | 76 | 14 | 5 | 5 | 0 | 0 | 13 | 39 | 26 | 23 |
| TOTAL TIRANA | | | | | 43 | 1 | 0 | 79 | 9 | 5 | 7 | 0 | 0 | 12 | 58 | 19 | 19 |
| TIREE | GLASGOW | LOGANAIR | S | A | 27 | 0 | 0 | 59 | 22 | 7 | 11 | 0 | 0 | 20 | 85 | 17 | 27 |
| | GLASGOW | LOGANAIR | S | D | 27 | 0 | 0 | 70 | 15 | 4 | 11 | 0 | 0 | 19 | 89 | 6 | 27 |
| TOTAL TIREE | | | | | 54 | 0 | 0 | 65 | 19 | 6 | 11 | 0 | 0 | 19 | 87 | 11 | 11 |
| TIRGU MURES | LUTON | WIZZ AIR | S | A | 18 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 0 | 1 |
| | LUTON | WIZZ AIR | S | D | 18 | 0 | 0 | 39 | 28 | 22 | 11 | 0 | 0 | 28 | 100 | 0 | 1 |
| TOTAL TIRGU MURES | | | | | 36 | 0 | 0 | 69 | 14 | 11 | 6 | 0 | 0 | 14 | 50 | 38 | 38 |
| TIVAT | GATWICK | MONTENEGRO AIRLINES | S | A | 13 | 0 | 0 | 77 | 23 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 |
| | GATWICK | MONTENEGRO AIRLINES | S | D | 14 | 0 | 0 | 64 | 14 | 7 | 7 | 0 | 7 | 48 | 0 | 0 | 0 |
| TOTAL TIVAT | | | | | 27 | 0 | 0 | 70 | 19 | 4 | 4 | 0 | 4 | 28 | 0 | 0 | 0 |
| TOBAGO | GATWICK | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 60 | 40 | 0 | 0 | 0 | 0 | 11 | 70 | 23 | 10 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 8 | 33 | 20 | 9 |
| TOTAL TOBAGO | | | | | 20 | 0 | 0 | 70 | 30 | 0 | 0 | 0 | 0 | 9 | 54 | 31 | 31 |
| TOKYO (NARITA) | HEATHROW | ALL NIPPON AIRWAYS | S | A | 31 | 0 | 0 | 48 | 26 | 26 | 0 | 0 | 0 | 20 | 60 | 25 | 30 |
| | HEATHROW | ALL NIPPON AIRWAYS | S | D | 31 | 0 | 0 | 90 | 3 | 6 | 0 | 0 | 0 | 6 | 61 | 19 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 62 | 0 | 0 | 53 | 24 | 18 | 5 | 0 | 0 | 21 | 52 | 26 | 61 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 62 | 0 | 0 | 58 | 23 | 13 | 6 | 0 | 0 | 20 | 27 | 29 | 62 |
| | HEATHROW | JAPAN AIRLINES | S | A | 31 | 0 | 0 | 45 | 29 | 26 | 0 | 0 | 0 | 19 | 73 | 10 | 30 |
| | HEATHROW | JAPAN AIRLINES | S | D | 31 | 0 | 0 | 77 | 19 | 3 | 0 | 0 | 0 | 9 | 71 | 14 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | A | 31 | 0 | 0 | 71 | 16 | 10 | 3 | 0 | 0 | 12 | 68 | 18 | 31 |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | S | D | 31 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 14 | 48 | 19 | 31 |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | | |
| TOKYO (NARITA) | | | | | | | | | | | | | | | | | | |
| TOTAL TOKYO (NARITA) | | | | | 310 | 0 | 0 | 63 | 20 | 14 | 3 | 0 | 0 | 16 | 54 | 22 | 22 | |
| TORONTO | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | | S A | 107 | 0 | 0 | 84 | 7 | 6 | 3 | 1 | 0 | 11 | 76 | 10 | 138 | |
| | HEATHROW | AIR CANADA | | S D | 108 | 0 | 0 | 82 | 10 | 4 | 4 | 0 | 0 | 10 | 67 | 13 | 137 | |
| | BIRMINGHAM | AIR INDIA | | S A | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 57 | 88 | 21 | |
| | BIRMINGHAM | AIR INDIA | | S D | 11 | 0 | 0 | 73 | 18 | 0 | 9 | 0 | 0 | 10 | 27 | 91 | 22 | |
| | HEATHROW | AIR INDIA | | S A | 2 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | |
| | HEATHROW | AIR INDIA | | S D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | BIRMINGHAM | AIR TRANSAT | | S A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 78 | 6 | 9 | |
| | BIRMINGHAM | AIR TRANSAT | | S D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 10 | 56 | 16 | 9 | |
| | GATWICK | AIR TRANSAT | | S A | 32 | 0 | 0 | 94 | 0 | 3 | 3 | 0 | 0 | 4 | 79 | 9 | 29 | |
| | GATWICK | AIR TRANSAT | | S D | 29 | 0 | 0 | 86 | 14 | 0 | 0 | 0 | 0 | 4 | 83 | 10 | 29 | |
| | HEATHROW | AIR TRANSAT | | S A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 5 | 88 | 4 | 8 | |
| | HEATHROW | AIR TRANSAT | | S D | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 0 | 15 | 88 | 7 | 8 | |
| | NEWCASTLE | AIR TRANSAT | | S A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 4 | 3 | |
| | NEWCASTLE | AIR TRANSAT | | S D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 14 | 3 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 72 | 0 | 1 | 86 | 8 | 4 | 1 | 0 | 0 | 7 | 76 | 15 | 74 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 73 | 0 | 0 | 62 | 22 | 14 | 3 | 0 | 0 | 18 | 36 | 30 | 74 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | S A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 5 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | S D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 100 | 9 | 4 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | S A | 24 | 0 | 0 | 92 | 4 | 4 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | S D | 23 | 0 | 0 | 70 | 22 | 4 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | S A | 29 | 0 | 0 | 90 | 7 | 3 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | S D | 29 | 0 | 0 | 97 | 3 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| TOTAL TORONTO | | | | | 584 | 1 | 1 | 83 | 10 | 5 | 2 | 0 | 0 | 9 | 69 | 20 | 20 | |
| TORREJON DE ARDOZ | | | | | | | | | | | | | | | | | | |
| TOULON / HYERES | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | | S A | 31 | 0 | 0 | 97 | 0 | 3 | 0 | 0 | 0 | 1 | 86 | 4 | 28 | |
| | STANSTED | RYANAIR | | S D | 31 | 0 | 0 | 94 | 3 | 3 | 0 | 0 | 0 | 6 | 68 | 14 | 28 | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | | |
| TOULON / HYERES | | | | | | | | | | | | | | | | | | |
| TOTAL TOULON / HYERES | | | | | 62 | 0 | 0 | 95 | 2 | 3 | 0 | 0 | 0 | 4 | 77 | 9 | 9 | |
| TOULOUSE (BLAGNAC) | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 86 | 0 | 0 | 91 | 1 | 7 | 1 | 0 | 0 | 5 | 65 | 15 | 92 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 86 | 0 | 0 | 87 | 8 | 2 | 2 | 0 | 0 | 9 | 65 | 18 | 92 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 68 | 16 | 11 | 3 | 2 | 0 | 17 | 63 | 17 | 62 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 73 | 15 | 10 | 2 | 2 | 0 | 15 | 56 | 20 | 62 | |
| | BIRMINGHAM | FLYBE LTD | S | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 8 | 19 | |
| | BIRMINGHAM | FLYBE LTD | S | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 12 | 68 | 21 | 19 | |
| TOTAL TOULOUSE (BLAGNAC) | | | | | 306 | 0 | 0 | 81 | 9 | 7 | 2 | 1 | 0 | 11 | 64 | 17 | 17 | |
| TOURS | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 27 | 0 | 0 | 96 | 0 | 4 | 0 | 0 | 0 | 3 | 89 | 3 | 27 | |
| | STANSTED | RYANAIR | S | D | 27 | 0 | 0 | 89 | 11 | 0 | 0 | 0 | 0 | 4 | 82 | 9 | 28 | |
| TOTAL TOURS | | | | | 54 | 0 | 0 | 93 | 6 | 2 | 0 | 0 | 0 | 4 | 85 | 6 | 6 | |
| TRANPANI | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | RYANAIR | S | A | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 9 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | S | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| | LUTON | RYANAIR | S | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | |
| TOTAL TRANPANI | | | | | 22 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| TREVISO | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 85 | 0 | 2 | 67 | 20 | 11 | 1 | 1 | 0 | 15 | 67 | 16 | 89 | |
| | STANSTED | RYANAIR | S | D | 87 | 0 | 0 | 61 | 26 | 11 | 1 | 0 | 0 | 16 | 48 | 18 | 89 | |
| TOTAL TREVISO | | | | | 172 | 0 | 2 | 64 | 23 | 11 | 1 | 1 | 0 | 15 | 58 | 17 | 17 | |
| TRIESTE (RONCHI DEI LEGIO) | | | | | | | | | | | | | | | | | | |
| | STANSTED | JET2.COM LTD | C | A | 3 | 0 | 0 | 33 | 33 | 0 | 33 | 0 | 0 | 34 | 0 | 0 | 0 | |
| | STANSTED | JET2.COM LTD | C | D | 3 | 0 | 0 | 0 | 33 | 67 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | A | 7 | 0 | 0 | 57 | 29 | 14 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | |
| | BIRMINGHAM | RYANAIR | S | D | 7 | 0 | 0 | 86 | 0 | 14 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 83 | 7 | 3 | 7 | 0 | 0 | 10 | 77 | 10 | 30 | |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 79 | 14 | 0 | 7 | 0 | 0 | 10 | 73 | 11 | 30 | |
| TOTAL TRIESTE (RONCHI DEI LEGIONARI) | | | | | 78 | 0 | 0 | 74 | 13 | 6 | 6 | 0 | 0 | 13 | 75 | 11 | 11 | |
| TRIPOLI | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: T

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | |
| TRIPOLI | GATWICK | AFRIQIYAH AIRWAYS | S | A | 30 | 0 | 0 | 27 | 13 | 37 | 20 | 3 | 0 | 44 | 50 | 30 | 30 |
| | GATWICK | AFRIQIYAH AIRWAYS | S | D | 30 | 0 | 0 | 27 | 10 | 43 | 17 | 3 | 0 | 46 | 40 | 38 | 30 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 31 | 0 | 0 | 81 | 6 | 10 | 3 | 0 | 0 | 14 | 58 | 19 | 31 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 31 | 0 | 0 | 68 | 26 | 6 | 0 | 0 | 0 | 14 | 48 | 26 | 31 |
| | HEATHROW | LIBYAN ARAB AIRLINES | S | A | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 32 | 44 | 63 | 9 |
| | HEATHROW | LIBYAN ARAB AIRLINES | S | D | 9 | 0 | 0 | 56 | 11 | 11 | 22 | 0 | 0 | 33 | 22 | 90 | 9 |
| | MANCHESTER | LIBYAN ARAB AIRLINES | S | A | 13 | 0 | 0 | 54 | 15 | 31 | 0 | 0 | 0 | 19 | 38 | 164 | 8 |
| | MANCHESTER | LIBYAN ARAB AIRLINES | S | D | 13 | 0 | 0 | 38 | 54 | 0 | 8 | 0 | 0 | 20 | 25 | 185 | 8 |
| TOTAL TRIPOLI | | | | | 166 | 0 | 0 | 51 | 17 | 21 | 10 | 1 | 0 | 28 | 46 | 49 | 49 |
| TROMSOE | STANSTED | NORWEGIAN AIR SHUTTLE | S | A | 8 | 0 | 0 | 50 | 38 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 |
| | STANSTED | NORWEGIAN AIR SHUTTLE | S | D | 8 | 0 | 0 | 25 | 38 | 38 | 0 | 0 | 0 | 24 | 0 | 0 | 0 |
| TOTAL TROMSOE | | | | | 16 | 0 | 0 | 38 | 38 | 25 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| TRONDHEIM (VAERNES) | STANSTED | NORWEGIAN AIR SHUTTLE | S | A | 13 | 0 | 0 | 54 | 31 | 15 | 0 | 0 | 0 | 16 | 69 | 23 | 13 |
| | STANSTED | NORWEGIAN AIR SHUTTLE | S | D | 13 | 0 | 0 | 46 | 38 | 15 | 0 | 0 | 0 | 17 | 38 | 27 | 13 |
| TOTAL TRONDHEIM (VAERNES) | | | | | 26 | 0 | 0 | 50 | 35 | 15 | 0 | 0 | 0 | 17 | 54 | 25 | 25 |
| TUNIS | GATWICK | BRITISH AIRWAYS PLC | S | A | 22 | 0 | 0 | 64 | 23 | 5 | 5 | 5 | 0 | 24 | 0 | 0 | 0 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 22 | 0 | 0 | 59 | 27 | 5 | 5 | 5 | 0 | 23 | 0 | 0 | 0 |
| | HEATHROW | TUNISAIR | S | A | 17 | 0 | 0 | 35 | 12 | 29 | 24 | 0 | 0 | 42 | 41 | 36 | 17 |
| | HEATHROW | TUNISAIR | S | D | 17 | 0 | 0 | 29 | 6 | 35 | 29 | 0 | 0 | 49 | 24 | 45 | 17 |
| TOTAL TUNIS | | | | | 80 | 0 | 0 | 49 | 19 | 16 | 14 | 3 | 0 | 33 | 54 | 28 | 28 |
| TURIN | GATWICK | BRITISH AIRWAYS PLC | S | A | 35 | 0 | 0 | 71 | 11 | 6 | 11 | 0 | 0 | 16 | 53 | 14 | 30 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 35 | 0 | 0 | 60 | 17 | 14 | 9 | 0 | 0 | 19 | 43 | 21 | 30 |
| | STANSTED | RYANAIR | S | A | 29 | 0 | 0 | 69 | 14 | 14 | 3 | 0 | 0 | 15 | 81 | 8 | 31 |
| | STANSTED | RYANAIR | S | D | 29 | 0 | 0 | 59 | 41 | 0 | 0 | 0 | 0 | 12 | 58 | 18 | 31 |
| TOTAL TURIN | | | | | 128 | 1 | 0 | 65 | 20 | 9 | 6 | 0 | 0 | 16 | 57 | 17 | 17 |

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

Origin / Destinations: U

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | | |
| URALSK | HEATHROW | BMI BRITISH MIDLAND | C | A | 5 | 0 | 0 | 60 | 0 | 40 | 0 | 0 | 0 | 18 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | C | D | 4 | 0 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 24 | 0 | 0 | 0 | |
| TOTAL URALSK | | | | | 9 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | | |
| VAGAR | | | | | | | | | | | | | | | | | | |
| | STANSTED | ATLANTIC AIRWAYS | | S A | 4 | 0 | 0 | 50 | 0 | 0 | 25 | 25 | 0 | 72 | 0 | 0 | 0 | 0 |
| | STANSTED | ATLANTIC AIRWAYS | | S D | 3 | 0 | 1 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 0 | 0 | 0 |
| TOTAL VAGAR | | | | | 7 | 0 | 1 | 29 | 0 | 0 | 57 | 14 | 0 | 84 | 0 | 0 | 0 | 0 |
| VALENCIA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | CLICKAIR | | S A | 25 | 0 | 0 | 68 | 20 | 4 | 8 | 0 | 0 | 16 | 74 | 14 | 31 | |
| | HEATHROW | CLICKAIR | | S D | 25 | 0 | 0 | 88 | 4 | 0 | 8 | 0 | 0 | 11 | 85 | 8 | 27 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S A | 44 | 0 | 0 | 86 | 5 | 5 | 5 | 0 | 0 | 10 | 71 | 14 | 31 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | | S D | 44 | 0 | 0 | 93 | 0 | 2 | 5 | 0 | 0 | 7 | 52 | 20 | 31 | |
| | GLASGOW | FLYGLOBESPAN | | C A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 62 | 0 | 0 | 82 | 8 | 6 | 3 | 0 | 0 | 9 | 87 | 5 | 62 | |
| | STANSTED | RYANAIR | | S D | 62 | 0 | 0 | 68 | 15 | 13 | 5 | 0 | 0 | 17 | 73 | 12 | 62 | |
| TOTAL VALENCIA | | | | | 266 | 0 | 0 | 80 | 8 | 6 | 5 | 0 | 0 | 12 | 74 | 13 | 13 | |
| VALLADOLID | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | PRIVILEGE STYLE | | C A | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| | EDINBURGH | PRIVILEGE STYLE | | C D | 5 | 0 | 0 | 60 | 20 | 0 | 20 | 0 | 0 | 41 | 0 | 0 | 0 | |
| | STANSTED | RYANAIR | | S A | 28 | 0 | 0 | 82 | 11 | 4 | 4 | 0 | 0 | 11 | 89 | 5 | 28 | |
| | STANSTED | RYANAIR | | S D | 28 | 0 | 0 | 71 | 21 | 4 | 4 | 0 | 0 | 14 | 68 | 13 | 28 | |
| TOTAL VALLADOLID | | | | | 66 | 0 | 0 | 74 | 18 | 3 | 5 | 0 | 0 | 14 | 76 | 10 | 10 | |
| VANCOUVER | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AIR CANADA | | S A | 39 | 0 | 0 | 87 | 3 | 0 | 10 | 0 | 0 | 12 | 89 | 11 | 44 | |
| | HEATHROW | AIR CANADA | | S D | 40 | 0 | 0 | 73 | 25 | 3 | 0 | 0 | 0 | 10 | 57 | 16 | 44 | |
| | GATWICK | AIR TRANSAT | | S A | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 7 | | |
| | GATWICK | AIR TRANSAT | | S D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 7 | 57 | 13 | 7 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 32 | 0 | 0 | 69 | 9 | 16 | 6 | 0 | 0 | 20 | 56 | 24 | 32 | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 31 | 0 | 0 | 48 | 35 | 6 | 10 | 0 | 0 | 24 | 29 | 33 | 31 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | S A | 11 | 0 | 0 | 73 | 9 | 9 | 0 | 9 | 0 | 29 | 75 | 77 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | S D | 9 | 0 | 0 | 44 | 22 | 11 | 11 | 11 | 0 | 51 | 20 | 80 | 5 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | S A | 8 | 0 | 0 | 75 | 13 | 13 | 0 | 0 | 0 | 8 | 100 | 0 | 2 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | S D | 8 | 0 | 0 | 88 | 13 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| TOTAL VANCOUVER | | | | | 184 | 0 | 0 | 71 | 17 | 6 | 5 | 1 | 0 | 17 | 63 | 21 | 21 | |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 |
| VARADERO | | | | | | | | | | | | | | | | | | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | C | D | 5 | 0 | 0 | 80 | 0 | 20 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 33 | 17 | 33 | 17 | 0 | 0 | 24 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 6 | 0 | 0 | 50 | 17 | 17 | 17 | 0 | 0 | 30 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 67 | 0 | 0 | 33 | 0 | 0 | 21 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 |
| TOTAL VARADERO | | | | | 35 | 0 | 0 | 69 | 9 | 14 | 9 | 0 | 0 | 15 | 65 | 30 | 30 | |
| VARNA | | | | | | | | | | | | | | | | | | |
| | MANCHESTER | BH AIR | C | A | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 | 1 | |
| | MANCHESTER | BH AIR | C | D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 1 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 10 | 0 | 0 | 50 | 20 | 30 | 0 | 0 | 0 | 19 | 42 | 24 | 12 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 10 | 0 | 0 | 50 | 30 | 10 | 10 | 0 | 0 | 20 | 33 | 27 | 12 | |
| | GATWICK | BULGARIA AIR | S | A | 11 | 0 | 0 | 73 | 27 | 0 | 0 | 0 | 0 | 7 | 86 | 4 | 14 | |
| | GATWICK | BULGARIA AIR | S | D | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 4 | 86 | 8 | 14 | |
| TOTAL VARNA | | | | | 48 | 0 | 0 | 69 | 19 | 8 | 4 | 0 | 0 | 13 | 61 | 19 | 19 | |
| VASTERAS | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 53 | 0 | 1 | 89 | 4 | 6 | 2 | 0 | 0 | 7 | 74 | 10 | 34 | |
| | STANSTED | RYANAIR | S | D | 54 | 0 | 0 | 81 | 11 | 7 | 0 | 0 | 0 | 9 | 56 | 17 | 34 | |
| TOTAL VASTERAS | | | | | 107 | 0 | 1 | 85 | 7 | 7 | 1 | 0 | 0 | 8 | 65 | 14 | 14 | |
| VENICE | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BMI BRITISH MIDLAND | S | A | 31 | 0 | 0 | 55 | 29 | 16 | 0 | 0 | 0 | 16 | 58 | 17 | 31 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 31 | 0 | 0 | 71 | 23 | 6 | 0 | 0 | 0 | 11 | 58 | 14 | 31 | |
| | MANCHESTER | BMI REGIONAL | C | A | 4 | 0 | 0 | 50 | 25 | 0 | 25 | 0 | 0 | 24 | 0 | 0 | 0 | |
| | MANCHESTER | BMI REGIONAL | C | D | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 20 | 0 | 0 | 0 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 113 | 0 | 0 | 88 | 4 | 4 | 2 | 1 | 0 | 8 | 53 | 23 | 118 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 114 | 0 | 0 | 84 | 7 | 4 | 4 | 1 | 0 | 12 | 53 | 23 | 118 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 6 | 0 | 0 | 33 | 50 | 17 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | | |
| VENICE | | | | | | | | | | | | | | | | | | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | A | 62 | 0 | 0 | 74 | 8 | 10 | 6 | 2 | 0 | 20 | 73 | 12 | 62 | |
| | GATWICK | EASYJET AIRLINE COMPANY LTD | S | D | 62 | 0 | 0 | 68 | 18 | 5 | 8 | 2 | 0 | 20 | 69 | 14 | 62 | |
| TOTAL VENICE | | | | | 436 | 0 | 0 | 77 | 12 | 6 | 4 | 1 | 0 | 14 | 60 | 19 | 19 | |
| VERONA VILLAFRANCA | | | | | | | | | | | | | | | | | | |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 45 | 0 | 0 | 93 | 0 | 2 | 4 | 0 | 0 | 6 | 67 | 23 | 57 | |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 45 | 0 | 0 | 91 | 2 | 4 | 2 | 0 | 0 | 6 | 46 | 28 | 57 | |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 33 | 33 | 33 | 0 | 0 | 0 | 18 | 100 | 0 | 1 | |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 2 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 94 | 50 | 94 | 2 | |
| TOTAL VERONA VILLAFRANCA | | | | | 102 | 0 | 0 | 87 | 2 | 5 | 6 | 0 | 0 | 9 | 58 | 26 | 26 | |
| VIENNA | | | | | | | | | | | | | | | | | | |
| | HEATHROW | AUSTRIAN AIRLINES | S | A | 110 | 0 | 1 | 84 | 10 | 5 | 2 | 0 | 0 | 9 | 85 | 8 | 150 | |
| | HEATHROW | AUSTRIAN AIRLINES | S | D | 109 | 0 | 2 | 52 | 22 | 22 | 4 | 0 | 0 | 21 | 54 | 19 | 149 | |
| | HEATHROW | AUSTRIAN ARROWS | S | A | 39 | 0 | 0 | 56 | 26 | 18 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | HEATHROW | AUSTRIAN ARROWS | S | D | 39 | 0 | 0 | 62 | 21 | 15 | 3 | 0 | 0 | 15 | 0 | 0 | 0 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 121 | 0 | 0 | 71 | 14 | 11 | 4 | 0 | 0 | 14 | 82 | 11 | 123 | |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 121 | 0 | 0 | 68 | 19 | 8 | 5 | 0 | 0 | 15 | 56 | 18 | 123 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 31 | 0 | 0 | 94 | 3 | 0 | 3 | 0 | 0 | 4 | 100 | 0 | 3 | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 31 | 0 | 0 | 84 | 13 | 0 | 3 | 0 | 0 | 11 | 67 | 8 | 3 | |
| TOTAL VIENNA | | | | | 601 | 3 | 3 | 70 | 16 | 11 | 3 | 0 | 0 | 14 | 70 | 14 | 14 | |
| VIGO | | | | | | | | | | | | | | | | | | |
| | GATWICK | CLICKAIR | S | A | 11 | 0 | 0 | 82 | 18 | 0 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | |
| | GATWICK | CLICKAIR | S | D | 11 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | |
| TOTAL VIGO | | | | | 22 | 0 | 0 | 91 | 9 | 0 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | |
| VILNIUS | | | | | | | | | | | | | | | | | | |
| | GATWICK | AIR BALTIC | S | A | 31 | 0 | 0 | 61 | 35 | 3 | 0 | 0 | 0 | 12 | 81 | 15 | 31 | |
| | GATWICK | AIR BALTIC | S | D | 31 | 0 | 0 | 77 | 10 | 6 | 6 | 0 | 0 | 14 | 81 | 16 | 31 | |
| | GATWICK | LITHUANIAN AIRLINES | S | A | 31 | 0 | 0 | 81 | 13 | 3 | 3 | 0 | 0 | 11 | 97 | 2 | 31 | |
| | GATWICK | LITHUANIAN AIRLINES | S | D | 31 | 0 | 0 | 87 | 6 | 3 | 3 | 0 | 0 | 12 | 94 | 4 | 31 | |
| | STANSTED | LITHUANIAN AIRLINES | S | A | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | |
| | STANSTED | LITHUANIAN AIRLINES | S | D | 2 | 0 | 0 | 50 | 50 | 0 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | |
| TOTAL VILNIUS | | | | | 128 | 0 | 0 | 76 | 17 | 4 | 3 | 0 | 0 | 12 | 88 | 9 | 9 | |
| VITORIA | | | | | | | | | | | | | | | | | | |

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

Origin / Destinations: V

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | |
| VOLOS | | | | | | | | | | | | | | | | | |
| TOTAL VOLOS | | | | | 2 | 0 | 0 | 0 | 50 | 0 | 50 | 0 | 0 | 49 | 0 | 46 | 46 |

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

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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 | |
| WARSAW | | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | | S A | 26 | 0 | 0 | 81 | 12 | 4 | 4 | 0 | 0 | 11 | 0 | 0 | 0 | | |
| | LONDON CITY | BA CITYFLYER LTD | | S D | 26 | 0 | 0 | 58 | 23 | 12 | 8 | 0 | 0 | 22 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S A | 74 | 0 | 0 | 80 | 11 | 4 | 5 | 0 | 0 | 13 | 0 | 0 | 0 | | |
| | GATWICK | BRITISH AIRWAYS PLC | | S D | 73 | 0 | 0 | 86 | 5 | 7 | 1 | 0 | 0 | 8 | 0 | 0 | 0 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 53 | 27 | 92 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 12 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 47 | 19 | 92 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S A | 54 | 0 | 0 | 78 | 13 | 7 | 2 | 0 | 0 | 10 | 81 | 11 | 54 | | |
| | LUTON | EASYJET AIRLINE COMPANY LTD | | S D | 54 | 0 | 0 | 74 | 15 | 11 | 0 | 0 | 0 | 13 | 85 | 14 | 54 | | |
| | HEATHROW | LOT-POLISH AIRLINES | | S A | 91 | 0 | 2 | 65 | 24 | 9 | 1 | 1 | 0 | 16 | 61 | 15 | 93 | | |
| | HEATHROW | LOT-POLISH AIRLINES | | S D | 91 | 0 | 2 | 76 | 12 | 8 | 3 | 1 | 0 | 14 | 59 | 16 | 93 | | |
| | LUTON | WIZZ AIR | | S A | 64 | 0 | 1 | 86 | 9 | 5 | 0 | 0 | 0 | 7 | 89 | 8 | 62 | | |
| | LUTON | WIZZ AIR | | S D | 64 | 0 | 1 | 66 | 23 | 3 | 5 | 2 | 2 | 23 | 55 | 22 | 62 | | |
| TOTAL WARSAW | | | | | 641 | 3 | 7 | 76 | 14 | 7 | 2 | 0 | 0 | 13 | 64 | 19 | 19 | | |
| WASHINGTON (DULLES) | | | | | | | | | | | | | | | | | | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S A | 88 | 0 | 0 | 73 | 10 | 6 | 10 | 0 | 1 | 32 | 68 | 16 | 82 | | |
| | HEATHROW | BRITISH AIRWAYS PLC | | S D | 87 | 0 | 0 | 64 | 21 | 10 | 5 | 0 | 0 | 17 | 37 | 28 | 82 | | |
| | HEATHROW | UNITED AIRLINES | | S A | 115 | 0 | 3 | 86 | 6 | 4 | 3 | 0 | 0 | 8 | 77 | 13 | 119 | | |
| | HEATHROW | UNITED AIRLINES | | S D | 114 | 1 | 3 | 81 | 7 | 8 | 4 | 0 | 0 | 11 | 75 | 14 | 119 | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S A | 46 | 0 | 0 | 87 | 7 | 2 | 2 | 2 | 0 | 11 | 87 | 11 | 55 | | |
| | HEATHROW | VIRGIN ATLANTIC AIRWAYS LTD | | S D | 46 | 0 | 0 | 65 | 11 | 15 | 7 | 2 | 0 | 26 | 61 | 26 | 56 | | |
| TOTAL WASHINGTON (DULLES) | | | | | 496 | 3 | 7 | 77 | 10 | 7 | 5 | 0 | 0 | 17 | 66 | 20 | 20 | | |
| WATERFORD | | | | | | | | | | | | | | | | | | | |
| | BIRMINGHAM | AER ARANN | | S A | 27 | 0 | 0 | 96 | 0 | 0 | 0 | 4 | 0 | 8 | 100 | 0 | 27 | | |
| | BIRMINGHAM | AER ARANN | | S D | 27 | 0 | 0 | 96 | 0 | 0 | 0 | 4 | 0 | 9 | 100 | 0 | 27 | | |
| | LUTON | AER ARANN | | S A | 62 | 0 | 0 | 94 | 0 | 2 | 2 | 3 | 0 | 11 | 100 | 1 | 62 | | |
| | LUTON | AER ARANN | | S D | 62 | 0 | 0 | 87 | 6 | 2 | 2 | 3 | 0 | 15 | 95 | 3 | 62 | | |
| | MANCHESTER | AER ARANN | | S A | 27 | 0 | 0 | 81 | 11 | 4 | 0 | 4 | 0 | 16 | 96 | 1 | 27 | | |
| | MANCHESTER | AER ARANN | | S D | 27 | 0 | 0 | 93 | 4 | 0 | 0 | 4 | 0 | 12 | 96 | 1 | 27 | | |
| TOTAL WATERFORD | | | | | 232 | 0 | 0 | 91 | 3 | 1 | 1 | 3 | 0 | 12 | 98 | 1 | 1 | | |
| WICK | | | | | | | | | | | | | | | | | | | |
| | EDINBURGH | LOGANAIR | | S A | 23 | 0 | 0 | 87 | 0 | 4 | 9 | 0 | 0 | 15 | 87 | 16 | 23 | | |
| | EDINBURGH | LOGANAIR | | S D | 23 | 0 | 0 | 83 | 4 | 4 | 9 | 0 | 0 | 15 | 78 | 19 | 23 | | |
| TOTAL WICK | | | | | 46 | 0 | 0 | 85 | 2 | 4 | 9 | 0 | 0 | 15 | 83 | 18 | 18 | | |

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

Origin / Destinations: W

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| WINDHOEK | GATWICK | AIR NAMIBIA | S | A | 10 | 0 | 0 | 40 | 40 | 20 | 0 | 0 | 0 | 19 | 92 | 6 | 13 |
| | GATWICK | AIR NAMIBIA | S | D | 10 | 0 | 0 | 60 | 20 | 20 | 0 | 0 | 0 | 14 | 100 | 3 | 13 |
| TOTAL WINDHOEK | | | | | 20 | 0 | 0 | 50 | 30 | 20 | 0 | 0 | 0 | 16 | 96 | 5 | 5 |
| WROCLAW | STANSTED | RYANAIR | S | A | 53 | 0 | 0 | 81 | 13 | 6 | 0 | 0 | 0 | 6 | 73 | 10 | 44 |
| | STANSTED | RYANAIR | S | D | 54 | 0 | 0 | 70 | 22 | 7 | 0 | 0 | 0 | 12 | 50 | 19 | 44 |
| | LUTON | WIZZ AIR | S | A | 18 | 0 | 1 | 72 | 0 | 17 | 6 | 6 | 0 | 27 | 0 | 0 | 0 |
| | LUTON | WIZZ AIR | S | D | 17 | 0 | 1 | 41 | 35 | 18 | 6 | 0 | 0 | 20 | 0 | 0 | 0 |
| TOTAL WROCLAW | | | | | 142 | 0 | 2 | 71 | 18 | 9 | 1 | 1 | 0 | 13 | 68 | 16 | 16 |

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

Origin / Destinations: Y

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | | OCT 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) | | | | | | | | | | | | |
| YEREVAN | HEATHROW | BMI BRITISH MIDLAND | S | A | 15 | 0 | 0 | 80 | 13 | 7 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | |
| | HEATHROW | BMI BRITISH MIDLAND | S | D | 14 | 0 | 0 | 64 | 14 | 21 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | |
| TOTAL YEREVAN | | | | | 29 | 0 | 0 | 72 | 14 | 14 | 0 | 0 | 0 | 12 | 58 | 21 | 21 | |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| ZADAR | STANSTED | RYANAIR | | S A | 13 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 83 | 18 | 12 |
| | STANSTED | RYANAIR | | S D | 13 | 0 | 0 | 85 | 15 | 0 | 0 | 0 | 0 | 10 | 92 | 11 | 12 |
| TOTAL ZADAR | | | | | 26 | 0 | 0 | 92 | 8 | 0 | 0 | 0 | 0 | 5 | 88 | 15 | 15 |
| ZAGREB | GATWICK | CROATIA AIRLINES | | S A | 21 | 0 | 0 | 62 | 19 | 14 | 5 | 0 | 0 | 22 | 62 | 18 | 13 |
| | GATWICK | CROATIA AIRLINES | | S D | 22 | 0 | 0 | 50 | 27 | 18 | 5 | 0 | 0 | 20 | 50 | 22 | 14 |
| | HEATHROW | CROATIA AIRLINES | | S A | 35 | 0 | 0 | 57 | 20 | 17 | 6 | 0 | 0 | 22 | 83 | 16 | 36 |
| | HEATHROW | CROATIA AIRLINES | | S D | 35 | 0 | 0 | 51 | 23 | 20 | 6 | 0 | 0 | 24 | 56 | 19 | 36 |
| | LUTON | WIZZ AIR | | S A | 16 | 0 | 0 | 88 | 0 | 6 | 6 | 0 | 0 | 10 | 76 | 17 | 17 |
| | LUTON | WIZZ AIR | | S D | 16 | 0 | 0 | 69 | 25 | 6 | 0 | 0 | 0 | 16 | 53 | 23 | 17 |
| TOTAL ZAGREB | | | | | 145 | 0 | 0 | 60 | 20 | 15 | 5 | 0 | 0 | 20 | 65 | 19 | 19 |
| ZAKINTHOS | BIRMINGHAM | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 100 | 2 | 4 | |
| | BIRMINGHAM | MONARCH AIRLINES | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 7 | 75 | 5 | 4 | |
| | EDINBURGH | MONARCH AIRLINES | | C A | 3 | 0 | 0 | 67 | 0 | 33 | 0 | 0 | 14 | 100 | 5 | 4 | |
| | EDINBURGH | MONARCH AIRLINES | | C D | 2 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 75 | 17 | 4 | |
| | GATWICK | MONARCH AIRLINES | | C A | 9 | 0 | 0 | 78 | 0 | 0 | 22 | 0 | 0 | 22 | 78 | 38 | 9 |
| | GATWICK | MONARCH AIRLINES | | C D | 9 | 0 | 0 | 78 | 0 | 11 | 11 | 0 | 0 | 20 | 71 | 50 | 7 |
| | MANCHESTER | MONARCH AIRLINES | | C A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 4 | 100 | 2 | 5 | |
| | MANCHESTER | MONARCH AIRLINES | | C D | 5 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 5 | 100 | 3 | 5 | |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C A | 6 | 0 | 0 | 83 | 0 | 0 | 0 | 0 | 17 | 212 | 100 | 0 | 8 |
| | BIRMINGHAM | THOMAS COOK AIRLINES LTD (MYT) | | C D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 7 | 86 | 4 | 7 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C A | 10 | 0 | 0 | 90 | 0 | 0 | 10 | 0 | 12 | 100 | 0 | 4 | |
| | GATWICK | THOMAS COOK AIRLINES LTD (MYT) | | C D | 8 | 1 | 0 | 88 | 0 | 0 | 13 | 0 | 19 | 100 | 6 | 3 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C A | 8 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 19 | 0 | 0 | 0 | |
| | GLASGOW | THOMAS COOK AIRLINES LTD (MYT) | | C D | 6 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 11 | 100 | 0 | 1 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C A | 16 | 0 | 0 | 75 | 0 | 19 | 6 | 0 | 21 | 86 | 36 | 14 | |
| | MANCHESTER | THOMAS COOK AIRLINES LTD (MYT) | | C D | 13 | 0 | 0 | 92 | 0 | 8 | 0 | 0 | 5 | 60 | 59 | 10 | |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | OCT 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) | | | | | | | | | | | | |
| ZAKINTHOS | | | | | | | | | | | | | | | | | | |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | A | 5 | 0 | 0 | 80 | 0 | 0 | 20 | 0 | 0 | 13 | 0 | 0 | 0 | 0 |
| | NEWCASTLE | THOMAS COOK AIRLINES LTD (MYT) | C | D | 4 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | A | 6 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| | BIRMINGHAM | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 |
| | GATWICK | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 92 | 0 | 0 | 0 | 8 | 0 | 28 | 100 | 0 | 0 | 5 |
| | GATWICK | THOMSON AIRWAYS LTD | C | D | 10 | 0 | 0 | 60 | 30 | 0 | 0 | 10 | 0 | 38 | 100 | 4 | 3 | 3 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | A | 4 | 0 | 0 | 75 | 0 | 0 | 25 | 0 | 0 | 36 | 0 | 0 | 0 | 0 |
| | GLASGOW | THOMSON AIRWAYS LTD | C | D | 3 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | A | 13 | 0 | 0 | 85 | 0 | 0 | 8 | 0 | 8 | 37 | 80 | 5 | 5 | 5 |
| | MANCHESTER | THOMSON AIRWAYS LTD | C | D | 10 | 0 | 0 | 80 | 0 | 0 | 10 | 10 | 0 | 45 | 100 | 5 | 3 | 3 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | A | 5 | 0 | 0 | 80 | 20 | 0 | 0 | 0 | 0 | 7 | 100 | 0 | 0 | 5 |
| | NEWCASTLE | THOMSON AIRWAYS LTD | C | D | 4 | 0 | 0 | 75 | 25 | 0 | 0 | 0 | 0 | 8 | 100 | 1 | 4 | 4 |
| | STANSTED | THOMSON AIRWAYS LTD | C | A | 3 | 0 | 0 | 67 | 33 | 0 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 |
| TOTAL ZAKINTHOS | | | | | 199 | 1 | 0 | 83 | 6 | 3 | 6 | 2 | 1 | 24 | 82 | 16 | 16 | 16 |
| ZARAGOZA | | | | | | | | | | | | | | | | | | |
| | STANSTED | RYANAIR | S | A | 22 | 0 | 0 | 77 | 14 | 9 | 0 | 0 | 0 | 8 | 73 | 11 | 22 | 22 |
| | STANSTED | RYANAIR | S | D | 22 | 0 | 0 | 55 | 27 | 18 | 0 | 0 | 0 | 16 | 50 | 16 | 22 | 22 |
| TOTAL ZARAGOZA | | | | | 44 | 0 | 0 | 66 | 20 | 14 | 0 | 0 | 0 | 12 | 61 | 14 | 14 | 14 |
| ZURICH | | | | | | | | | | | | | | | | | | |
| | LONDON CITY | BA CITYFLYER LTD | S | A | 120 | 0 | 0 | 75 | 8 | 9 | 8 | 0 | 0 | 16 | 66 | 19 | 92 | 92 |
| | LONDON CITY | BA CITYFLYER LTD | S | D | 121 | 1 | 0 | 56 | 17 | 15 | 12 | 0 | 0 | 24 | 53 | 28 | 95 | 95 |
| | EDINBURGH | BMI REGIONAL | S | A | 21 | 0 | 0 | 76 | 24 | 0 | 0 | 0 | 0 | 6 | 88 | 7 | 26 | 26 |
| | EDINBURGH | BMI REGIONAL | S | D | 21 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 0 | 2 | 81 | 10 | 26 | 26 |
| | GATWICK | BRITISH AIRWAYS PLC | S | A | 52 | 1 | 0 | 73 | 17 | 8 | 2 | 0 | 0 | 9 | 68 | 16 | 57 | 57 |
| | GATWICK | BRITISH AIRWAYS PLC | S | D | 52 | 0 | 0 | 81 | 12 | 8 | 0 | 0 | 0 | 9 | 61 | 16 | 57 | 57 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | A | 168 | 0 | 0 | 79 | 13 | 5 | 4 | 0 | 0 | 11 | 80 | 12 | 179 | 179 |
| | HEATHROW | BRITISH AIRWAYS PLC | S | D | 169 | 0 | 0 | 73 | 17 | 7 | 2 | 0 | 0 | 11 | 61 | 18 | 179 | 179 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | A | 53 | 0 | 0 | 79 | 8 | 6 | 8 | 0 | 0 | 14 | 52 | 22 | 46 | 46 |
| | LUTON | EASYJET AIRLINE COMPANY LTD | S | D | 54 | 0 | 0 | 41 | 43 | 9 | 7 | 0 | 0 | 24 | 45 | 23 | 49 | 49 |
| | BIRMINGHAM | SWISS AIRLINES | S | A | 92 | 0 | 0 | 91 | 7 | 2 | 0 | 0 | 0 | 4 | 88 | 7 | 92 | 92 |
| | BIRMINGHAM | SWISS AIRLINES | S | D | 92 | 0 | 0 | 72 | 22 | 7 | 0 | 0 | 0 | 11 | 57 | 16 | 92 | 92 |
| | HEATHROW | SWISS AIRLINES | S | A | 186 | 0 | 0 | 76 | 14 | 8 | 2 | 0 | 0 | 10 | 83 | 8 | 184 | 184 |

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

Origin / Destinations: Z

| ORIGIN / DESTINATION | REPORTING AIRPORT | AIRLINE | CHARTER/ SCHED | ARR/ DEP | NUMBER OF FLIGHTS | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 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) | | | | | | | | | | | |
| ZURICH | HEATHROW | SWISS AIRLINES | S | D | 186 | 0 | 0 | 78 | 12 | 5 | 4 | 0 | 0 | 10 | 66 | 15 | 185 |
| | LONDON CITY | SWISS AIRLINES | S | A | 211 | 0 | 2 | 89 | 5 | 4 | 1 | 0 | 0 | 6 | 72 | 12 | 204 |
| | LONDON CITY | SWISS AIRLINES | S | D | 211 | 0 | 0 | 73 | 15 | 9 | 3 | 0 | 0 | 15 | 42 | 26 | 204 |
| | MANCHESTER | SWISS AIRLINES | S | A | 93 | 0 | 0 | 77 | 15 | 6 | 1 | 0 | 0 | 11 | 74 | 13 | 93 |
| | MANCHESTER | SWISS AIRLINES | S | D | 93 | 0 | 0 | 77 | 14 | 8 | 1 | 0 | 0 | 10 | 62 | 16 | 92 |
| TOTAL ZURICH | | | | | 1995 | 8 | 2 | 76 | 14 | 7 | 3 | 0 | 0 | 12 | 66 | 16 | 16 |
| ZWEIBRUKEN | STANSTED | RYANAIR | S | A | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 9 | 0 | 0 | 0 |
| | STANSTED | RYANAIR | S | D | 4 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 13 | 0 | 0 | 0 |
| TOTAL ZWEIBRUKEN | | | | | 8 | 0 | 0 | 75 | 0 | 25 | 0 | 0 | 0 | 11 | 0 | 0 | 0 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: BIRMINGHAM (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 1010 | 20 | 0 | 76 | 10 | 7 | 5 | 2 | 0 | 18 | 75 | 21 | 1205 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7906 | 22 | 269 | 81 | 9 | 6 | 3 | 1 | 0 | 12 | 80 | 12 | 8164 |
| AIRPORT TOTAL | 8916 | 42 | 269 | 81 | 9 | 6 | 3 | 1 | 0 | 13 | 79 | 13 | 9369 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: EDINBURGH (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 188 | 5 | 0 | 72 | 13 | 11 | 5 | 0 | 0 | 13 | 73 | 17 | 165 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 9256 | 17 | 38 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 75 | 14 | 9612 |
| AIRPORT TOTAL | 9444 | 22 | 38 | 82 | 9 | 6 | 3 | 0 | 0 | 10 | 75 | 14 | 9777 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: GATWICK (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 2867 | 28 | 0 | 69 | 12 | 9 | 7 | 2 | 0 | 24 | 63 | 25 | 3528 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 18658 | 23 | 95 | 79 | 10 | 6 | 4 | 1 | 0 | 13 | 65 | 19 | 19136 |
| AIRPORT TOTAL | 21525 | 51 | 95 | 78 | 10 | 6 | 4 | 1 | 0 | 15 | 65 | 20 | 22664 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: GLASGOW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 1037 | 10 | 0 | 70 | 14 | 9 | 6 | 1 | 0 | 19 | 67 | 25 | 1133 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 6789 | 27 | 26 | 80 | 11 | 5 | 4 | 1 | 0 | 13 | 76 | 15 | 7412 |
| AIRPORT TOTAL | 7826 | 37 | 26 | 79 | 11 | 5 | 4 | 1 | 0 | 14 | 75 | 16 | 8545 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: HEATHROW (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 27 | 14 | 0 | 56 | 22 | 22 | 0 | 0 | 0 | 16 | 38 | 27 | 24 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 40113 | 15 | 136 | 73 | 15 | 8 | 3 | 0 | 0 | 13 | 63 | 19 | 40550 |
| AIRPORT TOTAL | 40140 | 29 | 136 | 73 | 15 | 8 | 3 | 0 | 0 | 13 | 63 | 19 | 40574 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: LONDON CITY (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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 | 7 | 0 | 0 | 100 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 7685 | 17 | 77 | 76 | 14 | 6 | 3 | 0 | 0 | 12 | 57 | 20 | 7113 |
| AIRPORT TOTAL | 7687 | 24 | 77 | 76 | 14 | 6 | 3 | 0 | 0 | 12 | 57 | 20 | 7113 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: LUTON (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 329 | 101 | 0 | 70 | 13 | 9 | 5 | 2 | 0 | 20 | 67 | 19 | 381 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 6818 | 9 | 25 | 76 | 14 | 7 | 3 | 1 | 0 | 14 | 73 | 14 | 6538 |
| AIRPORT TOTAL | 7147 | 110 | 25 | 76 | 14 | 7 | 3 | 1 | 0 | 14 | 73 | 14 | 6919 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: MANCHESTER (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 2743 | 33 | 0 | 69 | 11 | 9 | 8 | 2 | 0 | 21 | 68 | 29 | 3491 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 13440 | 12 | 137 | 82 | 9 | 5 | 3 | 1 | 0 | 12 | 77 | 13 | 14622 |
| AIRPORT TOTAL | 16183 | 45 | 137 | 79 | 10 | 6 | 4 | 1 | 0 | 13 | 75 | 16 | 18113 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: NEWCASTLE (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 671 | 9 | 0 | 78 | 10 | 5 | 6 | 1 | 0 | 17 | 75 | 22 | 909 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 4147 | 9 | 90 | 81 | 10 | 5 | 3 | 1 | 0 | 12 | 78 | 13 | 4290 |
| AIRPORT TOTAL | 4818 | 18 | 90 | 81 | 10 | 5 | 4 | 1 | 0 | 13 | 77 | 15 | 5199 |

CAA AIRLINE / AIRPORT REPORTING SYSTEM

ROUTE / AIRLINE ANALYSIS - BY AIRPORT FOR OCTOBER 2008

Reporting Airport: STANSTED (By Airport)

| ORIGIN / DESTINATION | NUMBER OF FLIGHTS | | | PERCENTAGE OF FLIGHTS LATE | | | | | | OCT 2007 | | | |
|-------------------------------|-------------------|------------|----------|----------------------------|------------------|-------------|------------------------|------------------------|-------------------------|----------------------------|--------------------------|----------------------------|-------------------------|
| | MATCHED | UNMATCHED | | Early to 15 mins | 16 to 30 mins | 31 to 60 | 1h 1m to 3 hours | 3h 1m 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) | 379 | 27 | 0 | 71 | 12 | 9 | 6 | 1 | 0 | 18 | 69 | 21 | 497 |
| SCHEDULED FLIGHTS(ALL ROUTES) | 14201 | 38 | 75 | 83 | 11 | 5 | 1 | 0 | 0 | 9 | 72 | 14 | 15467 |
| AIRPORT TOTAL | 14580 | 65 | 75 | 82 | 11 | 5 | 1 | 0 | 0 | 9 | 72 | 14 | 15964 |